The Great Grid Upgrade

Sea Link

Sea Link

Volume 5: Consultation Report

Document 5.1.6 Appendix E Statutory Consultation Part 4 of 4

Planning Inspectorate Reference: EN020026

Version: A
March 2025

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 Regulation 5(2)(q)

Section 37(3) and Section 37(7) of the Planning Act 2008

nationalgrid

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25 – 30 October, Facebook

National Grid UK
Sponsored · Paid for by **National Grid UK**
Library ID: 192908540509423

The world we live in is changing and the UK is at a turning point as we embrace the opportunities a cleaner, greener future brings.

National Grid is proposing to reinforce the electricity transmission network. Sea Link would see a new subsea electricity cable between Suffolk and Kent, plus the associated onshore infrastructure needed to connect into the existing network. ...

NATIONALGRID.COM
Sign up to our webinar

Sign up

30 October – 2 November, Facebook

National Grid UK
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Library ID: 346877214485513

The Government has made it clear that the UK's net zero targets are an important milestone in creating a cleaner, greener future.

We're working to bring more secure, cheaper, and cleaner forms energy to your homes and businesses and we want your views about our proposals for a new connection betweek Suffolk and Kent.
...

NATIONALGRID.COM
Attend our consultation events
Learn more

30 October – 13 November, Facebook

National Grid UK
Sponsored · Paid for by National Grid UK
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The Government has made it clear that the UK's net zero targets are an important milestone in creating a cleaner, greener future.

We're working to bring more clean, safe energy to your homes and businesses and we want your views on our proposals for new connection between Suffolk and Kent.
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Attend our consultation events
Learn more

25 – 30 October, Instagram

National Grid UK
Sponsored · Paid for by National Grid UK
Library ID: 1035600997566217

The Great Grid Upgrade is the largest overhaul of the grid in generations.

As part of this, we are presenting plans in your local area to help the transition towards a cleaner, greener future.

To learn more about Sea Link, click the link below and sign up to a ...

NATIONALGRID.COM
National Grid UK
Learn more

13 – 21 November, Instagram

National Grid UK
Sponsored · Paid for by National Grid UK
Library ID: 264179216126183

The way we generate electricity in the UK is changing rapidly as we transition to more secure, cheaper, and cleaner forms of energy.

Click the link below for more information about our proposals for Sea Link, how to take part in our consultation and how to provide feedback.

NATIONALGRID.COM
National Grid UK
Learn more

2 – 13 November, Facebook

National Grid UK
Sponsored · Paid for by National Grid UK
Library ID: 904102374484004

The Government has made it clear that the UK's net zero targets are an important milestone in creating a cleaner, greener future.

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National Grid UK
Sponsored · Paid for by National Grid UK
Library ID: 312980294772097

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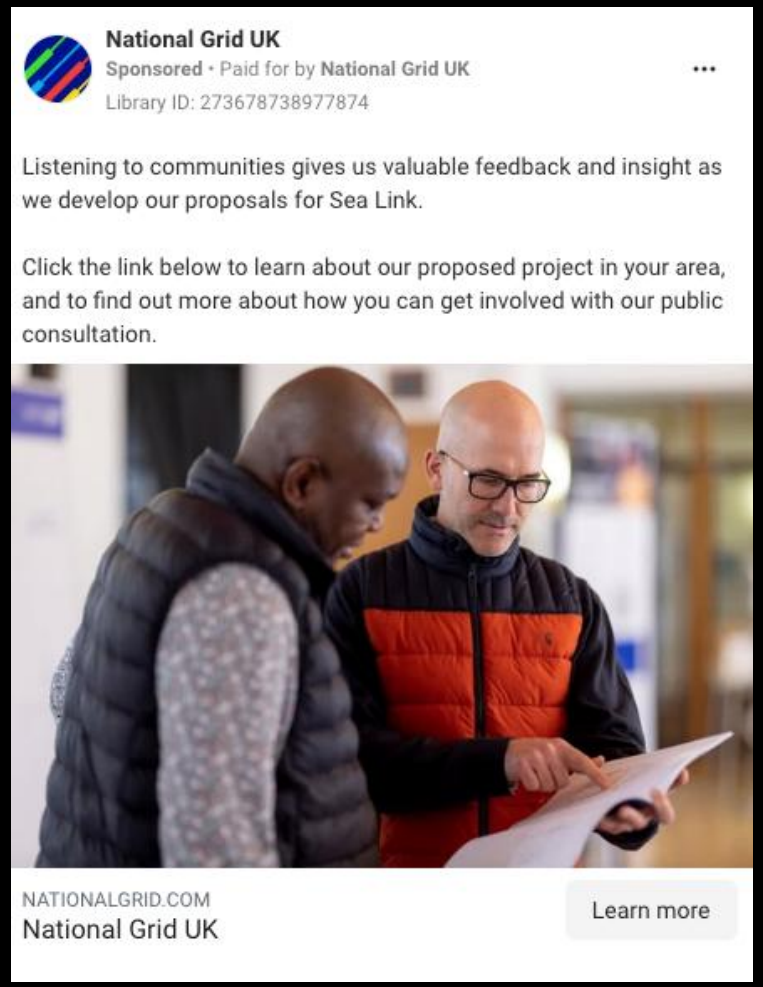
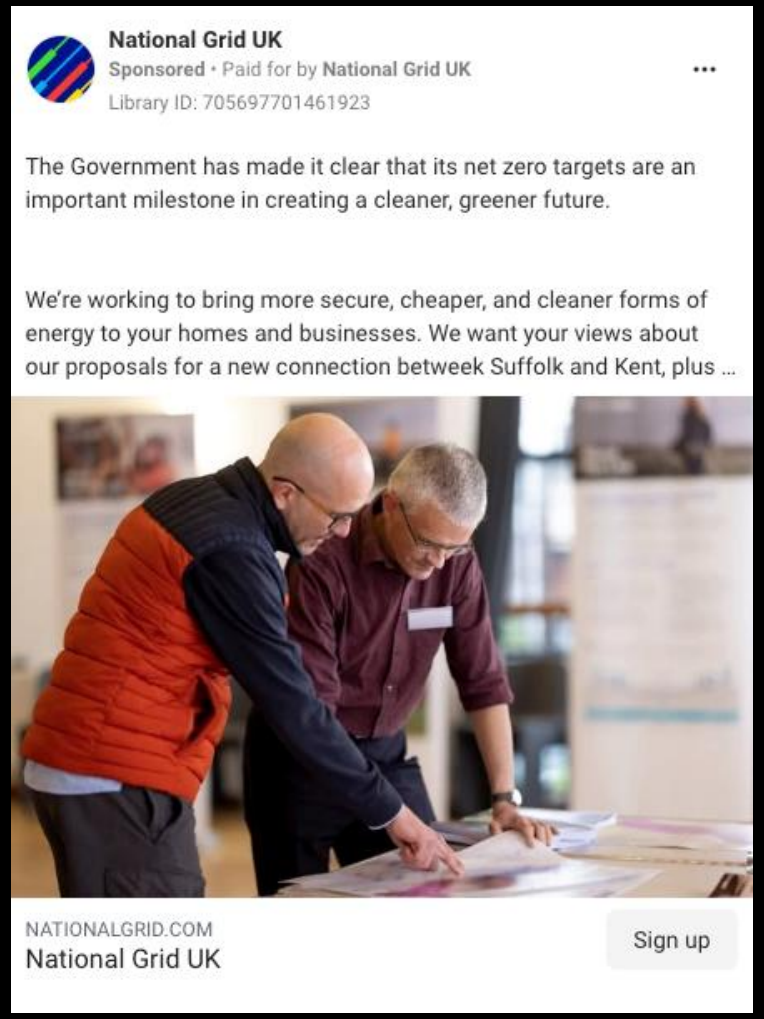
NATIONALGRID.COM
National Grid UK
Sign up

4 – 19 December, Facebook

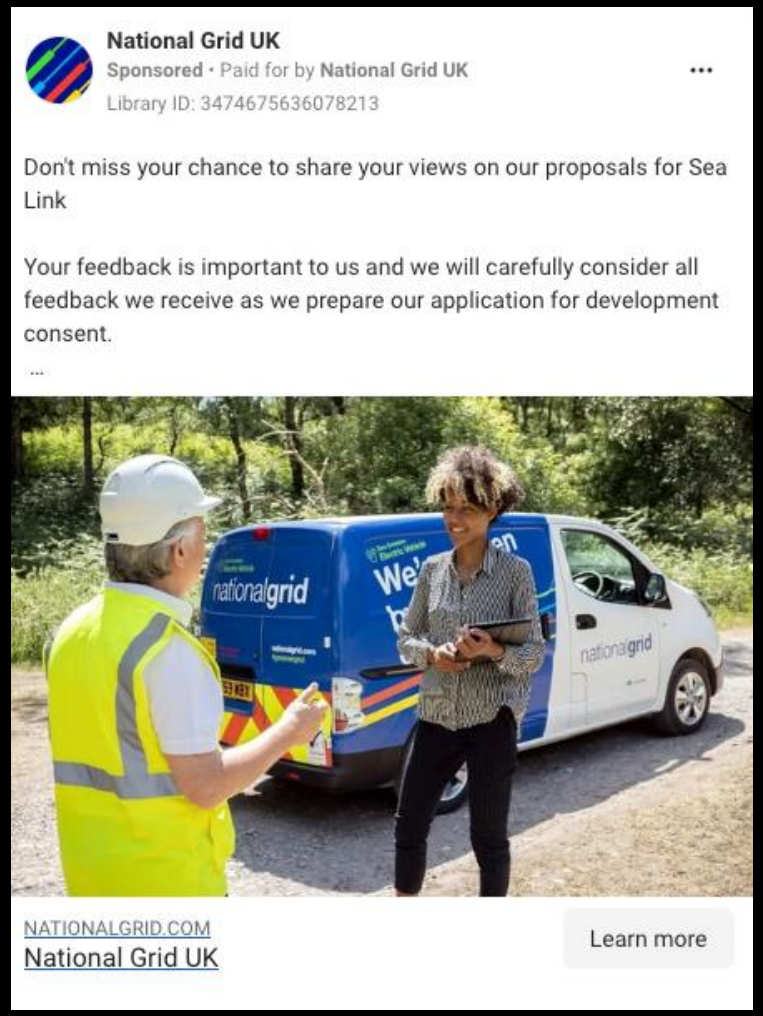
27 November – 10 December, Instagram



20 – 27 November, Instagram



11 – 18 December, Instagram



5 – 12 December, Facebook and Instagram

4 – 19 December, Facebook

21. Statutory Consultation Site Notice

NATIONAL GRID ELECTRICITY TRANSMISSION PLC
SECTION 48 OF THE PLANNING ACT 2008 (AS AMENDED)
REGULATION 4, THE INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009
NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER FOR THE SEA LINK PROJECT

Notice is hereby given that National Grid Electricity Transmission plc (NGET) of National Grid House, Warwick Technology Park, Gallows Hill, Warwick, CV34 6DA intends to apply to the Secretary of State for a Development Consent Order (DCO) under Section 37 of the Planning Act 2008 (as amended) (the Act) to authorise the construction of the Sea Link Project.

The Sea Link Project ('proposed Project') involves the reinforcement of the electricity transmission network between Suffolk and Kent, predominantly via offshore High Voltage Direct Current (HVDC) link. The proposed Project is split into three distinctive elements, as follows.

The Suffolk Onshore Scheme

- A connection from the existing transmission network via Friston Substation, including the substation itself. Friston Substation already has development consent as part of other third-party projects. If Friston Substation has already been constructed under another consent, only a connection into the substation would be constructed by the Sea Link project. A high voltage alternating current (HVAC) underground cable of approximately 1.7 km in length between the proposed Friston Substation and a proposed converter station (below).
- A 2 GW high voltage direct current (HVDC) converter station up to 26 m high plus external equipment (such as lightning protection & railings for walkways) near Saxmundham.
- A HVDC underground cable connection of approximately 10 km in length between the proposed converter station near Saxmundham, and a transition joint bay (TJB) approximately 900 m inshore from a landfall point (below) where the cable transitions from onshore to offshore technology.
- A landfall on the Suffolk coast (between Aldeburgh and Thorpeness).

The proposals in Suffolk have been developed for Sea Link as a standalone project, but also include opportunities to co-locate infrastructure for up to two further projects at the converter station, cable corridors and the landfall location.

The Offshore Scheme

- Approximately 130 km of subsea HVDC cable, running between the Suffolk landfall location (between Aldeburgh and Thorpeness), and the Kent landfall location at Pegwell Bay.

The Kent Onshore Scheme

- A landfall point on the Kent coast at Pegwell Bay.
- A TJB approximately 800 m inshore to transition from offshore HVDC cable to onshore HVDC cable, before continuing underground for approximately 2 km to a proposed new converter station (below).
- A 2 GW HVDC converter station, up to 26 m high plus external equipment (such as lightning protection & railings for walkways), near Minster. A new substation would be located immediately adjacent.
- Removal of approximately 1 km of existing HVAC overhead line, and installation of approximately 2.25 km of new HVAC overhead line from the converter station and substation near Minster and the existing Richborough to Canterbury overhead line.

The project also includes modifications to sections of existing overhead lines in Suffolk and Kent, diversions of third-party assets, and land drainage from the construction and operational footprint. It also includes opportunities for environmental mitigation, compensation and enhancement (such as hedgerow creation, native tree planting or funding local wildlife groups). The construction phase will involve various temporary construction activities including working areas for construction equipment and machinery, site offices, storage, accesses, bellmouths, and haul roads, as well as watercourse crossings and the diversion of public rights of way (PROWs).

The proposed development will include other required works, for example, temporary access roads, highway works, temporary works compounds, work sites and ancillary works.

The proposed application will seek authorisation for the compulsory acquisition of land and interests in and rights over land, overriding easements and other rights, the temporary use of land, and other ancillary powers.

NATIONAL GRID ELECTRICITY TRANSMISSION PLC
SECTION 48 OF THE PLANNING ACT 2008 (AS AMENDED)
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NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER FOR THE SEA LINK PROJECT

The proposed project is an Environmental Impact Assessment (EIA) development, as defined by The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. An Environmental Statement will therefore be submitted as part of the proposed application, which will contain information about the environmental effects of the proposed project.

All documents, plans and maps showing the nature and location of the proposed development, including the preliminary environmental information, will be available to download free of charge from 24 October 2023 until 18 December 2023 on www.nationalgrid.com/sealink (via the document library page).

Reference copies of certain documents, plans and maps showing the nature and location of the proposed development will also be available to view free of charge from 24 October 2023 at the following locations in the vicinity of the project for the duration of the consultation (until 18 December 2023).

Location	Address	Opening times
Saxmundham Library	Block B, Street Farm Rd, Saxmundham IP17 1AL	Mon: Closed Tues: 09:30 – 17:30 Weds: 09:30 – 17:30 Thur: Closed Fri: 09:30 – 17:30, Sat: 10:00 – 13:00 Sun: 10:00 – 15:00
Leiston Library	Main St, Leiston IP16 4ER	Mon: Closed Tues: 09:30 – 19:30 Weds: Closed Thur: 09:30 – 17:30 Fri: 09:30 – 13:00 and 14:00 – 17:00 Sat: 09:30 – 13:00 and 14:00 – 17:00 Sun: 10:00 – 15:00
Aldeburgh Library	Victoria Rd, Aldeburgh IP15 5EG	Mon: 09:00 – 13:00 Tues: 09:00 – 13:00 Wed: 09:00 – 18:00 Thur: 09:00 – 13:00 Fri: 09:00 – 13:00 Sat: 10:00 – 15:00 Sun: 10:00 – 13:00
Snape Village Hall	5 Garrett Cl, Snape, Saxmundham IP17 1RN	Mon: 07:00 – 19:00 Tues: 07:00 – 19:00 Weds: 07:00 – 19:00 Thur: 07:00 – 19:00 Fri: 07:00 – 19:00 Sat: 07:00 – 19:00 Sun: Closed
Friston Village Hall	Church Rd, Friston, Saxmundham IP17 1PU	Village hall open depending on events. Contact the village hall in advance via email at fristonvillagehall@gmail.com or at 01728 687914.
Ash Library	11 Queen's Rd, Ash, Canterbury CT3 2BG	Mon: 11:30 – 13:00 and 14:00 – 15:00 Tuesday: 09:30 – 13:00 Weds: 09:30 – 14:00 Thur: Closed Fri: 11:30 – 17:00 Sat: 09:00 – 14:00
Minster Library	4a Monkton Rd, Minster, Ramsgate CT12 4EA	Mon: 13:00 – 17:00 Tues: 09:30 – 13:30 Weds: Closed Thur: 12:00 – 17:00 Fri: 10:00 – 16:00 Sat: 09:30 – 13:30 Sun: Closed
Sandwich Library	13 Market St, Sandwich CT13 9DA	Mon: Closed Tues: 09:30 – 17:00 Weds: Closed Thur: 09:30 – 17:00 Fri: 09:30 – 17:00 Sat: 09:30 – 15:00 Sun: Closed

Location	Address	Opening times
Ramsgate Library	Guildford Lawn, Ramsgate CT11 9AY	Mon: Closed Tues: 09:30 – 17:30 Weds: 09:30 – 17:30 Thur: 09:30 – 16:30 Fri: 09:30 – 17:30 Sat: 09:30 – 15:30 Sun: Closed
Newington Library	Royal Harbour Academy, Stirling Way, Ramsgate CT12 6FA	Mon: 09:00 – 13:00 and 14:00 – 17:30 Tues: 09:00 – 13:00 Weds: Closed Thur: 09:00 – 13:00 and 14:00 – 17:30 Fri: Closed Sat: 09:00 – 13:00 Sun: Closed
Thanet District Council	Thanet District Council, Cecil Street, Margate, CT9 1AY	Mon: 08:45 – 17:00 Tues: 08:45 – 17:00 Weds: 08:45 – 17:00 Thur: 08:45 – 17:00 Fri: 08:45 – 17:00 Sat: Closed Sun: Closed
Thanet Gateway	Thanet's Gateway Plus, Margate, CT9 1RE	Mon: 10:00-14:00 Tues: 10:00-14:00 Weds: 10:00-14:00 Thur: 10:00-14:00 Fri: 10:00-14:00 Sat: Closed Sun: Closed

Materials will be available to view during the opening hours listed above, except in circumstances outside of NGET's control which prevent the locations specified from opening.

Requests for paper copies of the documents, plans and maps will be reviewed on a case by-case basis. To cover printing costs a reasonable copying charge may apply, to be paid for by the recipient and up-to a maximum value of £300 for the whole suite of consultation documents. These can be requested by contacting the Project Team via the details at the bottom of this notice.

How to respond to the consultation

The consultation is running between 24 October 2023 and 11:59pm on 18 December 2023.

Responses to the consultation can be submitted in the following ways:

- online via the Project's website (nationalgrid.com/sealink)
- scanning a paper copy of the response form or submitting a free text letter or email
- by post at Freepost SEA LINK
- by email (contact@sealink.nationalgrid.com)

A printed copy of the consultation feedback form can be requested by contacting the project team on the details below.

National Grid must receive all responses by 11:59pm on 18 December (or 2 January for postal feedback) to ensure their consideration. Please note that responses are likely to be made public, but that contact/personal details will be redacted.

When deciding on the final form of the proposed application for a development consent order for the proposed project, National Grid will take into account any response to this publicity or the consultation that is received before the specified deadline.

National Grid may be required to make copies of representations available to the Secretary of State. However, National Grid will request that personal details are not placed on the public record. Personal details will be held securely in accordance with the Data Protection Act 2018 and will be used solely in connection with the consultation process and the development of this project and, except as noted above, will not be disclosed to any third parties.

If you have any questions about the project or the consultation, please get in touch:

Email: contact@sealink.nationalgrid.com **Telephone:** 0808 134 9569

Please use the QR code here to access the Project's website directly

22. Statutory Consultation Newspaper Notices and Adverts (Proof of Placement)

Very Media

Started 8th June

Runs on Facebook, Messenger & Instagram

National Grid

Public Notice & Ad Campaign

October 2023

East Anglian Daily Times - Public Notices - S47 & S48

EAST ANGLIAN DAILY TIMES

Since 1874 — eadt.co.uk

TUESDAY OCTOBER 17 2023 — £1.15

Page 5

Hoglets born under sofa

Couple's surprise house guests

Image: Charlotte Bond

Harness: 'No bad eggs'

Sport

Crackdown on speeding drivers

Suffolk motorists to face more checks

Drivers will face an increased number of speed checks this month as part of a crackdown on dangerous driving.

The nationwide safety campaign Kill Your Speed, Don't Let Your Speed Kill You was launched yesterday, and will run until October 29.

ABYGAIL FOSSETT abygail.fossett@eastangliandaily.co.uk

Suffolk's Police and Crime Commissioner Tim Passmore said: "Speeding kills. It wrecks lives."

Suffolk Police estimate nearly 10 per cent of fatal or serious collisions involve a speeding driver.

Last year, 22 people died in crashes on Suffolk roads.

Full story: Page 2

Win a meal for four

Page 17

IT'S ALL ABOUT QUALITY OF LIFE

Discover our extensive range of RISER RECLINER CHAIRS

Large choice of wheelchairs & mobility aids

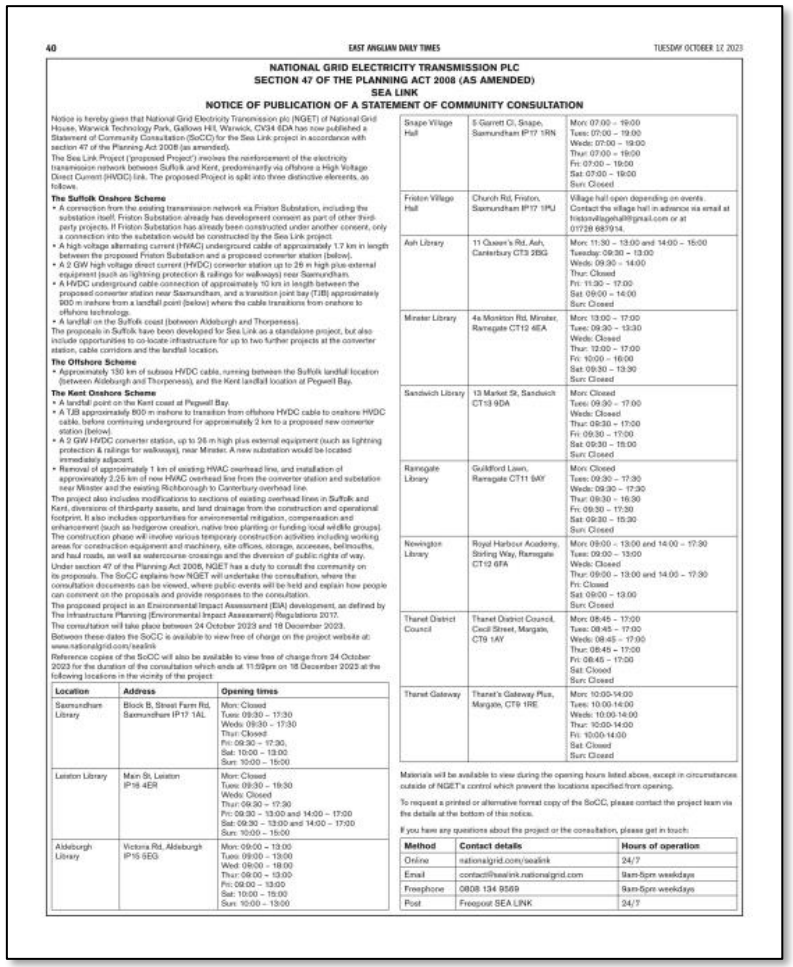
Speciality shoes for wider feet

Mid-Suffolk Mobility

Finbow's Yard, Station Road, Bacton, Stowmarket, Suffolk IP14 4NH

www.midsuffolkmobility.co.uk | Call us on 01449 781804

Showroom Open Tuesday - Saturday 9am-4pm | Free Easy Parking



NATIONAL GRID ELECTRICITY TRANSMISSION PLC
SECTION 47 OF THE PLANNING ACT 2008 (AS AMENDED)
SEA LINK
NOTICE OF PUBLICATION OF A STATEMENT OF COMMUNITY CONSULTATION

Notice is hereby given that National Grid Electricity Transmission plc (NGET) of National Grid House, Warwick Technology Park, Gallows Hill, Warwick, CV34 6DA has now published a Statement of Community Consultation (SoCC) for the Sea Link project in accordance with section 47 of the Planning Act 2008 (as amended).

The Sea Link Project ('proposed Project') involves the reinforcement of the electricity transmission network between Suffolk and Kent, predominantly via offshore High Voltage Direct Current (HVDC) link. The proposed Project is split into three distinctive elements, as follows:

The Suffolk Onshore Scheme

- A connection from the existing transmission network via Friston Substation, including the substation itself. Friston Substation already has development consent as part of other third-party projects. If Friston Substation has already been constructed under another consent, only a connection into the substation would be constructed by the Sea Link project.
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- A landfall on the Suffolk coast (between Aldeburgh and Thorpeness).

The proposals in Suffolk have been developed for Sea Link as a standalone project, but also include opportunities to co-locate infrastructure for up to two further projects at the converter station, cable corridors and the landfall location.

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The project also includes modifications to sections of existing overhead lines in Suffolk and Kent, diversions of third-party assets, and land drainage from the construction and operational footprint. It also includes opportunities for environmental mitigation, compensation and enhancement (such as hedgerow creation, native tree planting or funding local wildlife groups). The construction phase will involve various temporary construction activities including working areas for construction equipment and machinery, site offices, storage, accesses, bellmouths, and haul roads, as well as watercourse crossings and the diversion of public rights of way.

Under section 47 of the Planning Act 2008, NGET has a duty to consult the community on its proposals. The SoCC explains how NGET will undertake the consultation, where the consultation documents can be viewed, where public events will be held and explain how people can comment on the proposals and provide responses to the consultation.

The proposed project is an Environmental Impact Assessment (EIA) development, as defined by The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.

The consultation will take place between 24 October 2023 and 18 December 2023.

Between these dates the SoCC is available to view free of charge on the project website at: www.nationalgrid.com/sealink

Reference copies of the SoCC will also be available to view free of charge from 24 October 2023 for the duration of the consultation which ends at 11:59pm on 18 December 2023 at the following locations in the vicinity of the project:

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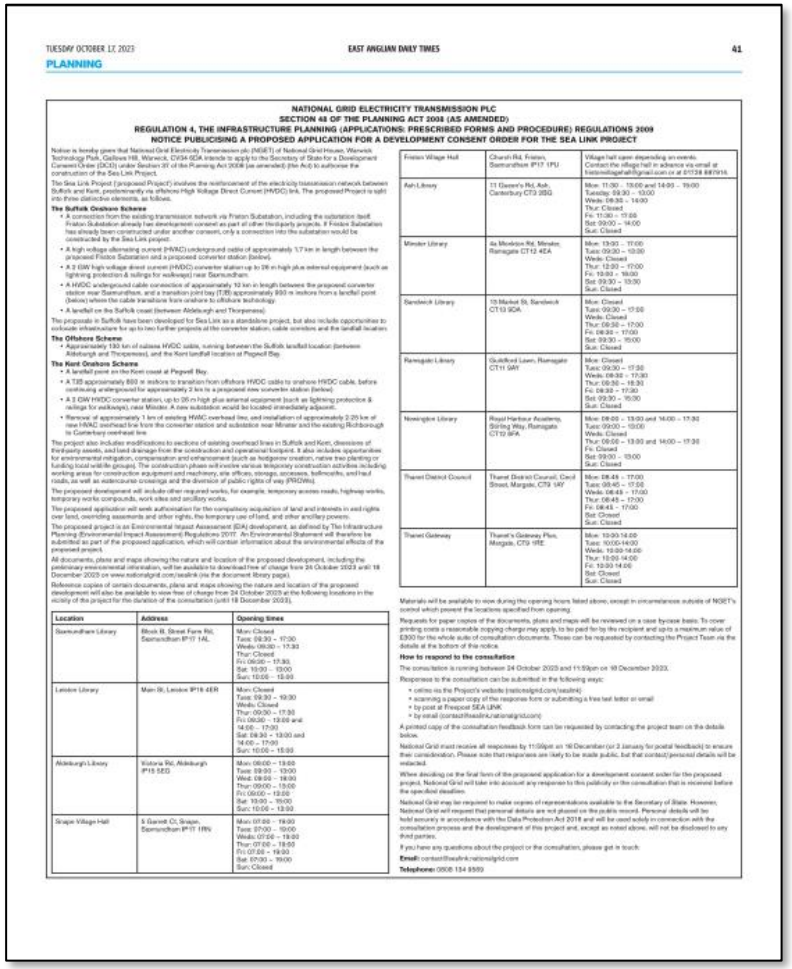
To request a printed or alternative format copy of the SoCC, please contact the project team via the details at the bottom of this notice.

If you have any questions about the project or the consultation, please get in touch:

Method	Contact details	Hours of operation
Online	nationalgrid.com/sealink	24/7
Email	contact@sealink.nationalgrid.com	9am-5pm weekdays
Freephone	0808 134 9569	9am-5pm weekdays
Post	Freepost SEA LINK	24/7



PLANNING

NATIONAL GRID ELECTRICITY TRANSMISSION PLC
SECTION 48 OF THE PLANNING ACT 2008 (AS AMENDED)
REGULATION 4, THE INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009
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The proposed application will seek authorisation for the compulsory acquisition of land and interests in and rights over land, overriding easements and other rights, the temporary use of land, and other ancillary powers.

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- by post at Freepost SEA LINK
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If you have any questions about the project or the consultation, please get in touch:

Email: contact@sealink.nationalgrid.com

Telephone: 0808 134 9569

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- Circulation: 21,781

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Very Media

Kentish Gazette - Public Notices - S47 & S48

KENTISH GAZETTE
CANTERBURY & DISTRICT

www.kentonline.co.uk/canterbury KENT NEWSPAPER OF THE YEAR kmfm 106fm October 19 - October 25, 2023 £2

STILL SHIELDING THREE YEARS ON

COVID REMAINS THREAT TO 'FORGOTTEN' CORNER OF SOCIETY - PAGES 18-19

Free Christmas tree collections face axe

Council considering giving popular service the chop in name of climate change

By Brad Harper
bharper@thekmgroup.co.uk

A free Christmas tree collection service across the Canterbury district is facing the chop.

The city council is the only local authority in Kent still offering complimentary pick-ups, but is considering axing the scheme in the name of climate change.

Traditionally, people across Canterbury have had their festive firs collected during a two-week period in the new year.

But the council says the additional journeys and extra fuel needed for the drive-by service have "an impact on the environment".

Cllr Charlotte Cornell (Lab) – the member for waste and recycling – said: "We are declaring a biodiversity and climate change emergency and we need to reflect in our practice climate and biodiversity best choices."

See page 6.

The service could be axed

'BUS DRIVER WOULDN'T LET ME ON WITH MY SCOOTER'

APOLOGY AS DISABLED WOMAN SNUBBED - PAGE 3

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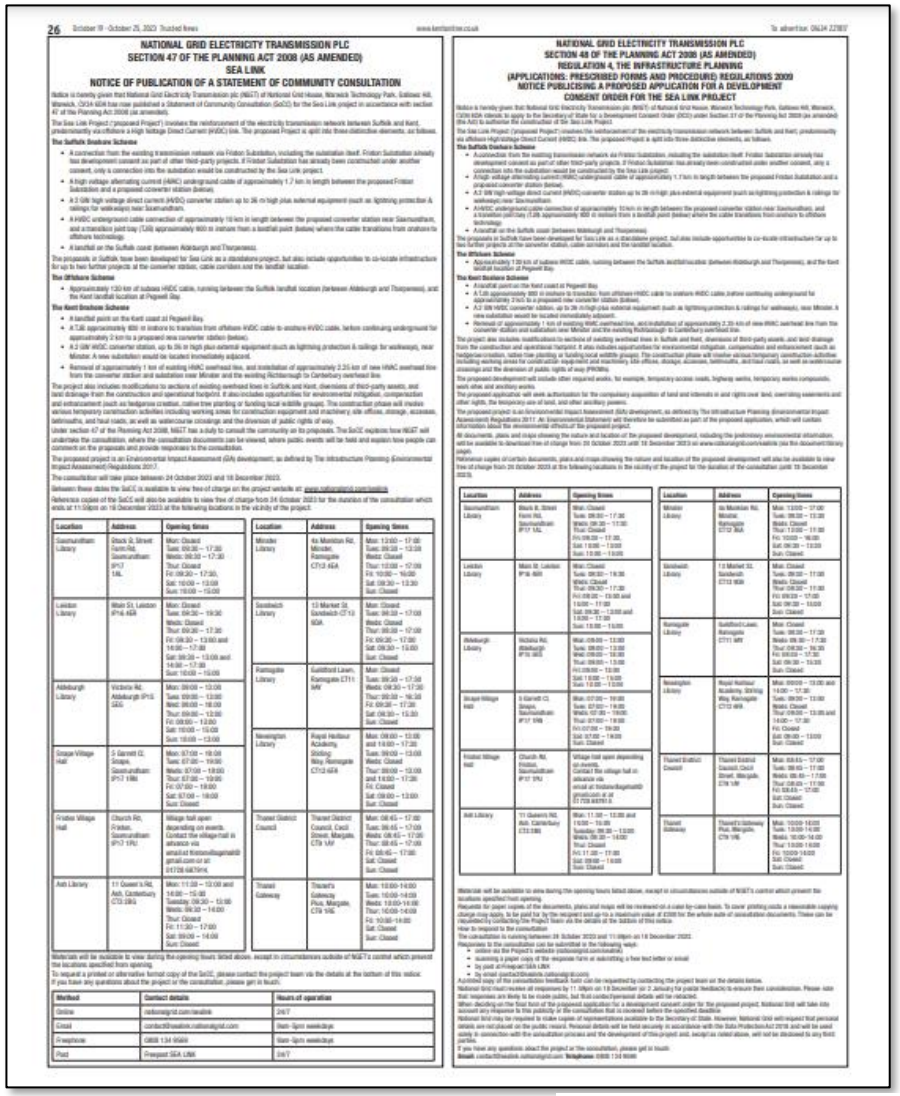

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NATIONAL GRID ELECTRICITY TRANSMISSION PLC
SECTION 47 OF THE PLANNING ACT 2008 (AS AMENDED)
SEA LINK
NOTICE OF PUBLICATION OF A STATEMENT OF COMMUNITY CONSULTATION

NATIONAL GRID ELECTRICITY TRANSMISSION PLC
SECTION 48 OF THE PLANNING ACT 2008 (AS AMENDED)
REGULATION 4, THE INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009
NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER FOR THE SEA LINK PROJECT

- Notice published : 19th October, page 26
- Circulation: 7,775

East Anglian Daily Times - Public Notices - S48

EAST ANGLIAN DAILY TIMES

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TUESDAY OCTOBER 24, 2023

£1.15

Nettie's love for animals

Tributes paid to gran

Page 15

Why weren't we warned?

Anger grows in the aftermath of storm

Storm Babet's unexpected devastation has left many questioning why Suffolk wasn't better warned.

More than a month's worth of rain fell in a 24-hour period, despite the Met Office only issuing a standard yellow weather warning.

Suffolk County Council leader

KAIA NICHOLL

kaia.nicholl@newsquest.co.uk

Matthew Hicks said the coming weeks will see "questions asked of the way Storm Babet was anticipated and whether anything could have been done to lessen the impact".

"It is fair to say that the devastation caused by Storm Babet has shocked many," he added.

Ahmet Dagdelen, owner of Framlingham's Gentleman's Corner Barbershop, said his business suffered over £10,000 of damage.

Full story: Pages 2-6

Needham Market flooding

Image: CHARLOTTE BOND

SAVE ON SACRED BAMBOO

COLOUR ALL YEAR ROUND

SEE PAGE 17

The Bacton Bears

Something to treasure

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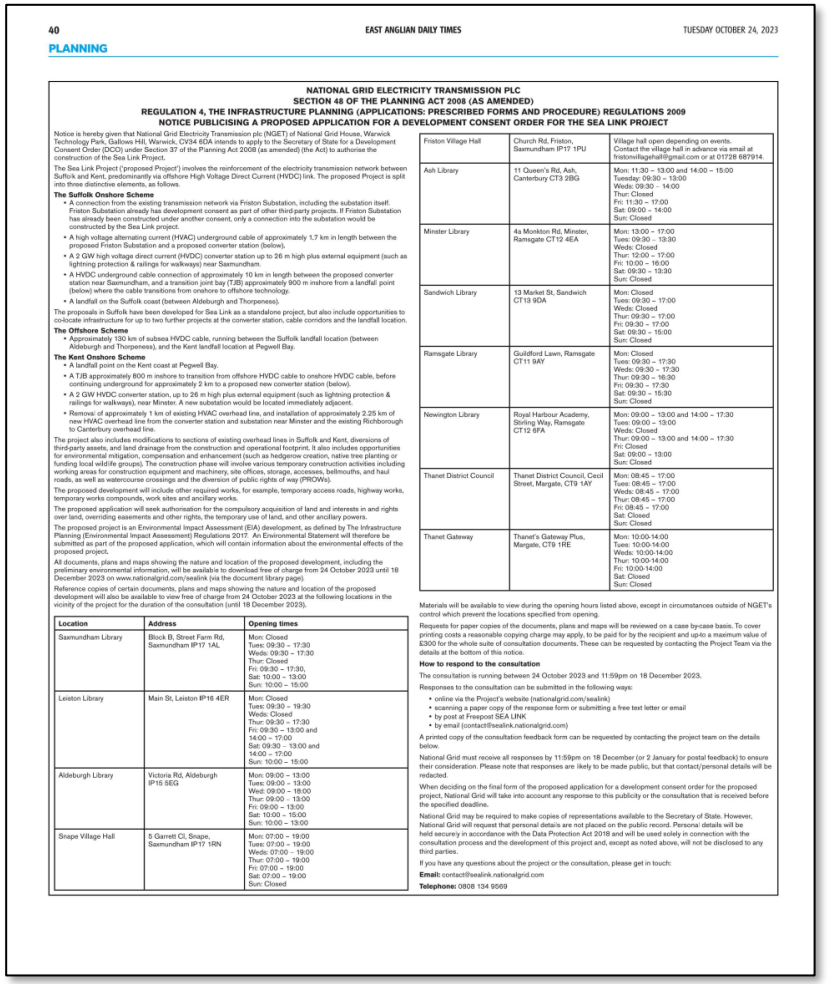

40 EAST ANGLIAN DAILY TIMES TUESDAY OCTOBER 24, 2023

PLANNING

NATIONAL GRID ELECTRICITY TRANSMISSION PLC

SECTION 48 OF THE PLANNING ACT 2008 (AS AMENDED)

REGULATION 4, THE INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009

NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER FOR THE SEA LINK PROJECT

Notice is hereby given that National Grid Electricity Transmission plc (NGET) of National Grid House, Warwick Technology Park, Gallows Hill, Warwick, CV34 6DA intends to apply to the Secretary of State for a Development Consent Order (DCO) under Section 37 of the Planning Act 2008 (as amended) (the Act) to authorise the construction of the Sea Link Project.

The Sea Link Project ("proposed Project") involves the reinforcement of the electricity transmission network between Suffolk and Kent, predominantly via offshore High Voltage Direct Current (HVDC) link. The proposed Project is split into three distinctive elements, as follows.

The Suffolk Onshore Scheme

- A connection from the existing transmission network via Friston Substation, including the substation itself. Friston Substation already has development consent as part of other third-party projects. If Friston Substation has already been constructed under another consent, only a connection into the substation would be constructed by the Sea Link project.
- A high voltage alternating current (HVAC) underground cable of approximately 1.7 km in length between the proposed Friston Substation and a proposed converter station (below).
- A 2 GW high voltage direct current (HVDC) converter station up to 26 m high plus external equipment (such as lightning protection & railings for walkways) near Saxmundham.
- A HVDC underground cable connection of approximately 10 km in length between the proposed converter station near Saxmundham, and a transition joint bay (TJB) approximately 900 m inshore from a landfall point (below) where the cable transitions from onshore to offshore technology.
- A landfall on the Suffolk coast (between Aldeburgh and Thorpeness).

The proposals in Suffolk have been developed for Sea Link as a standalone project, but also include opportunities to co-locate infrastructure for up to two further projects at the converter station, cable corridors and the landfall location.

The Offshore Scheme

- Approximately 130 km of subsea HVDC cable, running between the Suffolk landfall location (between Aldeburgh and Thorpeness), and the Kent landfall location at Pegwell Bay.

The Kent Onshore Scheme

- A landfall point on the Kent coast at Pegwell Bay.
- A TJB approximately 800 m inshore to transition from offshore HVDC cable to onshore HVDC cable, before continuing underground for approximately 2 km to a proposed new converter station (below).
- A 2 GW HVDC converter station, up to 26 m high plus external equipment (such as lightning protection & railings for walkways), near Minster. A new substation would be located immediately adjacent.
- Removal of approximately 1 km of existing HVAC overhead line, and installation of approximately 2.25 km of new HVAC overhead line from the converter station and substation near Minster and the existing Richborough to Canterbury overhead line.

The project also includes modifications to sections of existing overhead lines in Suffolk and Kent, diversions of third-party assets, and land drainage from the construction and operational footprint. It also includes opportunities for environmental mitigation, compensation and enhancement (such as hedgerow creation, native tree planting or funding local wildlife groups). The construction phase will involve various temporary construction activities including working areas for construction equipment and machinery, site offices, storage, accesses, bellmouths, and haul roads, as well as watercourse crossings and the diversion of public rights of way (PROWs).

The proposed development will include other required works, for example, temporary access roads, highway works, temporary works compounds, work sites and ancillary works.

The proposed application will seek authorisation for the compulsory acquisition of land and interests in and rights over land, overriding easements and other rights, the temporary use of land, and other ancillary powers.

The proposed project is an Environmental Impact Assessment (EIA) development, as defined by The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. An Environmental Statement will therefore be submitted as part of the proposed application, which will contain information about the environmental effects of the proposed project.

All documents, plans and maps showing the nature and location of the proposed development, including the preliminary environmental information, will be available to download free of charge from 24 October 2023 until 18 December 2023 on www.nationalgrid.com/sealink (via the document library page).

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Telephone: 0808 134 9069

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Kentish Gazette - Public Notices - S48

KENTISH GAZETTE
CANTERBURY & DISTRICT

www.kentonline.co.uk/canterbury KENT NEWSPAPER OF THE YEAR kmfm 106fm October 26 - November 1, 2023 £2

ACCUSED: 'WHAT HAVE I DONE?'
MAN'S WORDS AFTER BEING TOLD BOY WAS DEAD - PAGES 8-9

'Armed police left me traumatised'

Dad detained by firearms officers after 'malicious call' demands apology from force

By Ruth Cassidy
rcassidy@thekmgroup.co.uk

A dad-of-three says he was left shaken and in tears after being pulled over by armed police following what he claims was a malicious 999 call.

Daniel Pearce says officers with guns dragged him from his car and handcuffed him after he was stopped on the A28.

Police say they were investigating reports a man had been threatened with a baton in Canterbury half-an-hour before.

Daniel Pearce was detained by police

But after taking Mr Pearce's details and searching the car, the 42-year-old was told he was free to go.

He has since demanded an apology from the force for being subjected to an ordeal he claims was "unnecessary and totally wrong".

■ See page 7.

DATED SCHOOL SET TO BE BULLDOZED AND REBUILT

CASH SECURED FOR MULTI-MILLION POUND PROJECT - PAGE 5

HALLOWEEN FUN IN CANTERBURY

SATURDAY 28TH OCTOBER

canterburybid.co.uk/halloween

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Frightening Facepainting
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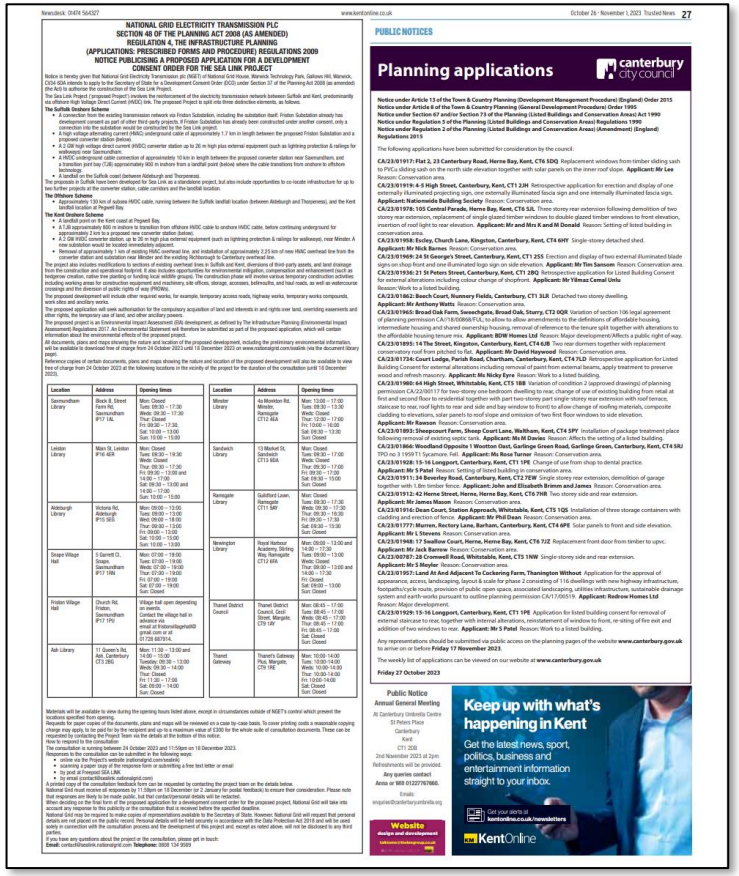

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REGULATION 4, THE INFRASTRUCTURE PLANNING
(APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009
NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT
CONSENT ORDER FOR THE SEA LINK PROJECT

PUBLIC NOTICES

Planning applications

canterbury city council

Public Notice
Annual General Meeting

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- Notice published: 26th October, page 27
- Readership: 29,662

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The Guardian - Public Notices - S48

Section:GDN 1N PaGe:23 Edition Date:231024 Edition:01 Zone: Sent at 23/10/2023 19:40

Tuesday 24 October 2023 The Guardian

Culture, uncancelled
Inside the exhibition of banned artworks
Page 26

Torture cells
Ukrainian prison used for Russian atrocities
Page 27

World

Leftists celebrate as far-right Milei places second in Argentina vote

Tom Phillips
Facundo Iglesia *Buenos Aires*

Leading Latin American leftists have celebrated the thwarting of Javier Milei's attempt to claim a first-round victory in Argentina's presidential election after the far-right populist was beaten by his centrist rival Sergio Massa.

Milei, an oddball economist who has called climate change a "socialist lie" and the pope "a lefty son of a bitch", had hoped an explosion of anti-establishment rage would catapult him into the presidency on Sunday as 27 million Argentinians turned out to vote amid the country's worst economic crisis in decades.

But Milei, who was regarded by many as the election frontrunner, was pipped to the post by the Peronist finance minister Massa, who received 36.6% of votes to Milei's 29.9%. The two men will now face off in a second-round showdown on 19 November.

Colombia's leftist president, Gustavo Petro, led the celebration of Milei's unexpected setback, which dealt a blow to members of the global far right hoping a Milei victory would allow them to make a show of strength. "Argentina has defeated barbarism," Petro tweeted. "This is the time of hope."

Brazil's leftwing president, Luiz Inácio Lula da Silva, also commemorated a result most polls failed to foresee. "Formidable, my friend," Lula reportedly wrote in a private message to Massa, according to the Argentinian newspaper Clarín.

Lula's chief foreign policy adviser, Celso Amorim, called the result one of "relief and renewed hope" although he cautioned that "the struggle is not over". Paulo Pimenta, Lula's communications minister, tweeted: "Long live democracy!"

Milei put a positive spin on his failure to win as he addressed supporters in Buenos Aires on Sunday night, calling his presence in the election runoff "a genuinely historic achievement".

Milei, a television celebrity who entered politics in 2021, called on all opponents of Massa's Peronist coalition to unite against what he called the "criminal organisation" he blames for triple-digit inflation and plunging 40% of Argentina's 46 million citizens into poverty.

"If we work together, we can win. If we work together, we can recover our country," said Milei, who will hope to lure some of the 6.3 million voters who backed the third-placed candidate, Patricia Bullrich, a conservative former security minister. Many of the 2.5 million votes that went to the fourth- and fifth-placed centre-left and leftwing candidates, Juan Schiaretti and Myriam Bregman, are expected to migrate to Massa.

Bullrich hinted on Sunday she would endorse Milei, vowing to never be an "accomplice" of the Peronist populists she accused of impoverishing Argentina and producing "the worst government in [its] history".

Members of Latin America's far right pushed back against portrayals of Milei's result as a flop. "Milei certainly goes into the second round as favourite," said Eduardo Bolsonaro, the congressman son of the former Brazilian president Jair Bolsonaro, who was in Buenos Aires hoping for a far-right triumph similar to his father's 2018 election win in Brazil.

Bolsonaro shared a viral video of one Argentinian casting his vote dressed as a chainsaw – the symbol of Milei's campaign to cut spending and sever Argentina's political establishment – as proof that his movement was an unstoppable "phenomenon".

But the frustration of Milei staus was palpable outside the luxury hotel where the self-styled "anarcho-capitalist" had set up his campaign headquarters. Crestfallen Milei supporters claimed, without evidence, that the vote had been rigged.

"It hurts my soul," said Ivan González, 22, a Milei supporter who wore a Donald Trump hat and carried a yellow Gadsden flag – an American revolution era banner used by the US extreme right and Milei's movement.

The centrist presidential candidate Sergio Massa

Liquefied natural gas storage at the Calcasieu Ship Channel in Louisiana
PHOTOGRAPH: MATTHEW D WHITE/VWPICSALAMY

24m
The number of tonnes of liquefied natural gas the CP2 hub on the Gulf coast would ship each year once it is completed

Biden under pressure to block 'carbon mega bomb' gas terminal

Oliver Milman

The Biden administration is under pressure to block construction of what would be one of the world's largest gas export hubs near the rapidly eroding Louisiana shoreline because of concerns over its impact on the climate and communities living amid an unprecedented expansion of infrastructure along the Gulf of Mexico.

The $10bn project known as CP2 would involve bringing gas extracted via fracking through a new pipeline to a terminal where it would be condensed into liquid and loaded on ships for export.

CP2, which would ship up to 24m tonnes of liquefied natural gas (LNG) each year, is at the vanguard of a surge in new gas pipelines and terminals along the Gulf coast. The Biden administration has talked up gas exports to European allies in the wake of Russia's invasion of Ukraine.

Environmental groups have said Biden risks blowing apart his own efforts to combat the climate crisis and endangering international climate goals by allowing CP2, which is likely to be decided upon by US regulators within the next month.

"That we would even consider doing anything like this in 2023, which scientists have told us is the hottest year we have experienced on this planet for 125,000 years, is obscene and dangerous," said Bill McKibben, a climate activist and co-founder of the movement 350.org. "Why on earth are we even talking about finding a way to spew even more greenhouse gases into the atmosphere?"

The gas-export industry argues that sending LNG to other countries not only creates domestic jobs, it displaces dirtier fossil fuels that are being burned overseas.

"The well-funded environmental activists opposing CP2 and all US LNG projects are completely out of touch with reality," said a spokesperson for Venture Global, the company behind CP2, which hopes to start construction of the project by 2026.

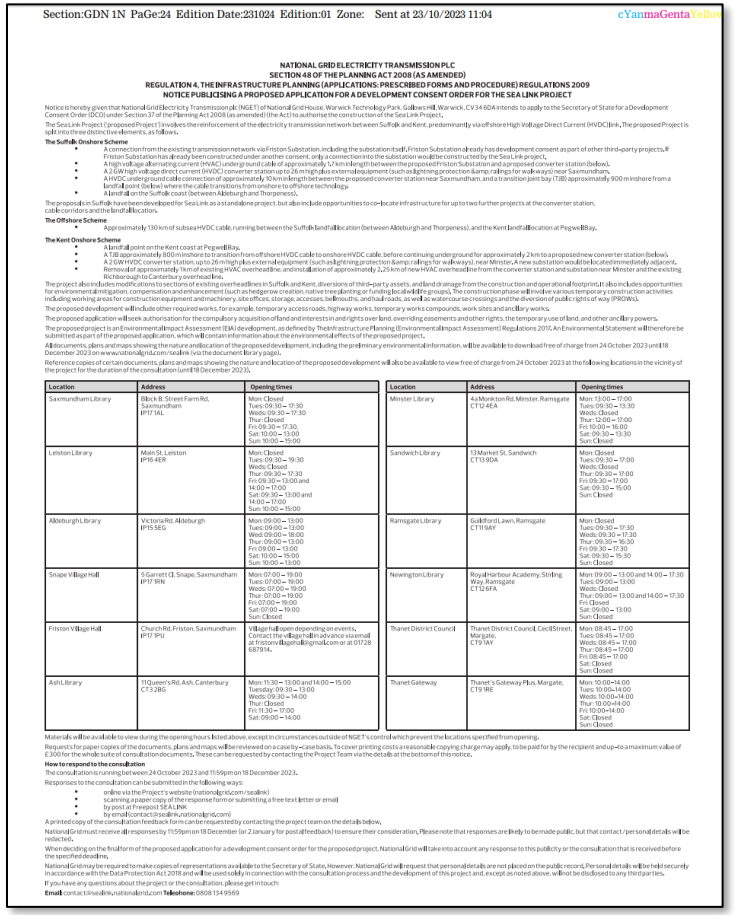
Studies have shown that while gas emits less CO_2 than coal it often involves the leaking of large quantities of methane, a greenhouse gas.

"This is a carbon mega bomb," said Jeremy Symons, a former US Environmental Protection Agency official. "The scale of the project is almost unfathomable and it locks us into a fossil fuel dependency for the next 30 years. If all we do is shift from coal to gas, we are cooked."

According to calculations by Symons, CP2 would create 197m tons of planet-heating gases each year once fully operational, including emissions from the production of the gas and its eventual burning overseas, which is not counted in the US's own emissions tally.

This scale of emissions is 20 times greater than the controversial Willow oil project in Alaska, which was approved by the Biden administration despite an outcry from Democrats, Native Americans and climate campaigners earlier this year.

'If all we do is shift from coal to gas, we are cooked'
Jeremy Symons
Former climate official



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NATIONAL GRID ELECTRICITY TRANSMISSION PLC
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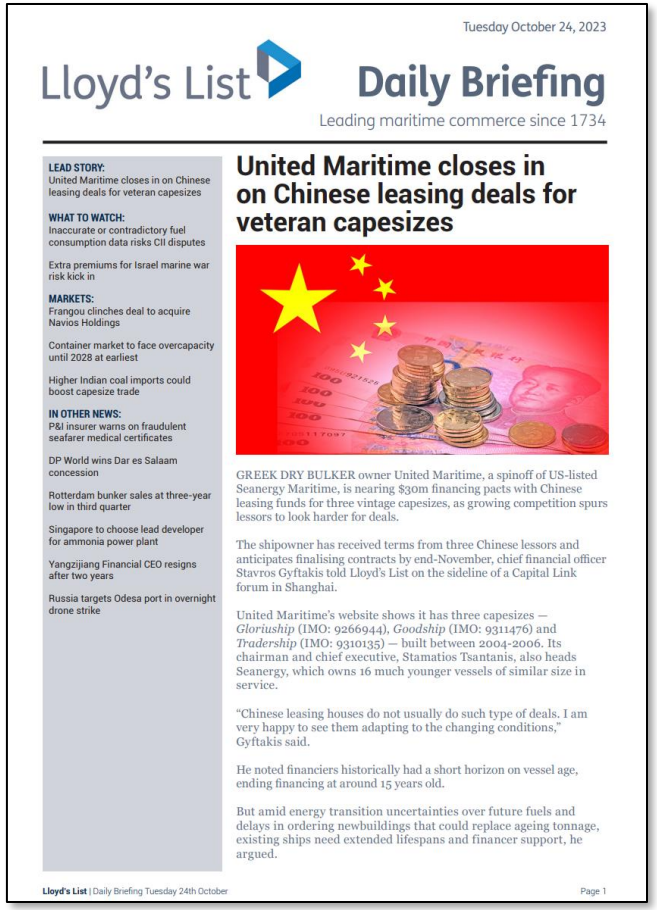
Lloyd's List Daily Briefings ePaper- Public Notices - S48



Tuesday October 24, 2023

Lloyd's List **Daily Briefing**

Leading maritime commerce since 1734

LEAD STORY:
United Maritime closes in on Chinese leasing deals for veteran capesizes

WHAT TO WATCH:
Inaccurate or contradictory fuel consumption data risks CII disputes

Extra premiums for Israel marine war risk kick in

MARKETS:
Frangou clinches deal to acquire Navios Holdings

Container market to face overcapacity until 2028 at earliest

Higher Indian coal imports could boost capesize trade

IN OTHER NEWS:
P&I insurer warns on fraudulent seafarer medical certificates

DP World wins Dar es Salaam concession

Rotterdam bunker sales at three-year low in third quarter

Singapore to choose lead developer for ammonia power plant

Yangzijiang Financial CEO resigns after two years

Russia targets Odesa port in overnight drone strike

United Maritime closes in on Chinese leasing deals for veteran capesizes

GREEK DRY BULKER owner United Maritime, a spinoff of US-listed Seanergy Maritime, is nearing $30m financing pacts with Chinese leasing funds for three vintage capesizes, as growing competition spurs lessors to look harder for deals.

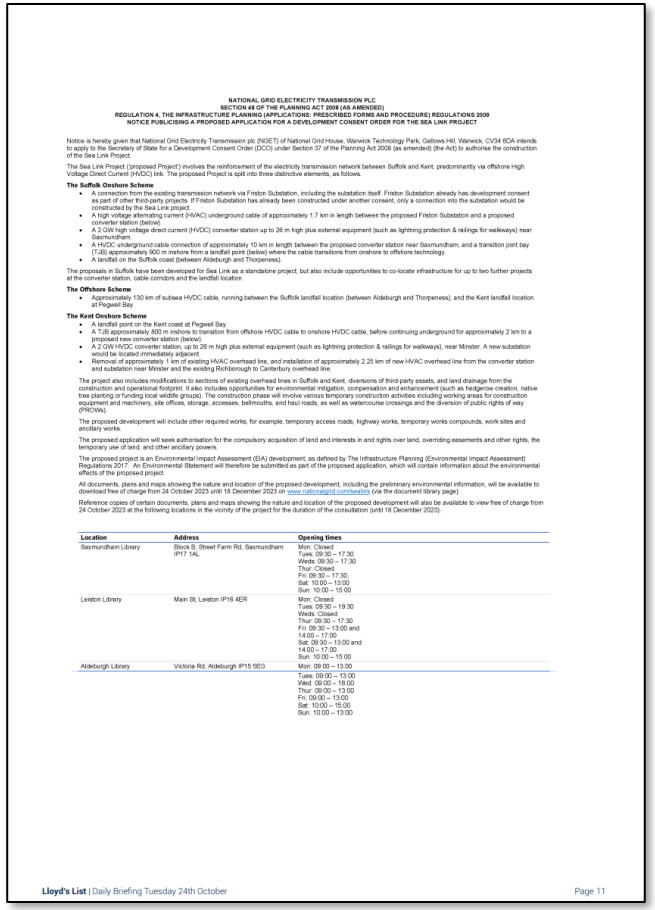
The shipowner has received terms from three Chinese lessors and anticipates finalising contracts by end-November, chief financial officer Stavros Gyftakis told Lloyd's List on the sideline of a Capital Link forum in Shanghai.

United Maritime's website shows it has three capesizes — *Gloriuship* (IMO: 9266944), *Goodship* (IMO: 9311476) and *Tradership* (IMO: 9310135) — built between 2004-2006. Its chairman and chief executive, Stamatios Tsantanis, also heads Seanergy, which owns 16 much younger vessels of similar size in service.

"Chinese leasing houses do not usually do such type of deals. I am very happy to see them adapting to the changing conditions," Gyftakis said.

He noted financiers historically had a short horizon on vessel age, ending financing at around 15 years old.

But amid energy transition uncertainties over future fuels and delays in ordering newbuildings that could replace ageing tonnage, existing ships need extended lifespans and financer support, he argued.



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- A landfall on the Suffolk coast (between Aldeburgh and Thorpeness).

The proposals in Suffolk have been developed for Sea Link as a standalone project, but also include opportunities to co-locate infrastructure for up to two further projects at the converter station, cable corridors and the landfall location.

The Offshore Scheme

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- A landfall point on the Kent coast at Pegwell Bay.
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- Removal of approximately 1 km of existing HVAC overhead line, and installation of approximately 2.25 km of new HVAC overhead line from the converter station and substation near Minster and the existing Richborough to Canterbury overhead line.

The project also includes modifications to sections of existing overhead lines in Suffolk and Kent, diversions of third-party assets, and land drainage from the construction and operational footprint. It also includes opportunities for environmental mitigation, compensation and enhancement (such as hedgerow creation, native tree planting or funding local wildlife groups). The construction phase will involve various temporary construction activities including working areas for construction equipment and machinery, site offices, storage, accesses, bellmouths, and haul roads, as well as watercourse crossings and the diversion of public rights of way (PROWs).

The proposed development will include other required works, for example, temporary access roads, highway works, temporary works compounds, work sites and ancillary works.

The proposed application will seek authorisation for the compulsory acquisition of land and interests in and rights over land, overriding easements and other rights, the temporary use of land, and other ancillary powers.

The proposed project is an Environmental Impact Assessment (EIA) development, as defined by The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. An Environmental Statement will therefore be submitted as part of the proposed application, which will contain information about the environmental effects of the proposed project.

All documents, plans and maps showing the nature and location of the proposed development, including the preliminary environmental information, will be available to download free of charge from 24 October 2023 until 18 December 2023 on www.nationalgrid.com/sealink (via the document library page).

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The consultation is running between 24 October 2023 and 11.59pm on 18 December 2023.

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National Grid may be required to make copies of representations available to the Secretary of State. However, National Grid will request that personal details are not placed on the public record. Personal details will be held securely in accordance with the Data Protection Act 2018 and will be used solely in connection with the consultation process and the development of this project and, except as noted above, will not be disclosed to any third parties.

If you have any questions about the project or the consultation, please get in touch:

Email: contact@sealink.nationalgrid.com **Telephone:** 0808 134 9569

- Notice published : 24th October, page 11-12
- Readership: 35,000

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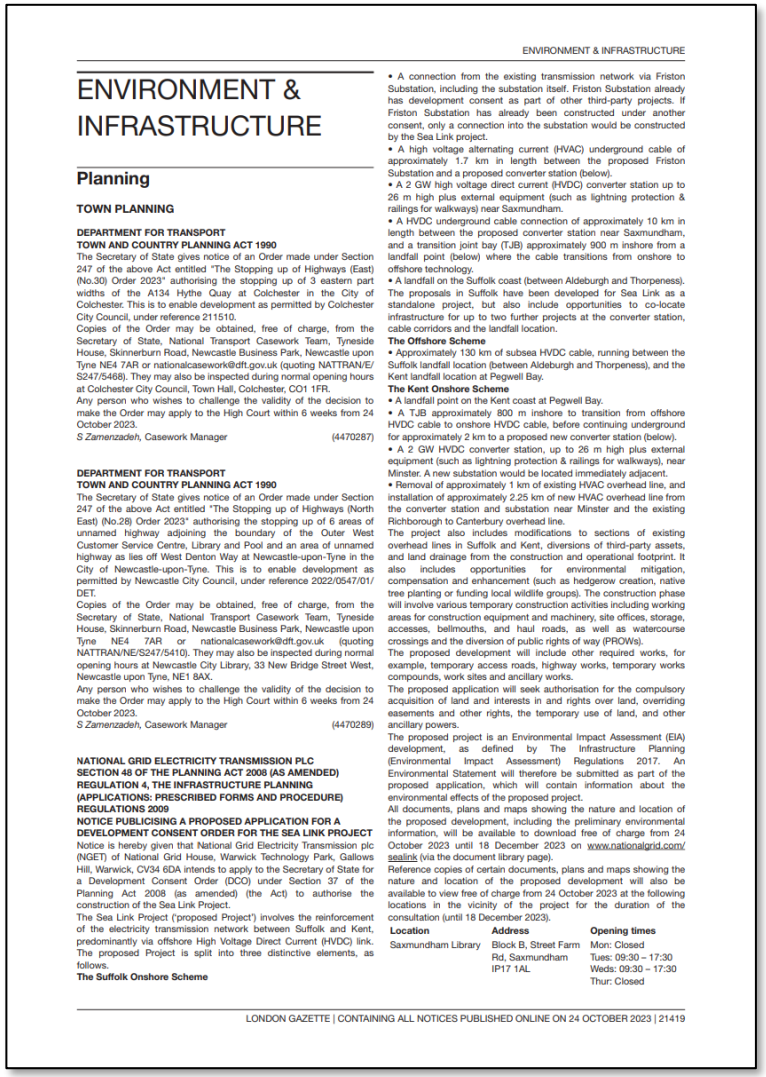
The Gazette - Public Notices - S48



ENVIRONMENT & INFRASTRUCTURE

Planning

TOWN PLANNING

DEPARTMENT FOR TRANSPORT
TOWN AND COUNTRY PLANNING ACT 1990

The Secretary of State gives notice of an Order made under Section 247 of the above Act entitled "The Stopping up of Highways (East) (No.30) Order 2023" authorising the stopping up of 3 eastern part widths of the A134 Hythe Quay at Colchester in the City of Colchester. This is to enable development as permitted by Colchester City Council, under reference 211510.

Copies of the Order may be obtained, free of charge, from the Secretary of State, National Transport Casework Team, Tyneside House, Skinnerburn Road, Newcastle Business Park, Newcastle upon Tyne NE4 7AR or nationalcasework@dft.gov.uk (quoting NATTRAN/E/S247/5468). They may also be inspected during normal opening hours at Colchester City Council, Town Hall, Colchester, CO1 1FR.

Any person who wishes to challenge the validity of the decision to make the Order may apply to the High Court within 6 weeks from 24 October 2023.

S Zamenzadeh, Casework Manager (4470287)

DEPARTMENT FOR TRANSPORT
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The Secretary of State gives notice of an Order made under Section 247 of the above Act entitled "The Stopping up of Highways (North East) (No.28) Order 2023" authorising the stopping up of 6 areas of unnamed highway adjoining the boundary of the Outer West Customer Service Centre, Library and Pool and an area of unnamed highway as lies off West Denton Way at Newcastle-upon-Tyne in the City of Newcastle-upon-Tyne. This is to enable development as permitted by Newcastle City Council, under reference 2022/0547/01/DET.

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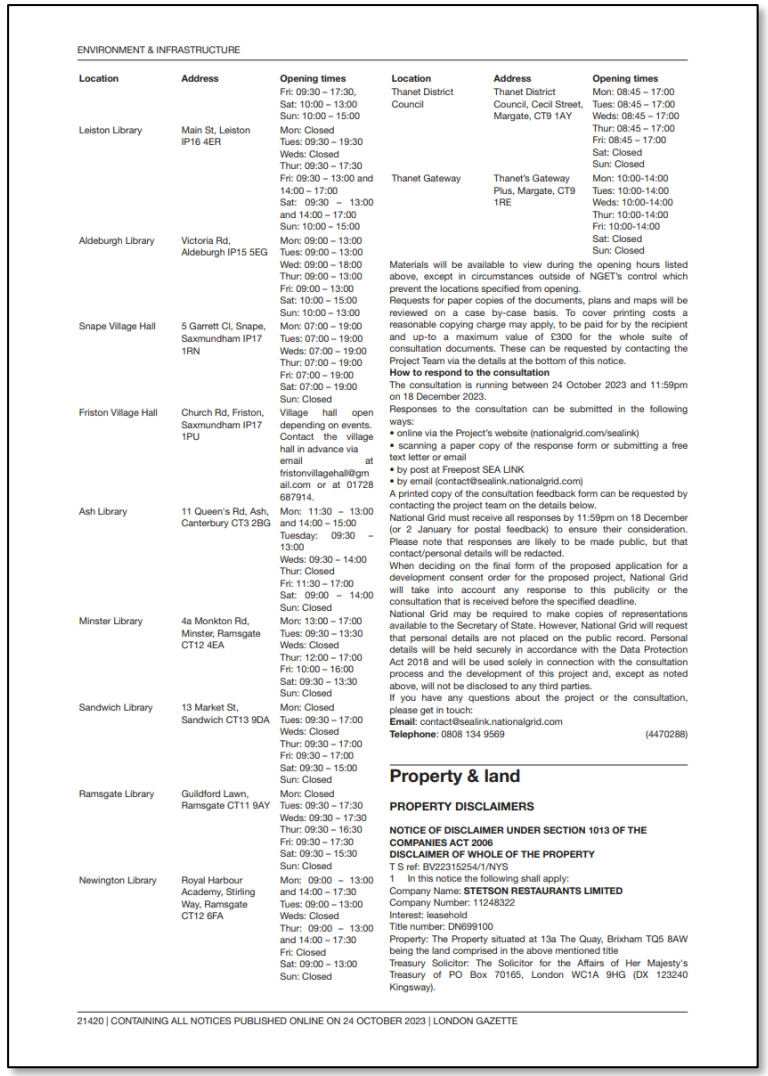

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Telephone: 0808 134 9569 (4470288)

Property & land

PROPERTY DISCLAIMERS

NOTICE OF DISCLAIMER UNDER SECTION 1013 OF THE COMPANIES ACT 2006
DISCLAIMER OF WHOLE OF THE PROPERTY

T S ref: BV22315254/1/NYS

1 In this notice the following shall apply:

Company Name: **STETSON RESTAURANTS LIMITED**
Company Number: 11248322
Interest: leasehold
Title number: DN699100
Property: The Property situated at 13a The Quay, Brixham TQ5 8AW being the land comprised in the above mentioned title
Treasury Solicitor: The Solicitor for the Affairs of Her Majesty's Treasury of PO Box 70165, London WC1A 9HG (DX 123240 Kingsway).

- Notice published: 26th October

nationalgrid

Very Media

Fishing News- Public Notices - S48

FISHING NEWS

26 October 2023 £3.50 THE VOICE OF THE INDUSTRY SINCE 1913 fishingnews.co.uk

LINER CAUSES 'SHOCKING' SHETLAND CLASH SEE PAGE 3

'Promising' results from *Nephrops* separator trial

– as NGO launches discards campaign

THIS PICTURE FROM AN upcoming *FN* feature on trials of two new trawls in the Farne Deeps *Nephrops* fishery – an innovative separator trawl and a coverless 'letterbox-style' trawl – was taken, by coincidence, the same week that NGO Open Seas wrote to UK retailers urging them to boycott scampi due to 'unacceptable' levels of bycatch in the fishery.

The two trawls are being trialled by North Shields skipper Peter Clark onboard his Gerry Smyth-built catamaran Lily James SN 36, in a FISP-funded project that will continue into 2024.

A separator grid ahead of the trawl's two codends has shown very promising initial results – so much so that Peter Clark is keen to keep it in operation after the end of trials.

See page 3 for the full story on the Open Seas campaign

The twin codends of the separator trawl coming over the stern of the Lily James.

Babet batters NE coast

Castlewood heading in to Peterhead last Wednesday, with severe weather warnings as Storm Babet approached. (Photos: Ryan Cordiner)

By Thursday lunchtime, Fruitful Bough was among the last vessels to make for shelter, with 65 knot winds forecast off North East Scotland that afternoon.

NEW
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PUBLIC NOTICES

NATIONAL GRID ELECTRICITY TRANSMISSION PLC, SECTION 48 OF THE PLANNING ACT 2008 (AS AMENDED)
REGULATION 4, THE INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009
NOTICE PUBLICISING A PROPOSED APPLICATION FOR A DEVELOPMENT CONSENT ORDER FOR THE SEA LINK PROJECT

Notice is hereby given that National Grid Electricity Transmission plc (NGET) of National Grid House, Warwick Technology Park, Gallows Hill, Warwick, CV34 6DA intends to apply to the Secretary of State for a Development Consent Order (DCO) under Section 37 of the Planning Act 2008 (as amended) (the Act) to authorise the construction of the Sea Link Project.

The Sea Link Project ('proposed Project') involves the reinforcement of the electricity transmission network between Suffolk and Kent, predominantly via offshore High Voltage Direct Current (HVDC) link. The proposed Project is split into three distinctive elements, as follows.

The Suffolk Onshore Scheme

- A connection from the existing transmission network via Friston Substation, including the substation itself. Friston Substation already has development consent as part of other third-party projects. If Friston Substation has already been constructed under another consent, only a connection into the substation would be constructed by the Sea Link project.
- A high voltage alternating current (HVAC) underground cable of approximately 1.7 km in length between the proposed Friston Substation and a proposed converter station (below).
- A 2 GW high voltage direct current (HVDC) converter station up to 26 m high plus external equipment (such as lightning protection & railings for walkways) near Saxmundham.
- A HVDC underground cable connection of approximately 10 km in length between the proposed converter station near Saxmundham, and a transition joint bay (TJB) approximately 900 m inshore from a landfall point (below) where the cable transitions from onshore to offshore technology.
- A landfall on the Suffolk coast (between Aldeburgh and Thorpeness).

The proposals in Suffolk have been developed for Sea Link as a standalone project, but also include opportunities to co-locate infrastructure for up to two further projects at the converter station, cable corridors and the landfall location.

The Offshore Scheme

- Approximately 130 km of subsea HVDC cable, running between the Suffolk landfall location (between Aldeburgh and Thorpeness), and the Kent landfall location at Pegwell Bay.

The Kent Onshore Scheme

- A landfall point on the Kent coast at Pegwell Bay.
- A TJB approximately 800 m inshore to transition from offshore HVDC cable to onshore HVDC cable, before continuing underground for approximately 2 km to a proposed new converter station (below).
- A 2 GW HVDC converter station, up to 26 m high plus external equipment (such as lightning protection & railings for walkways), near Minster. A new substation would be located immediately adjacent.
- Removal of approximately 1 km of existing HVAC overhead line, and installation of approximately 2.25 km of new HVAC overhead line from the converter station and substation near Minster and the existing Richborough to Canterbury overhead line.

The project also includes modifications to sections of existing overhead lines in Suffolk and Kent, diversions of third-party assets, and land drainage from the construction and operational footprint. It also includes opportunities for environmental mitigation, compensation and enhancement (such as hedgerow creation, native tree planting or funding local wildlife groups). The construction phase will involve various temporary construction activities including working areas for construction equipment and machinery, site offices, storage, accesses, bellmouths, and haul roads, as well as watercourse crossings and the diversion of public rights of way (PROWs).

The proposed development will include other required works, for example, temporary access roads, highway works, temporary works compounds, work sites and ancillary works.

The proposed application will seek authorisation for the compulsory acquisition of land and interests in and rights over land, overriding easements and other rights, the temporary use of land, and other ancillary powers.

The proposed project is an Environmental Impact Assessment (EIA) development, as defined by The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. An Environmental Statement will therefore be submitted as part of the proposed application, which will contain information about the environmental effects of the proposed project.

All documents, plans and maps showing the nature and location of the proposed development, including the preliminary environmental information, will be available to download free of charge from 24 October 2023 until 18 December 2023 on www.nationalgrid.com/sealink (via the document library page).

Reference copies of certain documents, plans and maps showing the nature and location of the proposed development will also be available to view free of charge from 24 October 2023 at the following locations in the vicinity of the project for the duration of the consultation (until 18 December 2023).

Venue	Opening Hours (may be subject to change)
Saxmundham Library Block B, Street Farm Rd, Saxmundham IP17 1AL	Mon: Closed, Tues: 09:30 – 17:30, Weds: 09:30 – 17:30, Thur: Closed, Fri: 09:30 – 17:30, Sat: 10:00 – 13:00, Sun: 10:00 – 15:00
Leiston Library Main St, Leiston IP16 4ER	Mon: Closed, Tues: 09:30 – 19:30, Weds: Closed, Thur: 09:30 – 17:30, Fri: 09:30 – 13:00 & 14:00 – 17:00, Sat: 09:30 – 13:00 & 14:00 – 17:00, Sun: 10:00 – 15:00
Aldeburgh Library Victoria Rd, Aldeburgh IP15 5EG	Mon: 09:00 – 13:00, Tues: 09:00 – 13:00, Wed: 09:00 – 18:00, Thur: 09:00 – 13:00, Fri: 09:00 – 13:00, Sat: 10:00 – 15:00, Sun: 10:00 – 13:00
Snape Village Hall 5 Garrett Cl, Snape, Saxmundham IP17 1RN	Mon: 07:00 – 19:00, Tues: 07:00 – 19:00, Weds: 07:00 – 19:00, Thur: 07:00 – 19:00, Fri: 07:00 – 19:00, Sat: 07:00 – 19:00, Sun: Closed
Friston Village Hall Church Rd, Friston, Saxmundham IP17 1PU	Village hall open depending on events. Contact the village hall in advance via email at fristonvillagehall@gmail.com or at 01728 687914.
Ash Library 11 Queen's Rd, Ash, Canterbury CT3 2BG	Mon: 11:30 – 13:00 & 14:00 – 15:00, Tuesday: 09:30 – 13:00, Weds: 09:30 – 14:00, Thur: Closed, Fri: 11:30 – 17:00, Sat: 09:00 – 14:00, Sun: Closed
Minster Library 4a Monkton Rd, Minster, Ramsgate CT12 4EA	Mon: 13:00 – 17:00, Tues: 09:30 – 13:30, Weds: Closed, Thur: 12:00 – 17:00, Fri: 10:00 – 16:00, Sat: 09:30 – 13:30, Sun: Closed
Sandwich Library 13 Market St, Sandwich CT13 9DA	Mon: Closed, Tues: 09:30 – 17:00, Weds: Closed, Thur: 09:30 – 17:00, Fri: 09:30 – 17:00, Sat: 09:30 – 15:00, Sun: Closed
Ramsgate Library Guildford Lawn, Ramsgate CT11 9AY	Mon: Closed, Tues: 09:30 – 17:30, Weds: 09:30 – 17:30, Thur: 09:30 – 16:30, Fri: 09:30 – 17:30, Sat: 09:30 – 15:30, Sun: Closed,
Newington Library Royal Harbour Academy, Stirling Way, Ramsgate CT12 6FA	Mon: 09:00 – 13:00 & 14:00 – 17:30, Tues: 09:00 – 13:00, Weds: Closed, Thur: 09:00 – 13:00 & 14:00 – 17:30, Fri: Closed, Sat: 09:00 – 13:00, Sun: Closed
Thanet District Council Thanet District Council, Cecil Street, Margate, CT9 1AY	Mon: 08:45 – 17:00, Tues: 08:45 – 17:00, Weds: 08:45 – 17:00, Thur: 08:45 – 17:00, Fri: 08:45 – 17:00, Sat: Closed, Sun: Closed
Thanet Gateway Thanet's Gateway Plus, Margate, CT9 1RE	Mon: 10:00-14:00, Tues: 10:00-14:00, Weds: 10:00-14:00, Thur: 10:00-14:00, Fri: 10:00-14:00, Sat: Closed, Sun: Closed

Requests for paper copies of the documents, plans and maps will be reviewed on a case by-case basis. To cover printing costs a reasonable copying charge may apply, to be paid for by the recipient and up-to a maximum value of £300 for the whole suite of consultation documents. These can be requested by contacting the Project Team via the details at the bottom of this notice.

How to respond to the consultation

The consultation is running between 24 October 2023 and 11:59pm on 18 December 2023.

Responses to the consultation can be submitted in the following ways:

- online via the Project's website (nationalgrid.com/sealink)
- scanning a paper copy of the response form or submitting a free text letter or email
- by post at Freepost SEA LINK
- by email (contact@sealink.nationalgrid.com)

A printed copy of the consultation feedback form can be requested by contacting the project team on the details below.

National Grid must receive all responses by 11:59pm on 18 December (or 2 January for postal feedback) to ensure their consideration. Please note that responses are likely to be made public, but that contact/personal details will be redacted.

When deciding on the final form of the proposed application for a development consent order for the proposed project, National Grid will take into account any response to this publicity or the consultation that is received before the specified deadline.

National Grid may be required to make copies of representations available to the Secretary of State. However, National Grid will request that personal details are not placed on the public record. Personal details will be held securely in accordance with the Data Protection Act 2018 and will be used solely in connection with the consultation process and the development of this project and, except as noted above, will not be disclosed to any third parties.

If you have any questions about the project or the consultation, please get in touch:

Email: contact@sealink.nationalgrid.com
Telephone: 0808 134 9569

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- Circulation: 4,200

nationalgrid

Very Media

East Anglian Daily Times - Advert

10 EAST ANGLIAN DAILY TIMES TUESDAY OCTOBER 24, 2023

NEWS

Man sentenced for biting friend on the leg after argument

A 21-year-old Suffolk man who bit a former friend on the leg during an argument has been given a suspended prison sentence.

JANE HUNT

Sentencing Kenny Sheldrick at Ipswich Crown Court, Judge Martyn Levett described the three or four bite marks as unpleasant and said that biting someone was the equivalent of using a weapon.

Sheldrick, who was homeless at the time of the incident, admitted assault causing actual bodily harm, two offences of criminal damage and breach of a suspended sentence order.

He was given a two-year prison sentence suspended for two years, a 60-day rehabilitation activity requirement and ordered to do 250 hours unpaid work.

Sheldrick was also banned from contacting the victim of the assault for five years.

Matthew Edwards, prosecuting, said that on February 13 this year Sheldrick had gone to his grandmother's home in Lowestoft and asked for money.

When she gave him £5 he had "gone berserk" and damaged her television, curtains and her BT and Sky boxes.

He had then gone next door to his great-aunt's house and damaged her garden fence.

She had called the police and described him as being "as drunk as a skunk".

Later the same evening Sheldrick went to a friend's house claiming he'd been robbed and asking to use his phone.

The friend and his partner didn't want him in their home because of his demeanour and Sheldrick had become violent and bit his friend on the leg several times.

The police were called and Sheldrick was arrested in Denmark Road, Lowestoft.

In a statement read to the court the victim of the assault said he'd had to have tetanus and hepatitis injections following the incident and had moved house.

Andrew Thompson, for Sheldrick, said his client had been in custody for eight months and had been a model prisoner.

He said Sheldrick had a history of alcohol and class B drug abuse and was homeless at the time of the offences.

» Golden moment for Ann and Michael

Congratulations to Ann and Michael on their golden wedding Image: SUPPLIED

Suffolk couple, Ann and Michael Boon have celebrated their golden wedding anniversary.

Ann and Michael first met at Gainsborough Ipswich Co-op in 1969.

Michael was then working in butchery and Ann, who had started in shelf-filling, was in charge of the fruit and veg stand.

The couple were married at Stoke Mary's Church in 1973 and had two sons, Mark, now 46 and Richard, now 43.

The couple have two grandchildren.

Ann said: "We had a wonderful surprise party given by our sons and planned and organised by Richard with help from my sisters and brother in law, Paul.

"It was amazing to have so many friends and family around and people we hadn't seen in such a long time."

The couple, who have lived in Glemsford since 1982, recorded their special day with photographs outside the church where they were married and outside the Co-op where they first met.

Congratulations Ann and Michael from all at the EADT.

If you would like us to mark a special anniversary or event, email our editor, Liz Nice, on liz.nice@newsquest.co.uk with details and a picture

Weather Watch Suffolk

TODAY'S REGIONAL SUMMARY

The morning will remain largely cloudy with spells of rain lingering around. Through the afternoon, rain will tend to clear away north-eastwards, leaving some sunshine behind.

SUNRISE/SUNSET

Sunrise Time: 7.16am
Sunset Time: 5.43pm

TEMPERATURES (°C)

10:00	12
13:00	13
16:00	14
19:00	12

5 DAY FORECAST

	Max	Min
Tuesday	14	8
Wednesday	13	10
Thursday	14	10
Friday	14	10
Saturday	14	9

HIGH TIDES

	Time	Height (m)	Time	Height (m)		Time	Height (m)	Time	Height (m)
King's Lynn	02:27	5.3m	15:24	5.2m	Southwold	06:23	2.3m	20:09	2.4m
Cromer	02:51	4.1m	16:01	4.2m	Felixstowe	07:50	3.0m	20:50	3.3m
Gt Yarmouth	04:14	2.4m	18:01	2.5m	Harwich	07:53	3.2m	20:50	3.4m
Lowestoft	05:18	2.3m	19:04	2.4m	West Mersea	08:09	3.7m	21:06	4.3m

COASTAL WATERS

Southwesterly 4 to 6, veering westerly or NW 3 to 5 later.

SEA STATE

Slight or moderate becoming smooth or slight.

TOMORROW

Drier on Wednesday with early fog and variable cloud. Light southwesterly breeze with gentle gusts. Overnight rain going into early Thursday morning.

Tide times supplied by the UK Hydrographic Office

TUESDAY OCTOBER 24, 2023 EAST ANGLIAN DAILY TIMES 11

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Thursday 9 November	11am-4:30pm	Old Generator Station, Aldeburgh, IP15 5HY
Friday 24 November	1pm-6pm	Market Hall, High Street, Saxmundham, IP17 1AF
Saturday 25 November	11am-4pm	Market Hall, High Street, Saxmundham, IP17 1AF

Webinars: our proposals in Suffolk and marine proposals

Sign up to our webinars online, via email, or by calling us.

Date	Time	Location
Wednesday 25 October	6pm-7pm	Online
Tuesday 31 October	2pm-3pm	Online

Ask the experts in Suffolk

Book a one-to-one appointment with the project team by calling or emailing us. Additional telephone or video call appointments are also available upon request. You must have an appointment to attend the in-person 'ask the experts' session.

Date	Time	Location
Thursday 23 November	3pm-7:30pm	Friston Village Hall, Church Road, Friston, IP17 1PU

For opening hours, please contact the venue directly or contact the team using the details below.

To find out more, visit our website at **nationalgrid.com/sealink** (or scan the QR code), email **contact@sealink.nationalgrid.com**, or call us on **0808 134 9569**.

*Requests for printed materials may be subject to a printing charge.

- Ad published: 24th October, page 11
- Circulation: 7,775

nationalgrid Very Media

Ipswich Star- Advert

6 IPSWICH STAR TUESDAY OCTOBER 24, 2023

NEWS

» German restaurant

A new takeaway serving German delicacies has opened in a Suffolk coastal town.

German Street Food opened on October 11 at 69 Undercliffe Road in Felixstowe and serves up tradition German food such as schnitzel, frikadeller, and bratwurst.

Kimberly McConnachie, owner of the business, is half-German and has lived in the UK for the last 14 years.

"The only thing I have missed is currywurst," she said.

The food served is made from family recipes, and one customer from Germany said the food was "not like any other takeaway".

"It's as homely as I can make it," said Kimberly. "We haven't had a single complaint yet."

Despite only opening earlier this month, the business has been much busier than expected and already has five-star reviews on Just Eat, which customers can use to order their takeaway.

Future plans for German Street Food include celebrating holidays and events that are big in German such as Oktoberfest, Christmas and Easter.

For Christmas, Kimberly plans to decorate the building like a mini Christmas market and serve a selection of Christmas specialities such as Lebkuchen, traditional German cookies.

German Street Food is open from 12pm-8pm on Tuesdays through to Fridays, and 12pm to 9pm on Saturdays and Sundays.

» Suffolk hotspots

Lifestyle guide Muddy Stilettos has revealed its 2024 list of the best places to live and Suffolk has bagged 10 spots.

The list features 250 of the best places to live across 28 counties in England, using their insider knowledge of the loveliest villages, towns and cities.

The guide also compiles the best schools, best on categories such as early years and boarding, and weekend escapes.

The ten best places to live in Suffolk are East Bergholt, Framlingham, Bury St Edmunds, Woodbridge, Southwold, Long Melford, Beccles, Kersey, Halesworth, and Lavenham.

Muddy Stilettos describes Suffolk as "a county that has it all".

The organisation added: "Look no further than this Eastern idyll that is home to everything from charming medieval market towns and chocolate box villages to miles of stunning coastline and pretty open countryside."

Bury St Edmunds is described as "the jewel in the crown of Suffolk" with its streets lined with town houses and a lively food and arts scene.

The full list of all the best places to live in England can be found on the Muddy Stilettos website.

Staff at a care home in Woodbridge helped a stranded delivery driver

Image: HEALTHCARE HOMES GROUP

» 'Heroic' care home

Staff from a care home in Ipswich are being called heroic after battling waist-high water and high winds to reach stranded residents.

Barking Hall was cut off as flood waters rose as Storm Babet battered the county.

Manager Rebecca Watkins and other members of her team waded through waist-high water to reach the care home to ensure the safety and well-being of the residents.

Rover Rescue, a local emergency response organisation, arrived to rescue stranded staff and bring in additional carers who could not reach the home.

Ms Watkins said: "The team at Barking Hall has been amazing."

"Many have worked a 24-hour shift to ensure our residents' safety. I am honestly so proud of the team and their commitment to their residents".

Staff at Foxearth Lodge, in Woodbridge, are also being praised for their "exceptional compassion" after a driver delivering emergency medication was left stranded after his van submerged in flood water.

Staff at the care home offered him refuge, dry clothes, and a bed for the night.

Arrests and drugs seized in Suffolk county lines crackdown

Police engaged with more than 2,400 people as part of a national week of action which saw arrests and the seizing of drugs in a bid to tackle county line dealing.

PARIS MAREN-HUME

During County Lines Intensification Week, which took place from October 9 to 15, a number of warrants and police interactions took place with 31 arrests being made.

County lines is a term used to describe the involvement of organised criminal networks and street gangs in moving illegal drugs.

In total 66.6g of crack, 195.8g of cocaine, 16g of heroin, 1kg of cannabis, 1.5kg of ketamine, £49,242 in cash, and phones believed to be involved in the dealing and supplying of drugs were seized. Several weapons were recovered, these included knives, batons, and suspected imitation firearms.

Following the week, detective chief inspector Matt Bodmer said: "The results demonstrate that Suffolk Constabulary and its partners continue to disrupt those involved in county lines.

"I recognise that we cannot arrest ourselves out of county lines criminality, so the work carried out to visit those that live or work in our communities who are vulnerable to being exploited is a more considered approach."

Other work completed by Suffolk police included visiting schools to help children and young people spot the signs of exploitation and explain the different support available. In total police engaged with around 1,600 pupils at schools across the county.

Tim Passmore, inset, police and crime commissioner for Suffolk, said: "The threat from hardened criminals involved in this wicked crime cannot be overstated which is why this vital policing work must continue.

"No stone will be left unturned to bring these drug barons to justice."

Other initiatives that took place during the week included stops at HMP Highpoint, weapons sweeps, and the use of drug testing at Newmarket Racecourse.

TUESDAY OCTOBER 24, 2023 IPSWICH STAR 7

NEWS

Game shop marks two years' trading

A game and 'geek central' shop in Ipswich that has become a safe space in the town centre is marking two years of success.

TOM CANN

Geek Retreat Ipswich first opened its doors on October 23, 2021, and has received great acclaim for its inclusivity and community feel.

The Upper Brook Street shop has run hundreds of events for all ages over the past two years, including Pokémon, Crochet and Magic of the Gathering.

Owner Sharon Lockhart said: "This space has become more than we could have ever dreamed.

"Our community have become family and friends.

"We want to say thank you to our customers.

"This is their birthday celebration as much as it is ours."

Also over the past two years, the shop has held many events for charities in the area, including weekly meetups for adults and groups supporting Young Epilepsy and Autism Anglia.

Gary Scarboro, shop manager, said: "We are so proud of the fundraising we have done and helped support.

"We knew times are tough for many and we have helped raise funds for Ukraine, gathered food bank donations for University of Suffolk Student Support and given many vouchers and donations to charities in Ipswich."

Sharon continued: "Many people have said that we have changed their lives or helped when they have been struggling.

"We never knew this would happen."

More recently, Geek Retreat Ipswich became one of the first Lorcana Play shops and now holds events with the new trading card game by Ravensburger, featuring Disney characters.

Despite the success of the shop, there have been some moments of challenge for the site located on Upper Brook Street.

The shop has had to deal with anti-social behaviour, damage and shoplifting.

Geek Retreat Ipswich is celebrating two years of trading in Upper Brook Street

Image: GEEK RETREAT

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Ask the experts in Suffolk

Book a one-to-one appointment with the project team by calling or emailing us. Additional telephone or video call appointments are also available upon request. You must have an appointment to attend the in-person 'ask the experts' session.

Date	Time	Location
Thursday 23 November	3pm-7.00pm	Pelican Village Hall, Church Road, Pelsham, IP17 1PU

For opening hours, please contact the venue directly or contact the team using the details below.

To find out more, visit our website at **nationalgrid.com/sealink** (or scan the QR code), email **contact@sealink.nationalgrid.com**, or call us on **0808 134 9569**.

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- Circulation: 3,145

Eastern Daily Press - Advert

6 EASTERN DAILY PRESS TUESDAY OCTOBER 24, 2023

NEWS

Shock as company behind Norwich walk-in centre collapses

DAVID HANNANT

Thousands of people could be left struggling for healthcare after the company behind the city's busiest GP surgery announced it is going bust.

One Norwich Practices, which runs the Rouen Road NHS walk-in centre, has confirmed it will be closing in "the coming months" due to financial turmoil.

It has left NHS bosses scrambling to find alternative providers for the services it provides - which also includes the vulnerable adults services and the GP surgery in Rouen House, which has more than 10,000 registered patients.

The decision places uncertainty over how the thousands of people who rely on the company will instead access healthcare should alternative providers not be found.

Tracey Bleakley, interim chief executive of NHS Norfolk and Waveney, said: "We are naturally disappointed that this decision has had to be made.

"Our priority now is to minimise the level of disruption to patient services and ensure that patients are able to receive the care they need.

"We have been and will continue to work closely with colleagues across the Norwich primary care network and ONP to continue to provide patient services through the transition period, while also securing alternative providers to take on the full suite of services that they were contracted to deliver."

It comes after a lengthy period of uncertainty around the future of the walk-in centre - which NHS bosses had considered closing.

Paul Wood, interim chief executive of ONP, said: "It is with great sadness that we have come to the difficult conclusion that ONP cannot remain financially and operationally sustainable beyond 2024.

"We will be working very closely with NHS Norfolk and Waveney ICB (Integrated Care Board) to ensure an orderly transition and we will assist in the development of service transfer plans to safeguard services and transfer over as many staff as possible to the new provider or providers once these are identified.

"We will not be making any statutory redundancies until we know the outcome of the service transfer plans."

It is hoped new providers will be found to replace the services offered by ONP - which also offers healthcare access for asylum seekers and runs an asthma service in schools.

But councillors fear it would have disastrous effects.

Lucy Galvin, Green city councillor, said: "This shocking news is highly concerning.

"It's potentially a disaster for healthcare in the city as there will be a huge knock-on effect on all other local provision - many services will struggle to fill in the gaps, as will A&E at the hospital.

Green councillor Lucy Galvin

Alex Stewart, Healthwatch Norfolk Image: Healthwatch

"Most importantly, patients at staff at all the One Norwich services deserve clarity on what this announcement means for them now and their access to vital healthcare, and for staff, their jobs."

Concerns about the organisation's financial situation were expressed earlier this year when a study into the walk-in centre conducted by Healthwatch found it was running at a loss.

Alex Stewart, chief executive of Healthwatch Norfolk, said: "We are very concerned about the circumstances that led to this announcement.

"Just 12 months ago, One Norwich was forecasting a growth in turnover and income and an ambition to develop new services.

"A lot appears to have changed in that time.

"Communication is key in the weeks ahead and we would urge ONP and NHS Norfolk and

TUESDAY OCTOBER 24, 2023 EASTERN DAILY PRESS 7

NEWS

Academy at accused of trying to be 'School of Rock'

An oversubscribed academy has been accused of trying to be a 'School of Rock' after it emerged it had been prioritising musically gifted applicants.

DAVID HANNANT

Officials have rapped Hethersett Academy over an admissions policy which means pupils with musical talent are more likely to get into the school.

The Inspiration Trust school is among the most oversubscribed in Norfolk which has seen it at the centre of a row over admissions.

It also has its own musical scholarship, which is available to 25 pupils each year, for which applicants have to take part in X Factor-style auditions.

After changes to its admissions policy this year sparked government officials to investigate, it is now facing accusations of trying to be Norfolk's own 'School of Rock'.

The investigation was sparked after the academy adopted Eaton Primary School as a named feeder earlier this year.

The move led to fears that pupils from another of its feeder schools - Mulbarton Primary - would miss out on places in the outstanding-rated school.

Then, after almost 40 Mulbarton pupils missed out on their chosen secondary schools, the case was referred to the Office of the Schools Adjudicator.

Hethersett Academy has been accused of trying to be a 'School of Rock' Montage: NEWSQUEST/PARAMOUNT PICTURES

Fears were expressed at the time that Eaton pupils would be given an unfair advantage over Mulbarton - despite it having other schools closer.

Officials investigating the school found insufficient evidence to back this claim - but did express concerns about the musical scholarship.

It found that when the school is oversubscribed, children with musical abilities are being given higher priority than both feeder schools involved in the row.

This, the officials say, falls foul of admission rules and will have to be changed.

An Inspiration Trust spokeswoman said: "A full audit of the Hethersett Academy admission policy has been carried out.

"As a result, some of the wording and processes of our musical scholars' scheme will be amended for the 2024 admissions process."

The Great Grid Upgrade
Sea Link
Have your say
October 2023
nationalgrid

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Date	Time	Location
Wednesday 25 October	6pm-7pm	Online
Tuesday 31 October	2pm-3pm	Online

Ask the experts in Suffolk

Book a one-to-one appointment with the project team by calling or emailing us. Additional telephone or video call appointments are also available upon request. You must have an appointment to attend the in-person 'ask the experts' session.

Date	Time	Location
Thursday 23 November	3pm-7:30pm	Friston Village Hall, Church Road, Friston, IP17 1PU

For opening hours, please contact the venue directly or contact the team using the details below.

To find out more, visit our website at **nationalgrid.com/sealink** (or scan the QR code), email **contact@sealink.nationalgrid.com**, or call us on **0808 134 9569**.

*Requests for printed materials may be subject to a printing charge.

- Ad published: 24th October, page 7
- Circulation: 15,255

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Kentish Gazette - Advert

EAT MY WORDS

‘Pub’s French bistro is best restaurant I’ve been to in UK’

The delicious filet mignon at Bistro Valerie

The moules frites - mussels and chips; and, right, the chicken liver parfait starter

By Max Chesson
mchesson@thekmgroup.co.uk

I could be accused of being ignorant of French cuisine and culture, despite my insistence Pinga’s 2007 film Ratatouille is a work of art underappreciated by the masses.

I’ve simply never found the idea of mussels and snails appetising.

But on a gorgeous Saturday evening in Hythe, my colleagues and I’m excited to try one of Kent’s newest eateries.

Bistro Valerie - offering a full traditional French menu - has recently opened at The Old Coach and Horses pub.

Our booking is for 6.30pm and when we arrive it’s eerily quiet - our arrival doubles the number of people present in the main bar area.

But upstairs is where we will dine for the night, with elegant crimson red and various pieces of art adorning the walls. Subtle lighting and half-melted candles add to the gentle atmosphere.

It’s just as quiet here too, though this is actually to our benefit as it allows for a far more intimate start to the meal.

I stare at the menu, knowing full well I should push the boat out and try something new, while also knowing my girlfriend will order more traditional food I can sample.

For starters, I opt for the garlic prawn skewer. My partner chooses the chicken liver parfait, served with red onion chutney.

Coming out on a slate rather than a plate, the bronzed prawns glisten under the candlelight and look fit to burst.

My fresh I can still see them swimming, they almost explode in my mouth as I bite into them - a herby, deliciously juicy treat.

I sample the parfait too and I’m pleasantly surprised by how much I enjoy the smooth, rich meaty flavour of the spread. It’s effortless to devour.

The only fault in this course would be a lack of bread - but given the size of the filet mignon that comes out of the kitchen, that might have actually been a saving grace.

Two five-ounce, chargrilled prime cuts of medallion cooked to medium-rare perfection arrive at our table, with confit potatoes and a piping hot peppercorn sauce.

The meal is clearly off to a winner when people stop and stare when the waiter brings it out of the kitchen, with a great cut next to me salting the food.

By this point the bistro has welcomed a few more people and it’s satisfying to see our hard-low diners also tapping up the meals that come their way.

My knife glides through the meat as if it were butter and each bite is flavoursome, perfectly seasoned and tender.

As for the other main course, the mussels slosh around an interesting little pot and I find the technique of using the shells to eat them rather fascinating.

But now it’s time for the tasting. I chuck my eyes, ready to recoil in horror the second the mussel hits my mouth - with hands firmly on a glass of Pepsi to wash away the taste.

Instead, in what has become a recurring theme of this piece and my dining experience, I find myself surprised and even savouring something I would usually never have given the time of day.

A creamy white wine sauce complements the slightly salty, tender mussel meat and nothing about the assortment hits it down - the balance is brilliant.

Though I have nothing to compare it to, my partner rates somewhat to recipe quality food high praise all round.

Throughout the night the possibility of dessert has almost taunted us, but the truth is I’m adequately satiated and anything else will tip me over the edge.

But despite only managing two courses, I have to say how impressed I am with how the chefs here have brought that slice of Paris to Hythe’s doorstep.

I’ve gone from being afraid of anything that might rock the boat to wishing I’d been braver a lesson learned for next time.

I’m by no means a regular fine diner but I’ve been lucky enough to eat out all across the country. Yet right here on my doorstep is the best restaurant I’ve been to in the UK.

It beats a visit to Gordon Ramsay’s Restaurant and it completely blows dining experiences at The Shard in London out of the water.

In fact, I’d go as far as to say it’s in my top three favourites across the globe (though it doesn’t quite have me as a chokehold like Hestonas Paris in Pulgeras, Montenegro).

I don’t know the ins and outs of how the Michelin Guide works - but I wouldn’t be surprised at all to see it feature this Tin Valerie at some point in the future - the sooner the better as far as I’m concerned. This place deserves a lot more attention, and having been open for just a matter of weeks, the future is very exciting.

Ratings out of five

Food: It was a truly tasty experience and there is a good range on the menu without being overwhelming *****

Drink: Pepsi’s and a Strawberry Daiquiri aren’t really an French as the food but they do the job and there’s a fantastic range for those more sophisticated than me *****

Decor: I’ve only been to Paris a few times, all of them as a child, so I can’t compare it to the real thing, but I found it to be charming *****

Staff: The two teenage waiting staff were keen to impress and carried a fine air of composure *****

Price: With the meal costing £85, it’ll be a luxury for many families and some will be priced out altogether. However, for the quality of food, it’s justified *****

Stay in the loop...

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Go to publicnoticeportal.uk or scan the QR code

VILLAGE LANE TO SHUT FOR MONTHS

A2 closures for ‘vital’ bridge works

By Chantal Weller
cweller@thekmgroup.co.uk

Overnight closures and lane restrictions on a dual carriageway will be implemented while “critical safety work” takes place on a bridge.

National Highways will be completing the repairs on the structure along the A2 at Bridge near [redacted].

The country road it passes over is also set to shut for several months.

Patrixbourne Road will be shut of action for about four months from Monday until the work is completed in the spring.

Some 56 bearings will be replaced on the bridge which carries the dual carriageway over the lane.

A National Highways spokesperson said the essential maintenance work will replace the joints that attach the road deck to the supports below.

They added: “We know that living, working, and travelling in the area while we make these vital safety improvements won’t be easy, so we are grateful for the patience and understanding shown.”

Ahead of the start of the vital maintenance work National Highways project manager, Nicola Thorp, said: “It’s vital that structures on National Highways’ motorways and major A roads are kept in good condition to make sure they remain safe, reliable, and keep traffic moving.

“Like any bridge, it requires regular maintenance to ensure it remains safe and reliable for the thousands of motorists who use it daily. This upcoming scheme is part of our ongoing efforts and investment in keeping key routes in the south east in good condition.”

A diversion will be in place via Patrixbourne Road, The Street, Bifrons Hill, Bekesbourne Road, Town Hill and High Street.

For the safety of the workforce, narrow lanes and a reduced speed limit will be in place on the A2 where it passes over Patrixbourne Road while work is done.

This means the A2 eastbound will be closed between Harbledown (A2000) and Cold Harbour Lane on Saturday, November 4 and Sunday, November 5, between 8pm and 6am.

The A2 towards London will also be shut between Bonny Bush Hill and Roman Road (A2000) on Saturday, November 18 and Sunday, November 19 between 8pm and 6am.

Finally, the A2 will also be out of action in both directions from 8pm on Saturday, December 9 until 6am Sunday, December 16.

During the closures, a 15-mile signed diversion will be in place via the A299 Thanet Way and A256 to the Whitfield roundabout from Bromley Corner adding an extra 14 miles on to the journey.

The bridge which carries the A2 over Patrixbourne Road in Bridge, Canterbury is to have 24 bearings replaced in essential maintenance work

The A2 will have lanes narrowed and speed restrictions as well as overnight closures during the works

The Great Grid Upgrade
Sea Link
Have your say
October 2023
nationalgrid

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Friday 17 November	10am-4pm	Guildhall, Castle Market, Sandwich, CT13 9AH
Wednesday 29 November	2pm-6pm	Clifford Village Hall, 55 Frog Lane, Clifford, CF57 1UH
Saturday 2 December	10am-2pm	Royal Harbour Academy, Matthew Way, Newington, CT12 8FA

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Friday 1 December	2pm-6pm	Radford House, 16-20 Bingham Street, Ramsgate, CT11 9AF

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To find out more, visit our website at [redacted] (or scan the QR code), email [redacted] or call us on 0808 134 9998.

*Requests for printed materials may be subject to a printing charge.

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Kent & Sussex Courier - Advert

6 COURIER FRIDAY, OCTOBER 27, 2023

News

Appeal after serious crash

POLICE are appealing for information regarding a serious collision near Hadlow.

At 5.28pm on Sunday, a white Yamaha 125 motorcycle and a second motorcycle were travelling along Carpenters Lane towards Hadlow, when the Yamaha was involved in a collision with a silver DAF horsebox van.

The bike rider and passenger suffered serious injuries. Both were taken to a London hospital - a 17-year-old boy is in a critical condition and a 15-year-old boy is in a serious but stable condition.

The second motorcyclist did not stop and the rider, an 18-year-old man, has since been arrested.

Anyone who saw what happened, or has relevant dashcam or CCTV footage, should call 01622 798538, or email scu.td@kent.police.uk, quoting reference SM/JM/115/23.

Girlguiding activity centre put up for sale

SADNESS AS POPULAR SITE GOES ON THE MARKET FOR £4 MILLION

Blackland Farm training and activity centre

A SPRAWLING activity centre which has provided fun, life lessons and treasured memories for thousands of children in the Girlguiding and Scouting movements for decades has gone up for sale.

Girlguiding UK confirmed its controversial decision to sell all five of its activity centres last month – including Blackland Farm, near East Grinstead.

The land, which includes fields, woodlands and streams, has now gone on the market with Savills with a guide price of £4 million.

The brochure states prospective buyers have "the opportunity to acquire a significant 123-acre estate located in the unspoiled Sussex countryside, with a wide range of accommodation across the site offering a range of potential alternative uses, subject to obtaining the necessary planning permission".

The sale includes the site's 34 campsites, with toilet and shower blocks, which can accommodate 3,000 people. It also includes three self-catering holiday houses, heated indoor swimming pool, activity areas which include an abseil tower, abseil wall, indoor and outdoor archery, bouldering wall, bungee trampoline, tunnels, high ropes and zip wire, plus an array of support and storage buildings.

There is also a substantial private four-bedroom home with two-acre garden, and another private three-bedroom cottage on the site.

The sale of Blackland Farm, and the other sites being disposed of, has caused an outcry and tens of thousands of people have signed petitions calling for them to be saved.

Girlguiding UK says it cannot afford the investment the centres need, which resulted in its board of trustees recommending they be sold in May.

The news that the site, off Grinstead Lane, was on the market has sparked more sadness and more questions about if it could be saved.

Reacting on Facebook, Fiona Watkins said: "As a local Guiding leader I was there on Sunday with 27 of our five to seven-year-old Rainbows for a full day's activities.

"It's an amazing place – the staff are awesome. I'm truly gutted it's come to this. It's such a busy place with Guiding, DofE, schools, baby swim lessons, bike clubs..."

Others said they were "heartbroken" and commented on the "terrible loss" to the young people of the area and beyond.

Girlguiding UK says there has been "historic underinvestment in the activity centres due to financial pressures and they have been running at a loss for some years".

"The centres would need significant funding of over £20 million in the coming years to be fit for future use and regrettably we cannot afford this level of investment.

"Furthermore, the activity centres have been used by less than 10% of our membership each year for the past decade."

It said funds from the sale of the activity centres will be put into a designated investment fund to support Girlguiding activities.

flying tiger copenhagen

Coming soon to Bluewater

Shop worker struck with bottle

A CCTV image of the suspect

A SUSPECTED shop thief repeatedly beat a supermarket security guard around the head with a glass bottle.

Kent Police have issued a CCTV image of someone they would like to speak to in relation to the assault in Tonbridge.

It happened on Thursday, September 28, at Sainsbury's in the Angel Centre.

It is reported that at around 8.40pm the victim challenged a man inside the store following suspicions he was trying to steal several bottles of spirits.

The suspect is alleged to have used one of the bottles as a weapon and repeatedly beat the victim around the head, before he fled the scene. The victim was taken to hospital with laceration injuries.

DC Jo Slevin of West Kent CID said: "The violence used against the victim was appalling, he was struck with such force that the bottle shattered."

Anyone with information should call 01622 604100, quoting reference 46/174352/23. You can also contact Crimestoppers, anonymously, on 0800 555111, or by using the form on their website.

FRIDAY, OCTOBER 27, 2023 COURIER 7

News

Row over council plan to close down recycling sites

By HUW OXBURGH

A ROW has erupted over Wealden District Council plans to close its community recycling points.

The issue arose after the council's Conservative group issued a statement calling for a reversal of plans to close the sites, where residents can drop off glass, cardboard and some other forms of household waste for recycling.

The council has confirmed it is moving forward with plans to decommission these sites both as a way to tackle issues of fly-tipping and to save money, as the sort of waste collected can already be put out on the kerbside.

In the statement, Hadlow Down councillor Michael Lunn criticised the impending closure of the site in his ward, saying residents wished to keep the facility.

He said: "There is no reason for it to be closed, it is well-used and well-liked. We have not experienced fly-tipping, the site is hidden within the compound of Wilderness Wood.

"My appeal for the council to reconsider fell on deaf ears and now it's time for the community to speak.

"Under Conservative control, Wealden had the highest recycling rate in East Sussex. Rather than doing the bare minimum required of it by legislation, Wealden should continue to lead the way in recycling initiatives."

Conservative group leader Ann Newton added to the criticism saying the council's Green/Lib Dem administration should be "encouraging recycling as much as possible".

However, a council spokesman said the plans to close the sites began in 2020 – a time when Conservatives controlled the council.

The Conservative group have disputed this, saying the previous administration had never signed off on such a policy. Former cabinet members acknowledged that several sites have closed in recent years, but said these closures were on a 'case-by-case' basis, typically where fly-tipping was present.

They say the council can and should prevent further closures.

In briefing notes, officers told councillors that the decision to close the sites had been made by the council's head of service in July 2019, shortly after the authority moved its waste contract to Biffa.

Cllr Michael Lunn At Hadlow Down Recycling Point

£1,000 meat stolen during 3 burglaries

AROUND £1,000 worth of meat was stolen during burglaries in Five Ashes and Mayfield.

Police have made an appeal following the three separate incidents, which took place in the early hours over one weekend, September 1 to 3.

Two quadbikes, a mini-motorbike and electrical tools were also stolen from an area near the A267.

Police have confirmed that these items were stolen from three properties near the busy A road. An appeal for witnesses has now been launched to find those responsible.

A spokesman for Sussex Police said: "Police would like to speak to anyone who saw any suspicious behaviour in the area around this time, or who may have captured any relevant CCTV, doorbell or dash cam footage.

"Anyone with any information is asked to report it to police online or via 101, quoting 47230122362." No arrests have yet been made.

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Sea Link
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nationalgrid Very Media

East Kent Mercury- Advert

More giant cruise ships set to dock at harbour

By Ollie Leonard
oleonard@thekmgroup.co.uk

More giant cruise ships could be set to dock in the district after plans to upgrade a historic pier were revealed.

Bosses at the Port of Dover want to replace cast iron bollards on Admiralty Pier - first built in 1847 - with new quick-release hooks in a bid to attract larger vessels.

The site already welcomes a number of cruise liners each year but chiefs say they now require "substantial mooring capacity beyond what is currently available".

They have submitted plans to Dover District Council for five powered quick-release hooks on the Grade II listed site.

In a statement submitted with the application, port bosses say the scheme will enable the harbour to accommodate modern cruise liners.

A statement said: "The proposals are to install five new, powered, Quick Release Hooks (QRH) to enable the harbour to accommodate modern cruise liners. The existing cast iron bollards are not capable of providing the required mooring due to their maximum load capacity of 26-tonne each.

"It will require the removal of tarmac covering and carefully lifting the granite setts beneath. The visual change, on completion of the works, would amount to the bollards themselves, the immediate concrete slabs on which they sit.

"Various options for the installation of the required mooring capacity have been considered and the current proposals have been chosen since they cause the least visual and physical harm to the heritage asset."

Bosses at tourism group Visit Kent have backed the proposal, which has also been supported by The Dover Society.

"We fully support the plans the Port of Dover has submitted, which forms part of routine work on its operational facilities to maintain high standards for the diverse range of cruise ships that choose Dover as their UK port of choice," Visit Kent chief executive Dorothy Wells said.

"We know that the cruise industry contributes about £10 billion to the UK economy and supports more than 80,000 jobs so any initiative that helps to deliver more visitors to Kent can only be a good thing."

During lockdown, Disney cruise ships docked in Dover amid restrictions on worldwide travel.

The Disney Magic liner spent 15 months in the town during the height of the pandemic.

■ While do you think? Email mercurynews@archant.co.uk

Existing cast iron bollards on Admiralty Pier are not capable of providing the required moorings

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Family face agonising wait after dad's crash

By Sam Lennon
slennon@thekmgroup.co.uk

A family is facing an agonising wait as a father-of-four remains unconscious abroad after a suspected stroke.

Kie Mathias, 37, of Lydden near Dover, is in hospital with broken bones and head injuries after an accident on his hired motorcycle.

He was involved in a collision with a trolleybus - a cross between a tram and a bus - in Athens last Friday.

Because he is too unwell to talk, his family do not know if he has the insurance for his medical care and transportation home.

Kie's brother, Dan Mathias, who flew to Greece to be by his side, said: "It is an agonising waiting game but someone to

Kie Mathias is currently unconscious in a Greek hospital after being injured in a crash

the family will be with him all the time.

"I haven't even bought a return ticket back from Greece but I am staying at least until our mum and dad come over."

Dan says their father, Steven, flew to Greece almost immediately after hearing the news, but travelled home on Monday night and will return with their mother Bernice tomorrow (Thursday).

Kie - who was travelling alone - has a broken leg, multiple fractured ribs, internal bruising and head injuries, although no surgery is needed.

But he is completely unconscious, under sedation and on a ventilator.

Dan has now set up a GoFundme page to help raise vital funds.

The page states: "Kie was unfortunately involved in a serious motorcycle accident while visiting Athens in Greece.

"As it stands we are unable to confirm if his holiday package included insurance as we are not able to access his phone.

"We are assuming no at this stage.

"He is currently in a serious condition and sedated while they assess the full extent of his injuries.

"Once he is in a stable condition our number one priority is to fly him back to the UK for continued treatment.

"Me and my dad arrived in Greece just hours after being informed about the accident.

"We managed to track down where he was staying as he had hotel keys with his personal items.

"I was deeply saddened by the conditions he was staying in.

"The hotel was in a run down area and the room was horrendous.

"I imagine he hired a bike to make the most of his trip and get out of the hotel.

"Kie is a father to four beautiful girls who really need him home and well.

"We desperately need help paying his medical bills and getting him back home as soon as possible please help by donating anything you can afford."

Experienced motorcyclist Kie - a plumbing engineer - had been on a five-day solo trip when the accident happened. He was due to fly home on Sunday.

The crowdfunding page had raised £9,210 out of a target figure of £50,000 as the Mercury went to press.

Once Kie is stable the family plan to fly him home for continued medical treatment at the UK.

Donate at gofundme.com/f/medical-bills-and-medical-flight-back-to-the-uk

- Ad published: 25th October, page 4
- Readership: 2,854

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Very Media

Thanet Extra - Advert

MUM TELLS COURT OF SUFFERING TO 'HAPPY AND TRUSTING' CHILD

'Paedophile stole my sweet boy's innocence'

By Julia Roberts

Serial paedophile Damian Cousins, formerly of Ramsgate, has been jailed

Asda Express opens after Co-op buyout

Duncan Bayles has resigned from Sundowners nightclub in Margate after appearing in court accused on 17 counts of abusing boys

Sundowners in Margate will temporarily close while new management is put in place

Club boss denies child abuse

By Julia Roberts and Millie Bowles

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The Great Grid Upgrade

Sea Link

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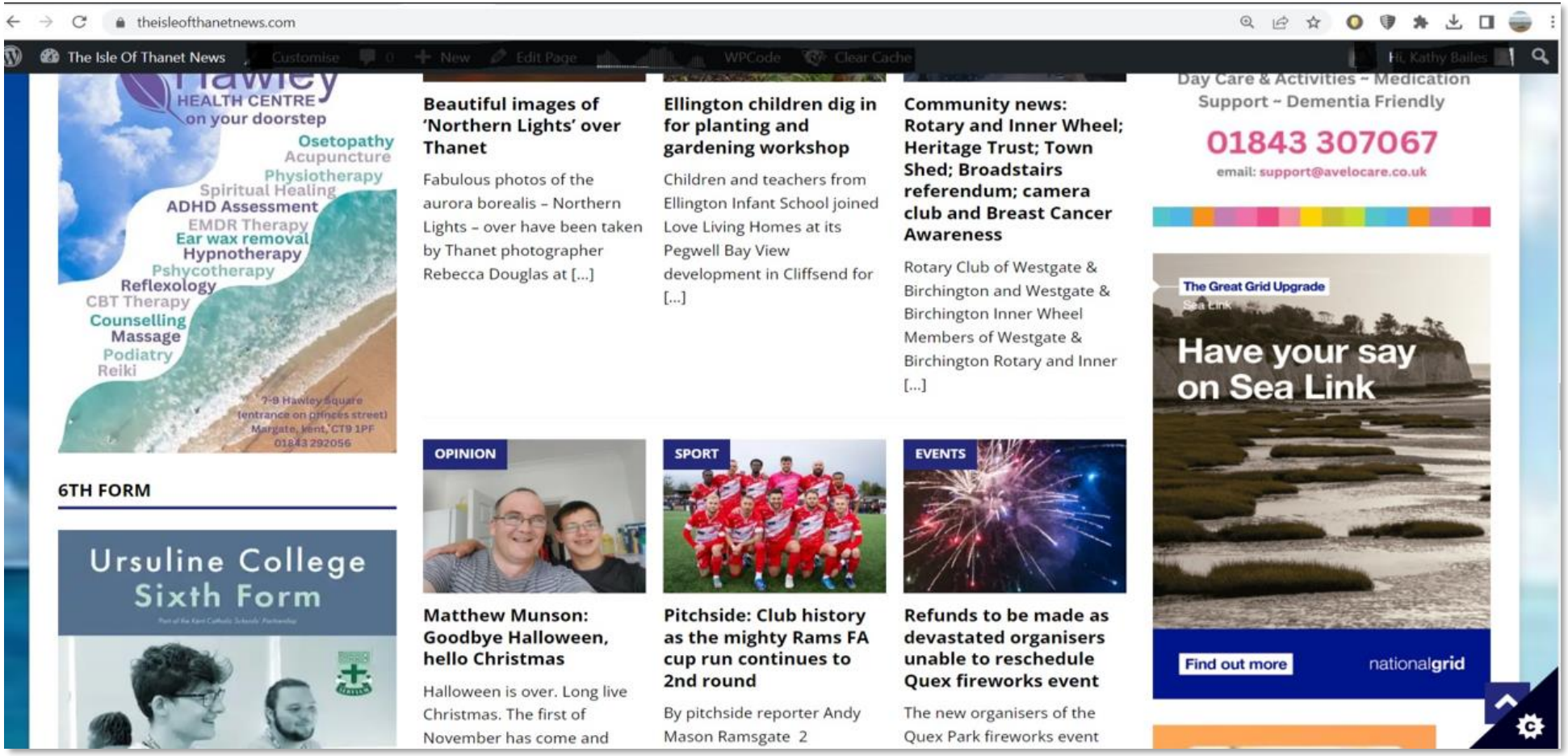
October 2023

nationalgrid

- Ad published: 25th October, page 5
- Circulation: 12,783

Isle of Thanet News - Digital



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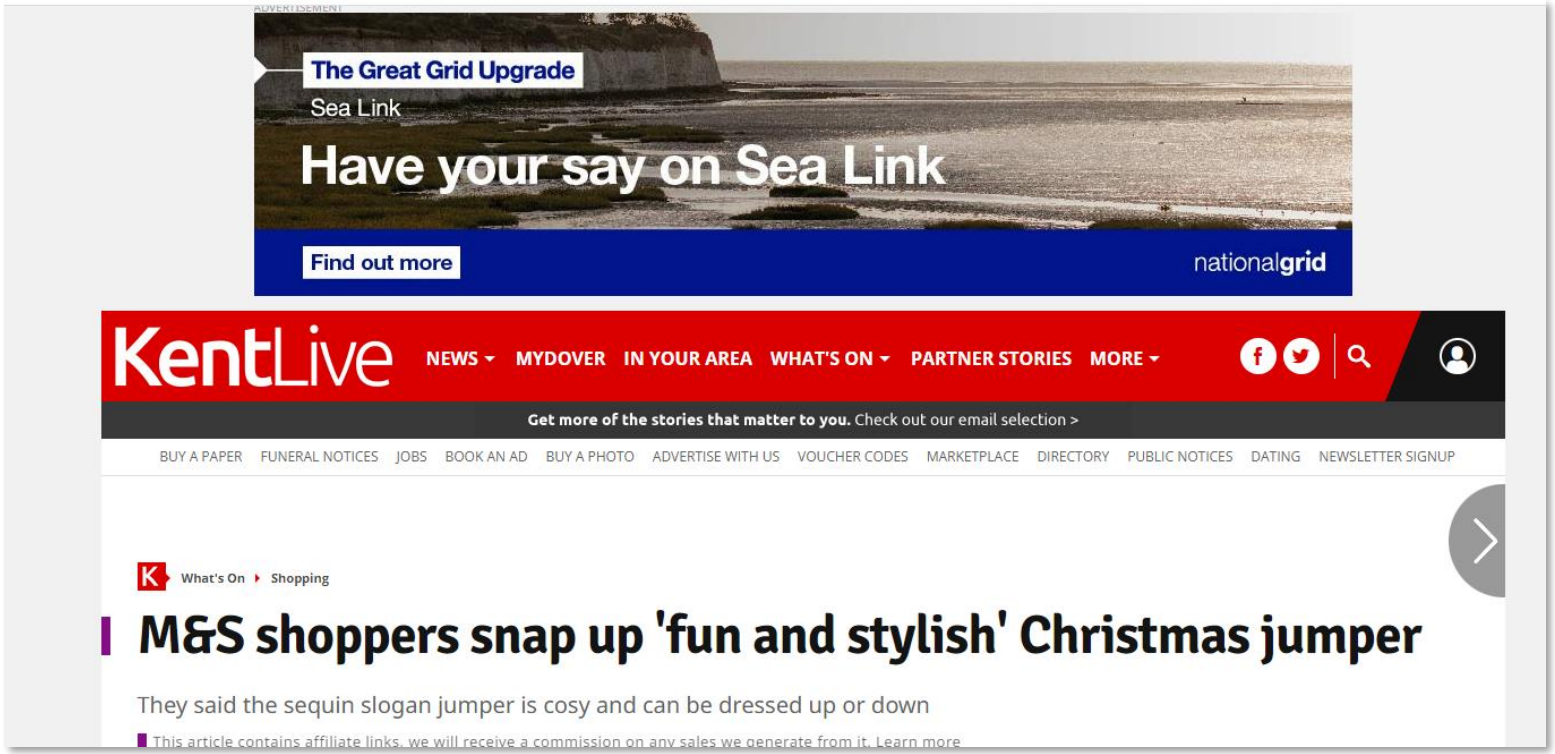

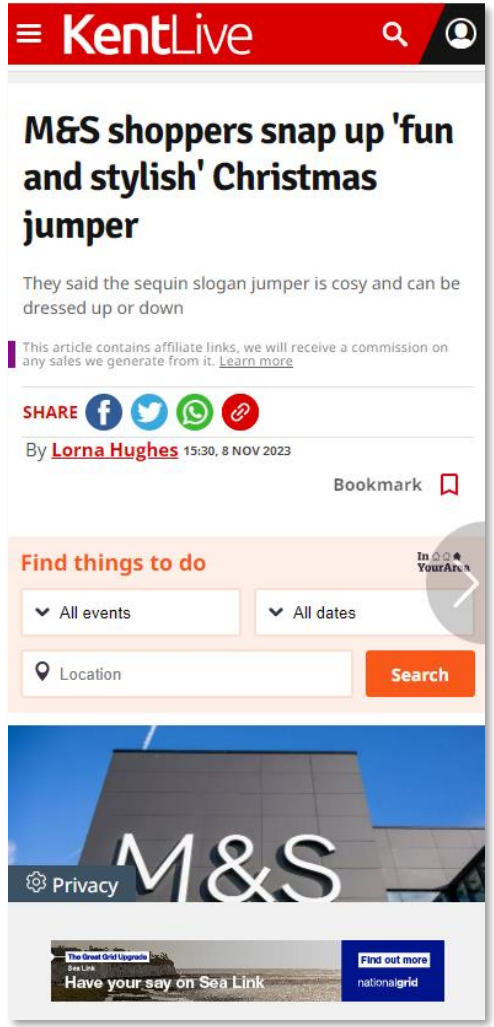

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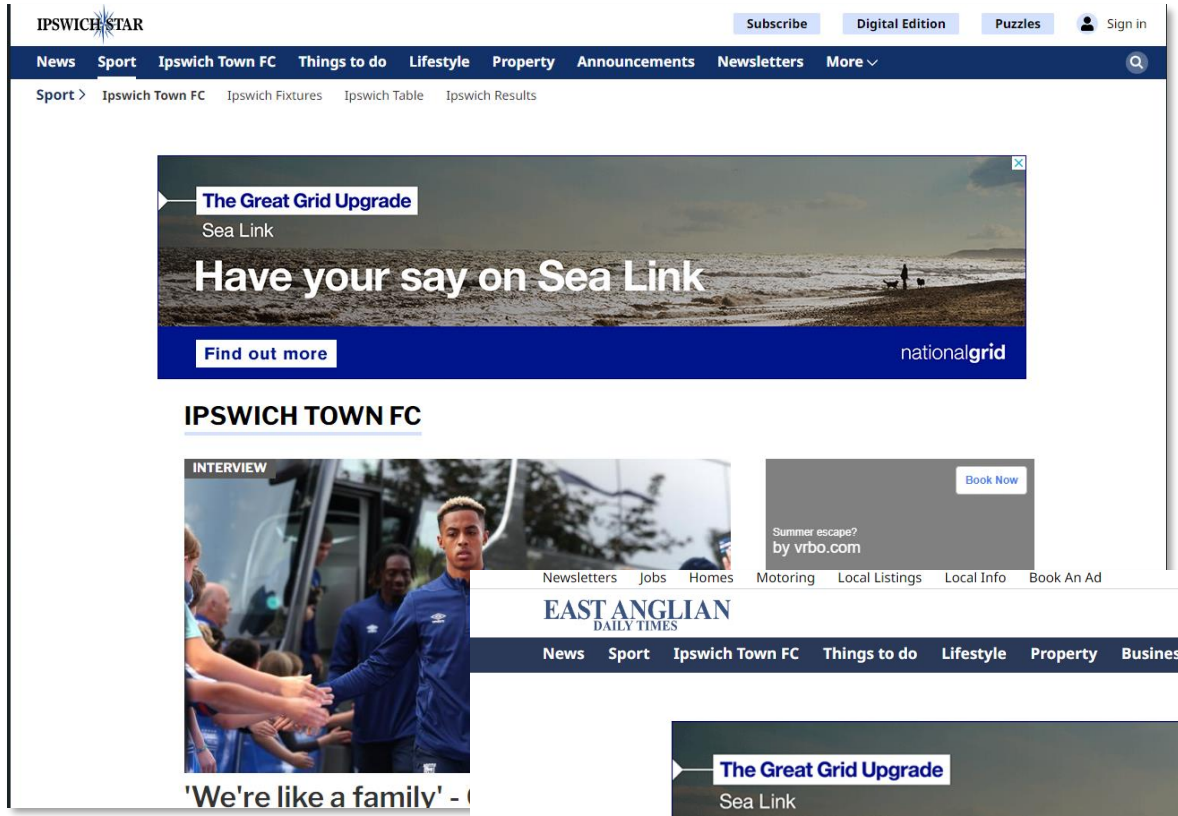
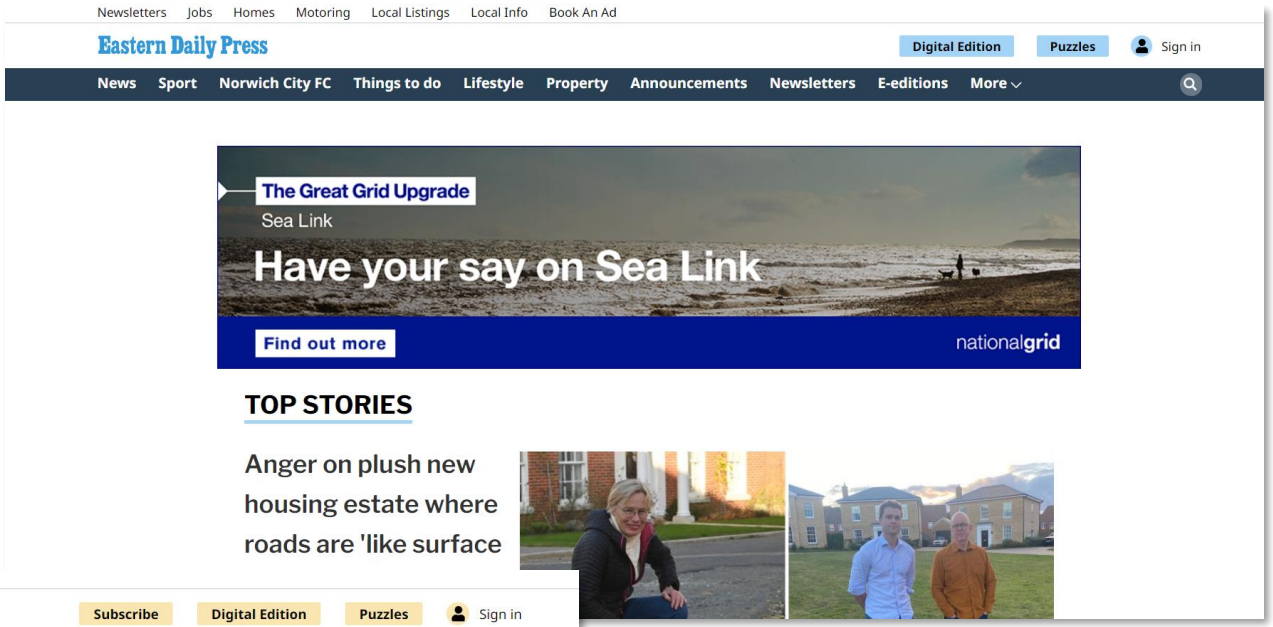
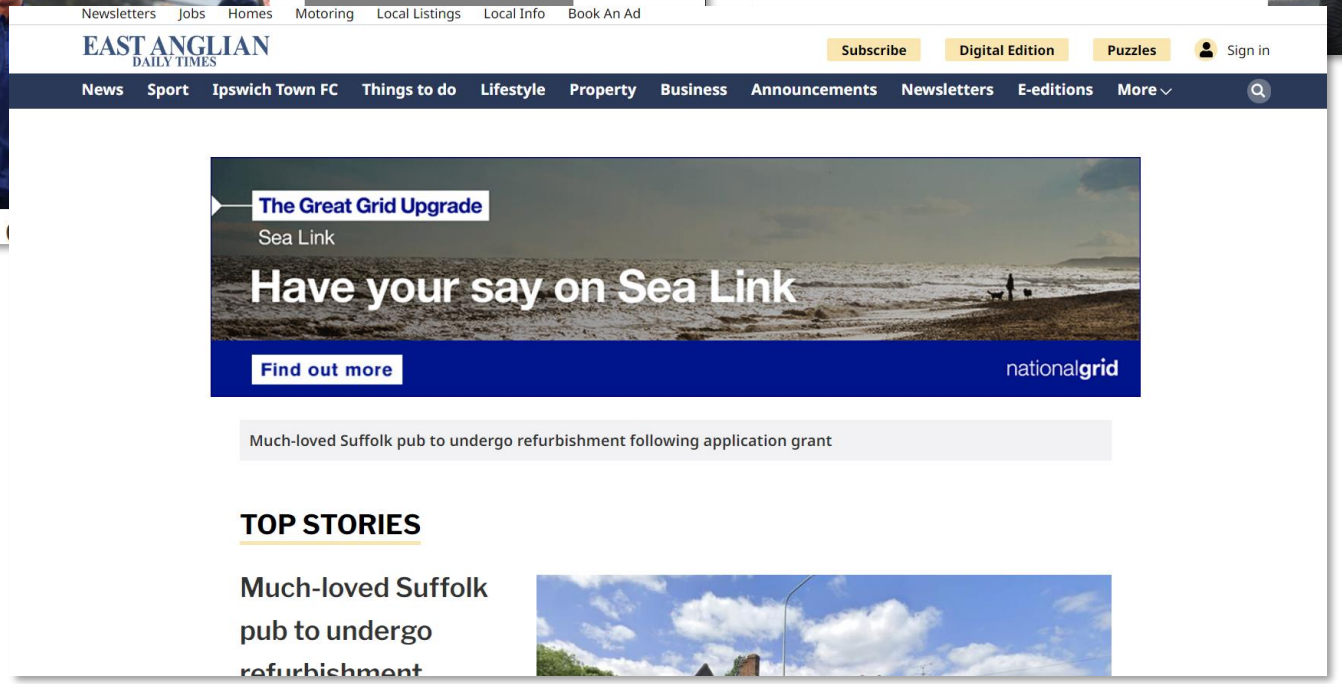
EADT, EDP & Ipswich Star







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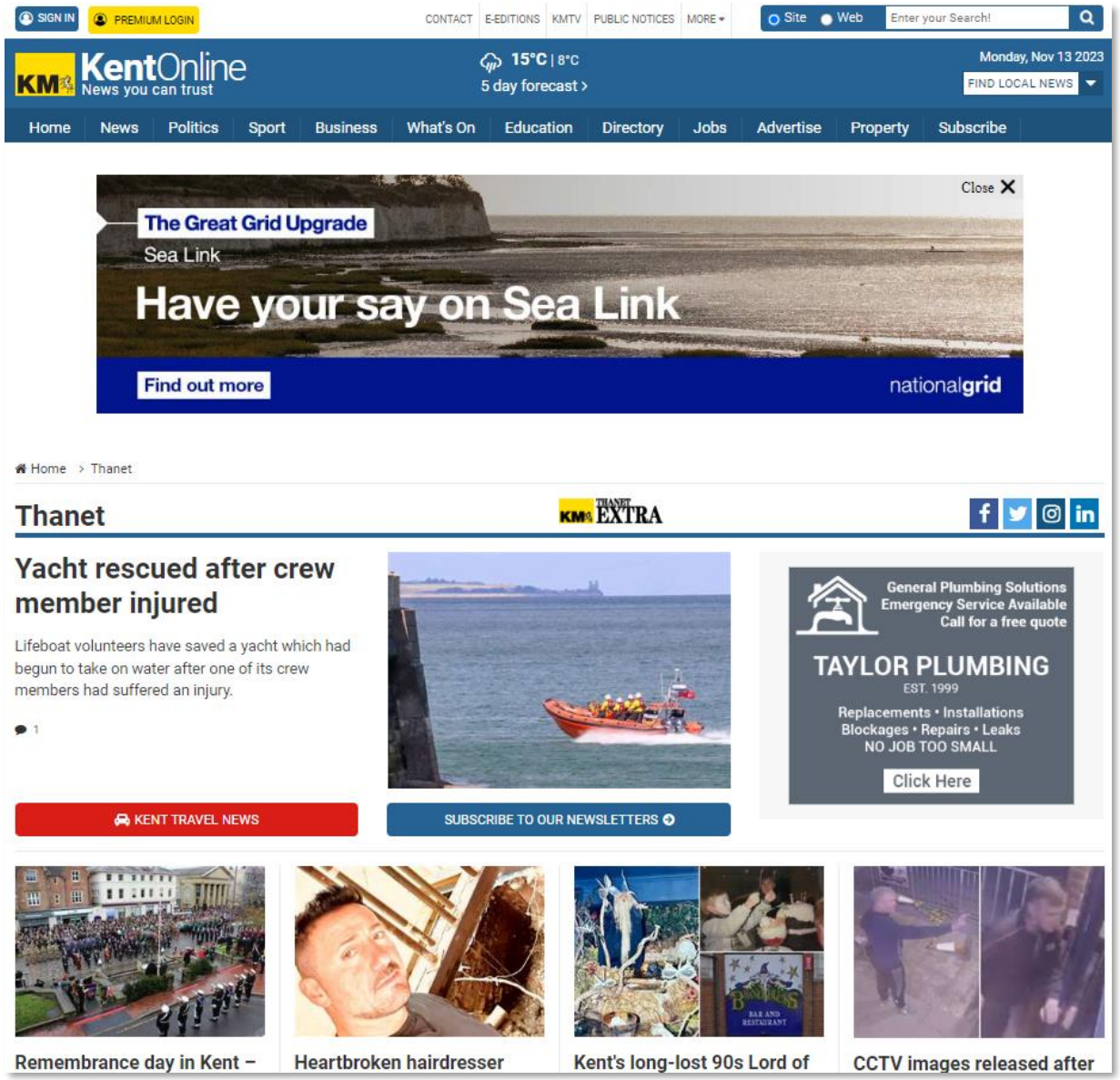

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23. Statutory Consultation Site Notice Locations

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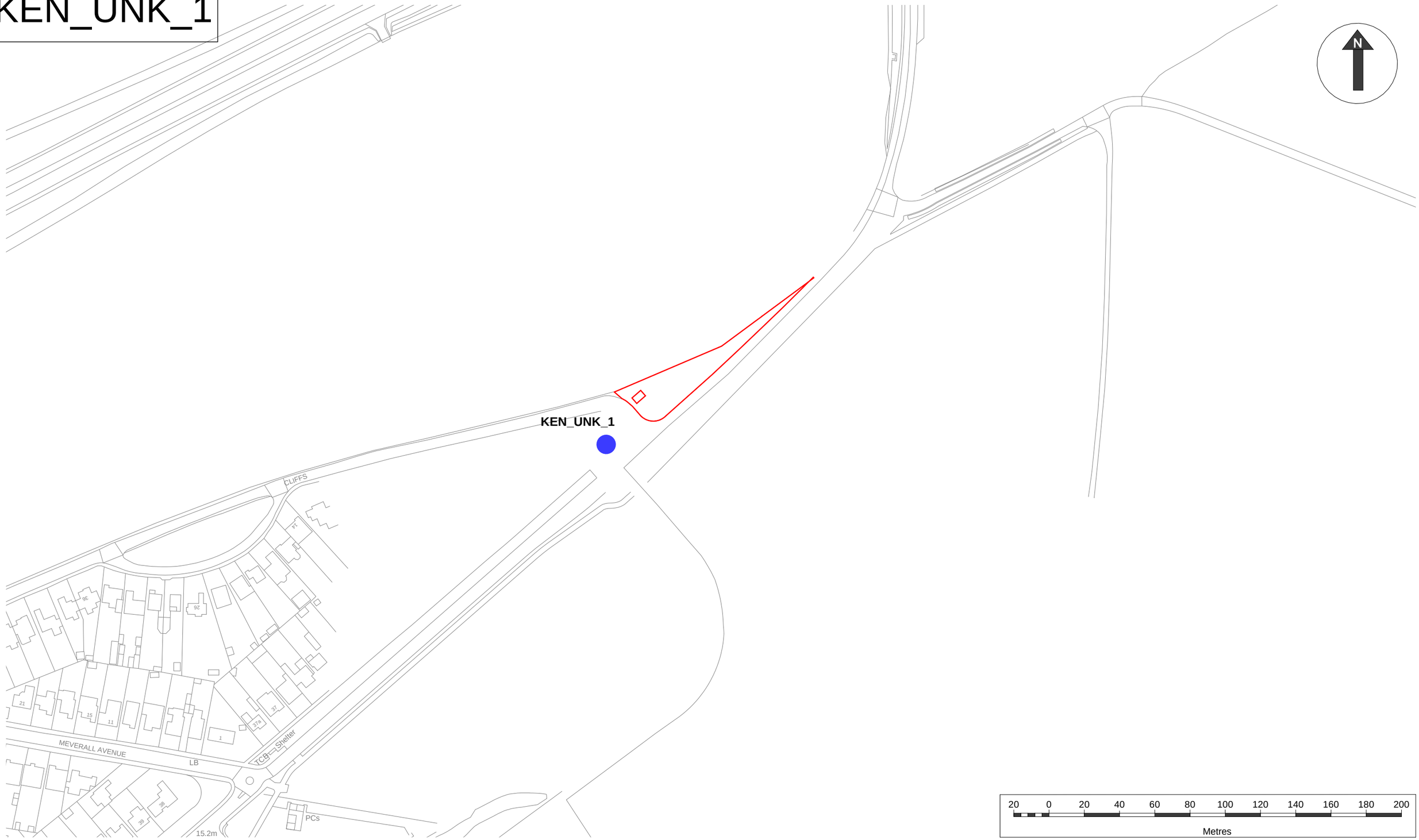

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TerraQuest DATA SOLUTIONS

Proposed limits

Unknown Location

SEAL (Kent) - S.48 and Unknown Site Notice Location Plan

Date	20 November 2024
Scale	1:2,000@A3

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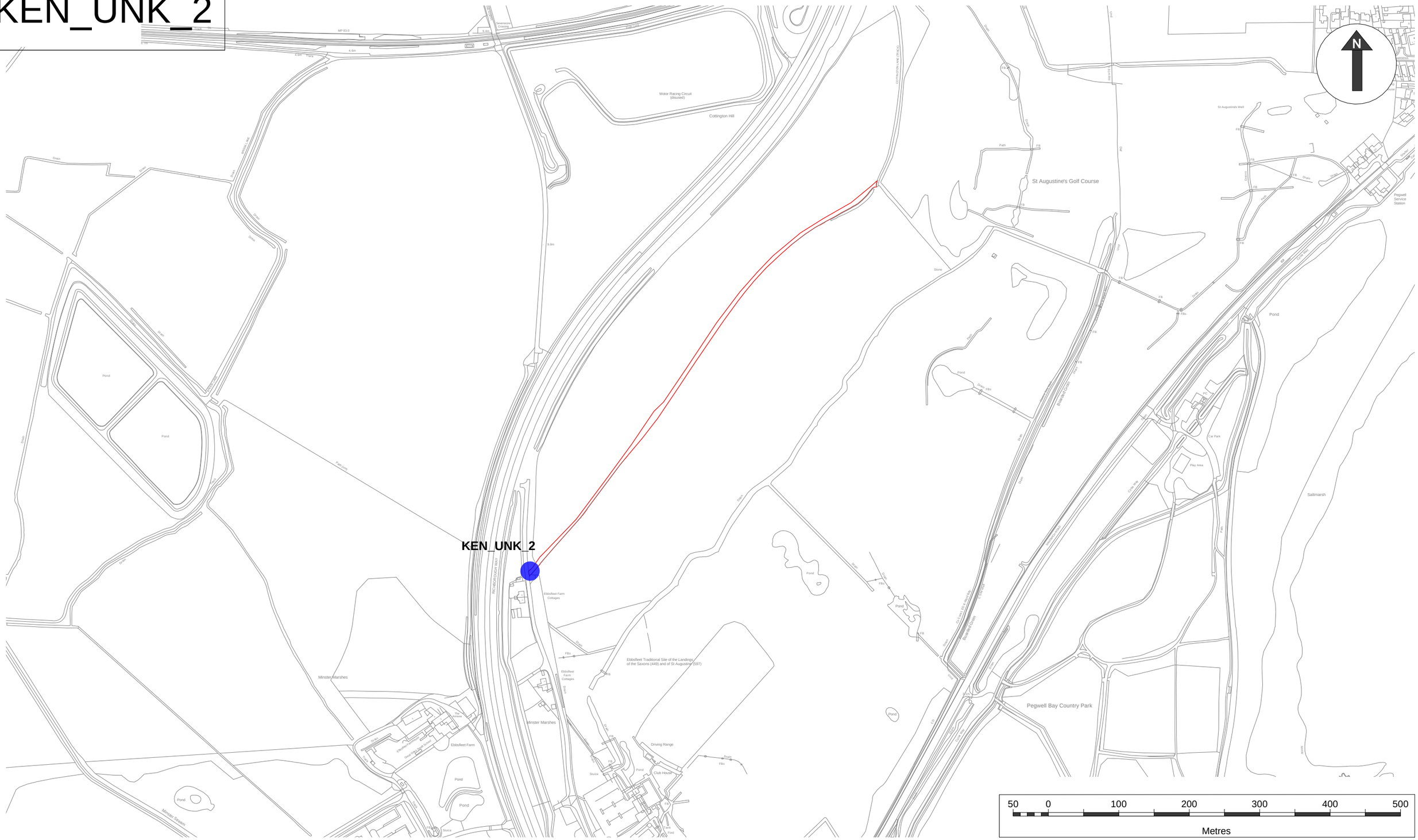

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SEAL (Kent) - S.48 and Unknown Site Notice Location Plan

Date	20 November 2024
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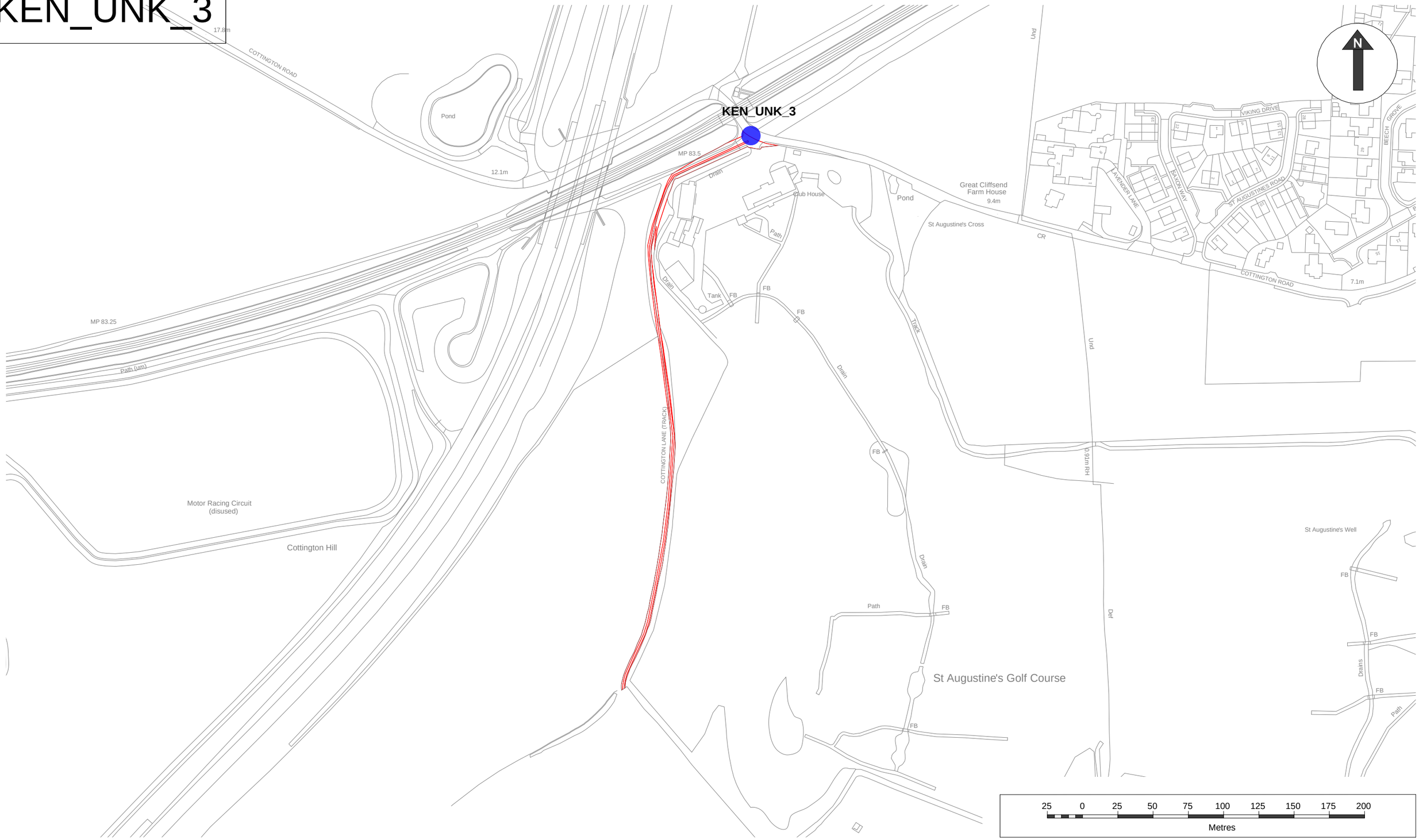

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SEAL (Kent) - S.48 and Unknown Site Notice Location Plan

Date	20 November 2024
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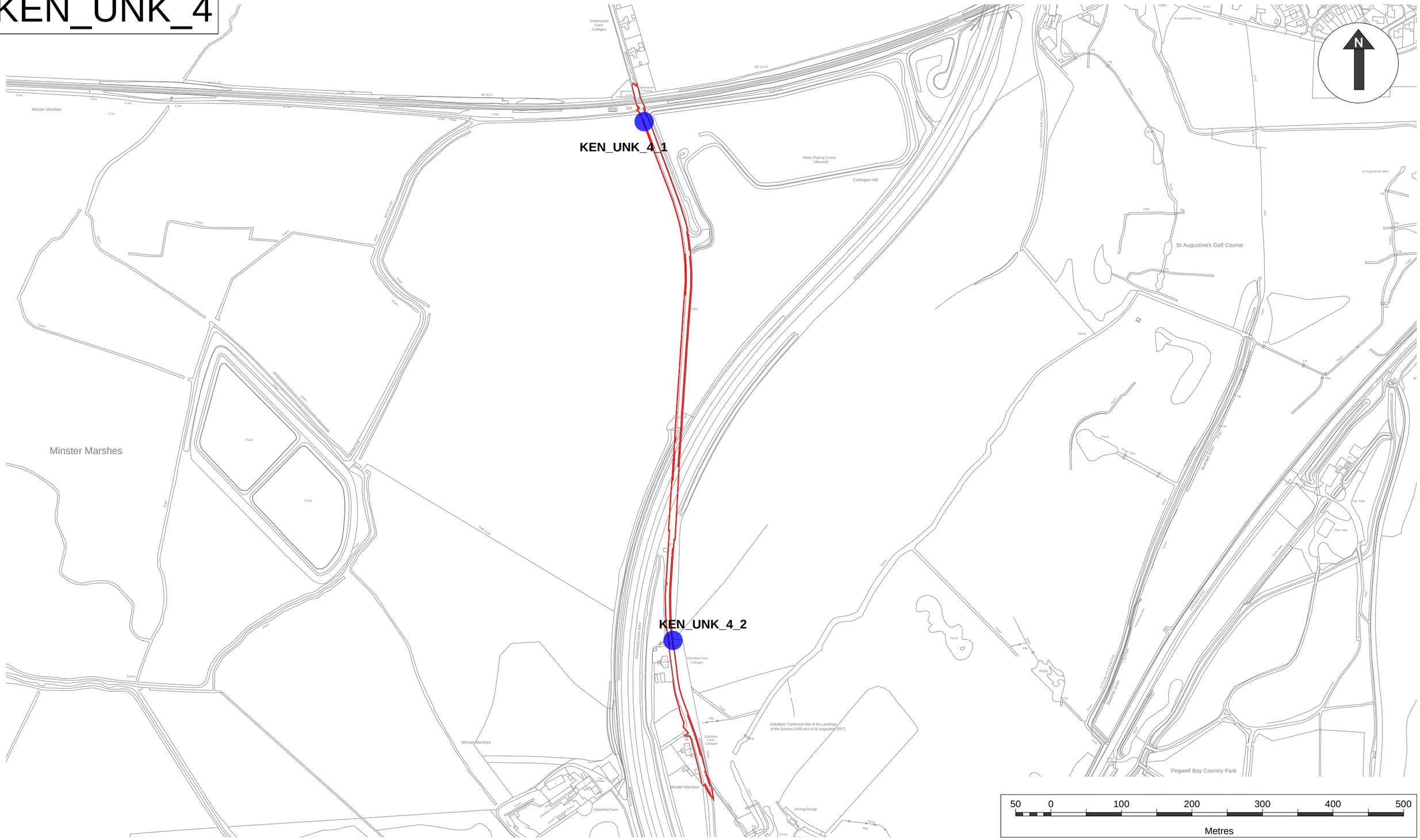

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Date	20 November 2024
Scale	1:5000@A3

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Proposed limits

Unknown Location

SEAL (Suffolk) - S.48 and Unknown Site Notice Location Plan

Date	20 November 2024
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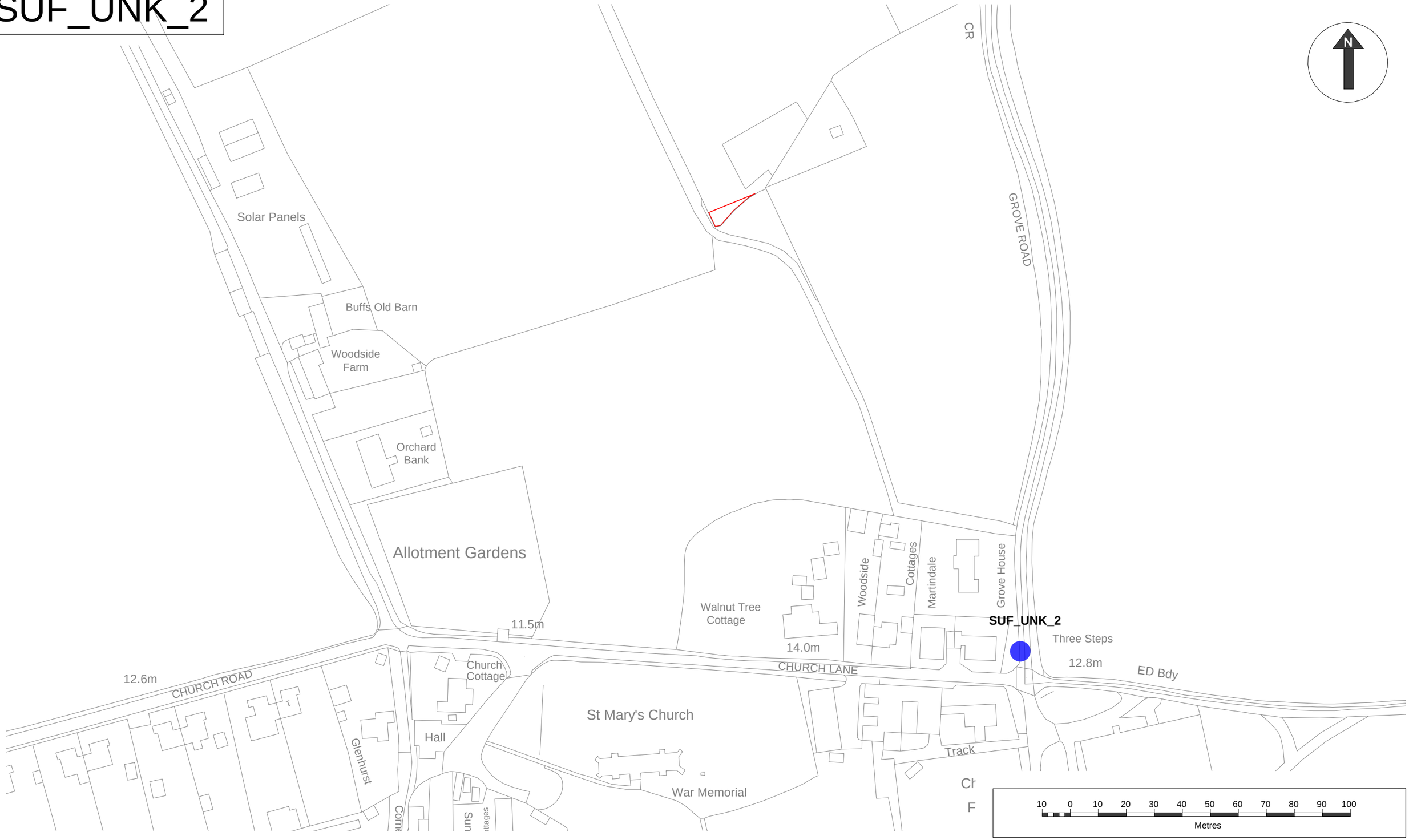

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Proposed limits

Unknown Location

SEAL (Suffolk) - S.48 and Unknown Site Notice Location Plan

Date	20 November 2024
Scale	1:1250@A3

24. Statutory Consultation Section 42 Regard Had

1. Section 42(1)(a) Statutory Consultation Regard Had
2. Section 42(1)(b) Statutory Consultation Regard Had
3. Section 42(1)(d) Statutory Consultation Regard Had

24.1 Section 42(1)(a) Statutory Consultation Regard Had

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Table 1.1 Anglian Water

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Consultation	**STATUTORY CONSULTATION FOR THE PROPOSED SEA LINK PROJECT** Thank you for the opportunity to comment on the statutory consultation for the Sea Link project and the Preliminary Environmental Impact Report (PEIR). Anglian Water is the sewerage undertaker for the proposed onshore project area for the grid connection and substation within the Suffolk element of the project.	N	This comment has been noted by National Grid.
		DCO process, construction, onshore mitigation	Anglian Water has welcomed preliminary discussions with the Sea Link team regarding the proposed Suffolk Onshore Scheme and interfaces with our assets, which has assisted our understanding of the project and our response to this consultation. As part of our ongoing pre submission engagement, we would welcome continued dialogue regarding: • The Draft DCO Order including protective provisions specifically to ensure Anglian Water's services are maintained during construction • If for wastewater services are required for onshore infrastructure (e.g. substation and converter station) • The impact of development on Anglian Water's assets and the need for mitigation • Pre-construction surveys	N	Continued dialogue on all these aspects is welcomed. Draft protective provisions text is being produced and will be shared for consideration by Anglian Water. Wastewater services would be required for the substation and converter stations and applications for these would be processed. A statement of common ground would be produced based on the current Memorandum of Understanding to identify agreed mitigation. National Grid intends to include protective provisions for the benefit of statutory undertakers in **Application Document 3.1 draft Development Consent Order Schedule 15 Protective Provisions** and will continue ongoing discussions with the relevant statutory undertakers.
		Coordination with other projects, design	**CHAPTER 4 DESCRIPTION OF THE PROPOSED PROJECT** **Proposed Friston Substation** We welcome the approach taken in coordinating as far as possible with both the Five Estuaries and North Falls Offshore Wind Farm proposals, which are nationally significant infrastructure projects we are also in engagement with. It is noted from the PEIR [1.4.2.15] that the proposed project does not include alterations to Friston Substation to accommodate co-location as any changes will be part of the separate project consents. There are no proposed sewer connections to our network regarding this element of the proposed project.	N	This comment has been noted by National Grid.
		Converter station location, DCO process, design	**Saxmundham Converter Station** We are aware that there are currently three options for accessing the Converter Station, one of which will require a diversion of an Anglian Water foul sewer [S-BM09]. Early engagement has been undertaken with Anglian Water regarding the interfaces with our apparatus, and we would welcome continued dialogue going	N	Continued dialogue on all these aspects is welcome. Draft protective provisions text is being produced and will be shared for consideration by Anglian Water taking into consideration the text provided by Anglian Water, wastewater services will be required for the substation and converter stations and applications for these will be processed. A Statement of Common Ground

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			forward regarding the necessary measures for diversionary works should this access option prove to be the most feasible. Anglian Water has previously provided our template Protective Provisions for inclusion in the draft DCO. We would wish the consideration of our Protective Provisions to be taken forward by NGET, as part of a regular pre-submission engagement programme between both parties. We would advise that preliminary pre-planning enquiries are made by NGET on our Inflow system regarding a sewerage connection for the Saxmunham Converter Station, to enable NGET to consider the most feasible option. If an alternative onsite option should prove to be more practicable, such as a package treatment plant resulting in no foul drainage connections to our network, we would request that the statutory power to connect to our network is not included in the draft DCO. Furthermore, we note on the General Arrangement Plan Suffolk Colocation of Converter Stations [S42_S/IGA/SS/0008] that there are proposed permanent attenuation ponds for each of the proposed locations, with outfalls proposed to nearby watercourses. This would suggest that no surface water connection is required to a public sewer, and surface water will be managed onsite via sustainable drainage systems. We would support this approach and seek confirmation through a Statement of Common Ground between NGET and Anglian Water.		will be produced based on the current Memorandum of Understanding to identify agreed mitigation. National Grid intends to include protective provisions for the benefit of statutory undertakers in **Application Document 3.1 draft Development Consent Order Schedule 15 Protective Provisions** and will continue ongoing discussions with the relevant statutory undertakers. National Grid acknowledges your comment regarding a sewerage connection for the Saxmundham Converter Station; however, the treatment of wastewater arisings is still subject to engineering design. National Grid confirms that there is currently no intention to discharge surface water to the public sewer. A Statement of Common Ground will be pursued.
		Landfall location, design, water environment	**Suffolk Landfall – Transition Joint Bay (TJB)** Anglian Water notes that the PEIR 1.4.2.57 references that no below ground vertical limit of deviation has been proposed. We would agree that this is sensible given that we have assets between the landfall and TJB, and the potential to avoid having to divert our assets and ensure a sufficient depth and distance for the protection of our assets can be achieved.	N	This comment has been noted by National Grid.
		Construction, water environment, design	**Construction Sites** Anglian Water would seek to engage with NGET further regarding any temporary connections to our network for the proposed construction compounds illustrated on Figures 1.4.16 and 1.4.17, and request, like our comments regarding the Saxmundham Converter Station, that similar pre-planning enquiries are made to our Inflow system should connections to our network be a consideration. We note [para. 1.4.5.14] that temporary drainage during the construction process would use sustainable drainage systems (SuDS) where necessary, and we would support this approach.	N	This comment has been noted by National Grid. Applications will be raised where necessary.
		Water environment,	**PEIR CHAPTER 5 WATER RESOURCES**	N	It has been agreed with Anglian Water that further investigation on the asset will be required to determine the mitigation approach to be progressed.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		intra-project cumulative effects, construction	Anglian Water notes that the potential for likely significant effects on the water environment receptors during operation and maintenance has been scoped out. The overall effects during construction are likely to be limited to localised and temporary changes at watercourse crossings. Access option S-BM09 crosses the River Fromus and is likely to include a diversion of our asset in this location, which the Flood Risk Assessment would need to document and report in the Environmental Statement, should this option be taken forward. 2.5.7.16 We welcome that the PEIR states that further information on the sewer network will be collected and information regarding any connections to or potential for effects on our network will be provided in the Flood Risk Assessment.		Further information regarding the potential for requiring connections to the sewer network is provided in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The main sewer runs along the bank of the River Fromus with the exact location to be confirmed in discussions with Anglian Water and via site trial holes. National Grid has agreed that if it is within 5 m of the proposed abutments then National Grid will protect or divert it depending on how close it is. If it does need to be diverted, National Grid would need to bring the sewer away from the river and agree an alignment with Anglian Water that falls within the Order Limits. Ongoing discussions to agree the final solution are being held with Anglian Water including discussions over Protective Provisions.
		DCO process, consultation	**CONCLUSION** In conclusion, Anglian Water would want to minimise the disruption to customers and cost to the project of diverting, relocating and provision of wastewater pipelines and infrastructure, and certainly the onshore route through Suffolk has limited impact on our assets. Continued engagement would serve to enable pre-submission agreement on Protective Provisions for those assets within the proposed order limits, and the submission by NGET of an agreed Statement of Common Ground with Anglian Water. This in turn reduces the Examining Authority questions for statutory undertakers and removes the possible need for changes to the project during Examination.	N	This comment has been noted by National Grid. National Grid has continued to liaise on minimising impacts to Anglian Water's assets. Further detail on engagement can be found in **Application Document 5.1 Consultation Report** and **Application Document 7.4 Statement of Commonality**.

Table 1.2 Cadent Gas

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Consultation, onshore mitigation	I understand that yesterday was the closing date however due to a staff illness our response was not submitted yesterday. I hope our response can be considered in the normal manner. I refer to your letter dated 1st November 2023 regarding the above proposed DCO. Cadent has reviewed the project plans provided and wishes to make the following comments: In respect of existing Cadent infrastructure, Cadent will require appropriate protection for retained apparatus including compliance with relevant standards for works proposed within close proximity of its apparatus, **Cadent Infrastructure within or in close proximity to the development** Cadent has identified the following apparatus within the vicinity of the proposed works: High and Intermediate pressure (above 2 bar) Gas Pipelines and associated equipment Low and Medium pressure (below 2 bar) gas pipes and associated equipment. (As a result, it is highly likely that there are also gas services and associated apparatus in the vicinity, these are not shown on plans, but their presence should be anticipated) *Note: No liability of any kind whatsoever is accepted by Cadent Gas Limited or their agents, servants or contractors for any error or omission.*	N	This comment has been noted by National Grid.
		Traffic and transport, legislation and policy, land rights and CPO	**Diversions:** Where diversions of apparatus are required to facilitate the scheme, Cadent will require adequate notice and discussions should be started at the earliest opportunity. Please be aware that diversions for high pressure apparatus can take more than two years to plan and procure materials. Cadent will require the party requesting the diversion works to obtain any necessary land rights, planning permissions and other consents to enable the diversion works to be carried out. Details of these consents should be agreed in writing with Cadent before any application is made. Cadent requires a minimum of C4/ Design study to have been carried out to establish an appropriate diversion route, temporary and permanent land take ahead of any application being made. Where diversions sit outside the highway boundary the party requesting the diversion will be responsible for obtaining at their cost and granting to Cadent the necessary land rights, on	N	This comment has been noted by National Grid. National Grid thanks the respondent for the information and is aware of the requirements. National Grid intends to include protective provisions for the benefit of statutory undertakers in **Application Document 3.1 draft Development Consent Order Schedule 15 Protective Provisions** and will continue ongoing discussions with the relevant statutory undertakers.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Cadent's standard terms, to allow the construction, maintenance, and access of the diverted apparatus. As such adequate land rights must be granted to Cadent (e.g. following the exercise of compulsory powers to acquire such rights included within the DCO) to enable works to proceed to Cadent's satisfaction. Cadent's approval to the land rights powers included in the DCO prior to submission is strongly recommended to avoid later substantive objection to the DCO. Land rights will be required to be obtained prior to construction and commissioning of any diverted apparatus, in order to avoid any delays to the project's timescales. A diversion agreement may be required addressing responsibility for works, timescales, expenses, and indemnity.		
		Construction, legislation and policy, onshore mitigation	**Key Considerations:** Cadent has a Deed of Grant of Easement for each pipeline, which prevents the erection of permanent / temporary buildings/structures, change to existing ground levels or storage of materials etc within the easement strip. Please be aware that written permission is required before any works commence within the Cadent easement strip and a Crossing Agreement may be required if any apparatus needs to cross the Cadent easement strip The below guidance is not exhaustive and all works in the vicinity of Cadent's asset shall be subject to review and approval from Cadent's plant protection team in advance of commencement of works on site.	N	This comment has been noted by National Grid. National Grid thanks the respondent for the information and is aware of the requirements. National Grid intends to include protective provisions for the benefit of statutory undertakers in **Application Document 3.1 draft Development Consent Order Schedule 15 Protective Provisions** and will continue ongoing discussions with the relevant statutory undertakers.
		Safety, construction, onshore mitigation	**General Notes on Pipeline Safety:** You should be aware of the Health and Safety Executives guidance document HS(G) 47 "Avoiding Danger from Underground Services", and Cadent's specification for Safe Working in the Vicinity of Cadent High Pressure gas pipelines and associated installations - requirements for third parties GD/SP/SSW22. Digsafe leaflet Excavating Safely - Avoiding injury when working near gas pipes. There will be additional requirements dictated by Cadent's plant protection team. Cadent will also need to ensure that our pipelines remain accessible throughout and after completion of the works. The actual depth and position must be confirmed on site by trial hole investigation under the supervision of a Cadent representative. Ground cover above our pipelines should not be reduced or increased. If any excavations are planned within 3 metres of Cadent High-Pressure Pipeline or, within 10 metres of an AGI (Above Ground Installation), or if any embankment or dredging works are proposed then the actual position and depth of the pipeline must	N	These concerns have been noted by National Grid which are acknowledged and understood. National Grid is engaging with Cadent Gas regarding its pipelines and will continue to do so.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			be established on site in the presence of a Cadent representative. A safe working method agreed prior to any work taking place to minimise the risk of damage and ensure the final depth of cover does not affect the integrity of the pipeline.		
		Consultation, safety, onshore mitigation	Below are some examples of work types that have specific restrictions when being undertaken in the vicinity of gas assets therefore consultation with Cadent's Plant Protection team is essential: • Demolition • Blasting • Piling and boring • Deep mining • Surface mineral extraction • Landfilling • Trenchless Techniques (e.g. HDD (Horizontal Directional Drilling), pipe splitting, tunnelling etc.) • Wind turbine installation • Solar farm installation • Tree planting schemes	N	These comments have been noted by National Grid. National Grid thanks Cadent Gas for the information and is aware of the requirements. National Grid intends to include protective provisions for the benefit of statutory undertakers in **Application Document 3.1 draft Development Consent Order Schedule 15 Protective Provisions** and will maintain ongoing discussions with stakeholders where necessary.
		Onshore mitigation, traffic and transport, construction	**Pipeline Crossings:** • Where existing roads cannot be used, construction traffic should ONLY cross the pipeline at agreed locations. • The pipeline shall be protected, at the crossing points, by temporary rafts constructed at ground level. The third party shall review ground conditions, vehicle types and crossing frequencies to determine the type and construction of the raft required. • The type of raft shall be agreed with Cadent prior to installation. • No protective measures including the installation of concrete slab protection shall be installed over or near to the Cadent pipeline without the prior permission of Cadent. • Cadent will need to agree the material, the dimensions and method of installation of the proposed protective measure. • The method of installation shall be confirmed through the submission of a formal written method statement from the contractor to Cadent.	N	These comments have been noted, and National Grid thanks Cadent Gas for the information.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			• A Cadent representative shall monitor any works within close proximity to the pipeline.		
		Onshore mitigation, design, consultation	**New Service Crossing:** • New services may cross the pipeline at perpendicular angle to the pipeline i.e. 90 degrees. • Where a new service is to cross over the pipeline a clearance distance of 0.6 metres between the crown of the pipeline and underside of the service should be maintained. If this cannot be achieved the service shall cross below the pipeline with a clearance distance of 0.6 metres. • A new service should not be laid parallel within an easement strip • A Cadent representative shall approve and supervise any new service crossing of a pipeline. • An exposed pipeline should be suitable supported and removed prior to backfilling • An exposed pipeline should be protected by matting and suitable timber cladding • For pipe construction involving deep excavation (<1.5m) in the vicinity of grey iron mains, the model consultative procedure will apply therefore an integrity assessment must be conducted to confirm if diversion is required	N	These comments have been noted, and National Grid thanks Cadent Gas for the information.

Table 1.3 East Anglia One North

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	DCO process, consultation	**Feedback on Non-Statutory Public Consultation– Sea Link Multi-Purpose Interconnector Project** We refer to the above consultation and write to provide feedback from the perspective of East Anglia ONE North Limited (EA1N). EA1N is a wholly owned subsidiary of ScottishPower Renewables (SPR). EA1N was granted a Development Consent Order (DCO) by the Secretary of State, Department of Business, Energy and Industrial Strategy (BEIS), on 31st March 2022, under the Planning Act 2008, for the East Anglia ONE North Offshore Windfarm (EA ONE North). The DCO granted consent for the development of an offshore windfarm and associated infrastructure, including offshore and onshore transmission infrastructure. By virtue of the DCO, EA1N is a statutory undertaker for the purposes of this project and the land within the Order Limits should be treated as operational land required in connection with its statutory undertaking. EA1N notes that the proposed Sea Link Multi-Purpose Interconnector project ('the Project') is at an early stage and therefore detailed information is not available to allow a full evaluation of potential impacts on EA1N. However, this letter sets out EA1N's preliminary comments on the Sea Link Project based on the information available at this stage. Based on the current available information, SPR has identified a number of key areas where Sea Link will interact with EA1N:	N	National Grid notes the status of East Anglia ONE North.
		Onshore route location, design, intra-project cumulative effects	**02- Suffolk Onshore Scheme** The 400kV HVAC cable corridor routes from the proposed Sealink Convertor Station into the NGET Friston 400kV substation will impact upon the landscaping and other infrastructure, including drainage and PRoW in and around the onshore substations area. Therefore, further detailed route planning is required to be provided to EA1N. Further information on potential future projects is shown on design drawings and will require detailed discussions of crossing points and routeing for planned infrastructure before final designs can be agreed.	N	The colocation of multiple routes will not form part of the Proposed Project submission as only the assets required for Proposed Project will be included. However, colocation will continue to be discussed between all parties including East Anglia TWO. Cable routes have been provided and National Grid is maintaining dialogue regarding routing within the confines of the Limits of Deviation provided.
		Onshore route location, design, intra-project	**03- Converter Colocation** The 400kV HVAC cable corridor routes from the proposed Convertor Station Colocation Options are not shown but it is assumed they would follow a similar route into the NGET Friston 400kV substation, which would impact upon the landscaping and	N	The co-location of multiple routes will not form part of the DCO submission as only the assets required for the Proposed Project will be included. However, co-location will continue to be discussed between all parties including East Anglia ONE North.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		cumulative effects	other infrastructure, including drainage and PRoW in and around the onshore substations area. Therefore, further detailed route planning is required to be provided to EA1N.		
		Offshore route location, design, landfall location	**05- Offshore Scheme** The Sea Link order limits are to the south of the EA1N order limits with no overlap, but the projects are in close proximity as the offshore cable routes approach landfall. This is assuming the Sea Link 'marine corridor alternative' illustrated in Figure 2.7 of the Sea Link Non-statutory Consultation Report is not realised. The 'marine corridor alternative' route would make landfall at Sizewell to the north of the EA1N (and EA1N) landfall and would cross the EA1N export cables both onshore and offshore. However, based on the Project Overview Document, it appears that this option is no longer being considered.	N	The alternative marine corridor is no longer being considered as part of this DCO application.
		Offshore ordnance/UXO, timescales/ programme, marine mammals	EA1N offshore UXO clearance and HDD works are currently programmed for 2026 with offshore export cable installation expected in mid-2027. Therefore, based on the Sea Link programme provided, EA1N offshore works are programmed approximately one year ahead of the Sea Link project. The EA1N wind turbine foundation piling campaign is programmed for 2027 which may coincide with Sea Link project UXO clearance and the projects may, therefore, need to co-ordinate these activities to manage noise disturbance to harbour porpoise in the Southern North Sea Special Protection Area	N	A separate Marine Licence will be submitted for the UXO works associated with the Proposed Project. Within this application, cumulative effects with other projects including East Anglia ONE North, will be assessed and appropriate mitigation considered. Further information is contained in **Application Document 6.2.4.11 Part 4 Marine Chapter 11 Inter-Project Cumulative Effects**.
		Landfall location, design	**Landfall location between Aldeburgh and Thorpeness** Based on the information available, there may be potential impacts on EA1N's Landfall location and further detail will have to be provided to EA1N to allow for a full technical assessment	N	The Order Limits of the Proposed Project and East Anglia ONE North do not intercept one another at the landfall location. Full details relating to the landfall design and location are contained in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The cumulative impact assessment contained within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** assesses the combined environmental impacts associated with the Proposed Project and East Anglia ONE North.
		Onshore route location, design	**Transition Joint Bay** Transition joint bay between Aldeburgh & Thorpeness has no obvious impact to EA1N transition joint bay from drawings reviewed.	N	This comment has been noted by National Grid.
		Landscape and visual, water environment, design	**Preliminary Environmental Report** Full detail for the development at Friston is to account for the landscaping and drainage design for the EA1N development to ensure that where there may be interaction these are	N	The design presented in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** has been developed in collaboration with the East Anglia ONE North team to ensure that the design accounts for the East Anglia ONE North development. This has also been reflected in the indicative landscape strategy for the Suffolk Onshore Scheme (**Application Document 7.5.7.1 Outline Landscape and Ecological**

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			incorporated into the designs to provide the same landscaping objectives.		**Management Plan - Suffolk**) and is explained further within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**.
		Design, timescales/ programme, inter-project cumulative effects	Similarly, the connecting cable between the proposed Friston and Saxmundham sites also need to account for any interference with these features. Assessment for construction impacts and final design should also include for cumulated effects and potential environmental impacts such as noise, dust, lighting, surface water management and protected species. The programme and detail design will aid review of these aspects as these develop.	N	Relevant cumulative impacts will be considered in line with the assessment methodology in **Application Document 6.2.2.12 Part 2 Suffolk Chapter 12 Suffolk Onshore Scheme Intra-Project Cumulative Effects** and **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
		Cultural heritage, design, consultation	**Heritage Sites** It has been noted from our review that not enough information exists to assess heritage impacts and therefore we cannot comment at this stage. We reserve our position to do so at a later date when more detailed information becomes available.	N	This comment has been noted by National Grid. The complete heritage assessment is located within **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**.
		Terrestrial ecology, onshore mitigation, landscape and visual	**Landscape Ecology** The consultation identifies that the Underground Cable Search Area and all proposed Converter Station Search Area Sites have taken recognition of ecological and landscape sensitivities. It should be further noted that the EA1N project is committed to developing offsite compensation areas for protected species and habitats, and designated sites, to reduce environmental impacts from construction as well as to deliver post-construction enhancements. As noted above the search areas have potential to interact with these areas, particularly around the Friston Substation location (species specific mitigation, landscape and drainage) and areas within the cable search area to the south/ southeast of this location. As such the development area may give rise to both direct (e.g. direct loss of mitigation habitat) and indirect impacts (e.g. disturbance resulting in lack of establishment). EA1N will need to be consulted on these matters as detailed designs are developed. It is requested that National Grid liaise with EA1N through David Lewis ([redacted]	N	The design presented in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual** has been developed in collaboration with the East Anglia ONE North team to ensure that the design accounts for the East Anglia ONE North development. This has also been reflected in the indicative landscape strategy for the Suffolk Onshore Scheme (**Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**). The main habitat creation activities required for ecology are coincident with those required for landscape (except along the River Fromus) and therefore this has also been taken into account in developing the ecology proposals for the Suffolk Onshore Scheme. **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk** sets out management and monitoring. National Grid is maintaining ongoing discussion with SPR regarding development of the Proposed Project and interfaces with East Anglia ONE North.

Table 1.4 East Anglia Two

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	DCO process, consultation	**Feedback on Non-Statutory Public Consultation– Sea Link Multi-Purpose Interconnector Project** We refer to the above consultation and write to provide feedback on behalf of East Anglia Two Limited (EA2). EA2 is a wholly owned subsidiary of ScottishPower Renewables (SPR). EA2 was granted a Development Consent Order (DCO) by the Secretary of State, Department of Business, Energy and Industrial Strategy (BEIS), on 31st March 2022, under the Planning Act 2008, for the East Anglia Two Offshore Windfarm (EA2). The DCO granted consent for the development of an offshore windfarm and associated infrastructure, including offshore and onshore transmission infrastructure. EA2 notes that the proposed Sea Link Multi-Purpose Interconnector project ('the Project') is at an early stage and therefore detailed information is not available to allow a full evaluation of potential impacts on EA2. However, this letter sets out EA2's preliminary comments on the Sea Link Project based on the information available at this stage. Based on the current available information, SPR has identified a number of key areas where Sea Link will interact with EA2:	N	National Grid notes the status of East Anglia TWO.
Onshore route location, design, intra-project cumulative effects			**02- Suffolk Onshore Scheme** The 400kV HVAC cable corridor routes from the proposed Sealink Convertor Station into the NGET Friston 400kV substation will impact upon the landscaping and other infrastructure, including drainage and PRoW in and around the onshore substations area. Therefore, further detailed route planning is required to be provided to EA2. Further information on potential future projects is shown on design drawings and will require detailed discussions of crossing points and routeing for planned infrastructure before final designs can be agreed.	N	The colocation of multiple routes will not form part of the Proposed Project submission as only the assets required for Proposed Project will be included. However, colocation will continue to be discussed between all parties including East Anglia TWO. Cable routes have been provided and National Grid is maintaining dialogue regarding routing within the confines of the Limits of Deviation provided.
Onshore route location, design, intra-project cumulative effects			**03- Converter Colocation** The 400kV HVAC cable corridor routes from the proposed Convertor Station Colocation Options are not shown but it is assumed they would follow a similar route into the NGET Friston 400kV substation, which would impact upon the landscaping and other infrastructure, including drainage and PRoW in and around the onshore substations area. Therefore, further detailed route planning is required to be provided to EA2.	N	The co-location of multiple routes will not form part of the DCO submission as only the assets required for the Proposed Project will be included. However, co-location will continue to be discussed between all parties including East Anglia TWO.
Offshore route location,			**05- Offshore Scheme** The Sea Link order limits are to the south of the EA2 order limits with no overlap, but the projects are in close proximity as the	N	The alternative marine corridor is no longer being considered as part of this DCO application.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		design, landfall location	offshore cable routes approach landfall. This is assuming the Sea Link 'marine corridor alternative' illustrated in Figure 2.7 of the Sea Link Non-statutory Consultation Report is not realised. The 'marine corridor alternative' route would make landfall at Sizewell to the north of the EA2 (and EA1N) landfall and would cross the EA2 (and EA1N) export cables both onshore and offshore. However, based on the Project Overview Document, it appears that this option is nolonger being considered.		
		Offshore ordnance/UXO, timescales/ programme, marine mammals	EA2 offshore UXO clearance and HDD works are currently programmed for 2026 with offshore export cable installation expected in mid-2027. Therefore, based on the Sea Link programme provided, EA2 offshore works are programmed approximately one year ahead of the Sea Link project. The EA2 wind turbine foundation piling campaign is programmed for 2027 which may coincide with Sea Link project UXO clearance and the projects may, therefore, need to co-ordinate these activities to manage noise disturbance to harbour porpoise in the Southern North Sea Special Protection Area	N	A separate Marine Licence will be submitted for the UXO works associated with the Proposed Project. Within this application, cumulative effects with other projects including East Anglia TWO, will be assessed and appropriate mitigation considered. Further information relating to the cumulative effects assessment is contained in **Application Document 6.2.4.11 Part 4 Marine Chapter 11 Inter-Project Cumulative Effects**.
		Landfall location, design	**Landfall location between Aldeburgh and Thorpeness** Based on the information available, there may be potential impacts on EA2's Landfall location and further detail will have to be provided to EA2 to allow for a full technical assessment.	N	National Grid notes the status of East Anglia TWO and will maintain ongoing dialogue with the developer in order to resolve any outstanding issues.
		Onshore route location, design	**Transition Joint Bay** Transition joint bay between Aldeburgh & Thorpeness has no obvious impact to EA2 transition joint bay from drawings reviewed.	N	This comment has been noted by National Grid.
		Landscape and visual, water environment, design	**Preliminary Environmental Report** Full detail for the development at Friston is to account for the landscaping and drainage design for the EA1 North and Two developments to ensure that where there may be interaction these are incorporated into the designs to provide the same landscaping objectives.	N	The design presented in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** has been developed in collaboration with the East Anglian ONE North and TWO teams to ensure that the design accounts for the East Anglian ONE North development. This has also been reflected in the indicative landscape strategy for the Suffolk Onshore Scheme (**Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**) and is explained further within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**.
		Design, timescales/ programme, inter-project cumulative effects	Similarly, the connecting cable between the proposed Friston and Saxmundham sites also need to account for any interference with these features. Assessment for construction impacts and final design should also include for cumulated effects and potential environmental impacts such as noise, dust, lighting, surface water management and protected species. The programme and detail design will aid review of these aspects as these develop.	N	Relevant cumulative impacts will be considered in line with the assessment methodology in **Application Document 6.2.2.12 Part 2 Chapter 12 Intra-Project Cumulative Effects and Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		Cultural heritage, design, consultation	**Heritage Sites** It has been noted from our review that not enough information exists to assess heritage impacts and therefore we cannot comment at this stage. We reserve our position to do so at a later date when more detailed information becomes available.	N	This comment has been noted by National Grid.
		Terrestrial ecology, onshore mitigation, landscape and visual	**Landscape Ecology** The consultation identifies that the Underground Cable Search Area and all proposed Converter Station Search Area Sites have taken recognition of ecological and landscape sensitivities. It should be further noted that the EA2 project is committed to developing offsite compensation areas for protected species and habitats, and designated sites, to reduce environmental impacts from construction as well as to deliver post-construction enhancements. As noted above the search areas have potential to interact with these areas, particularly around the Friston Substation location (species specific mitigation, landscape and drainage) and areas within the cable search area to the south/ southeast of this location. As such the development area may give rise to both direct (e.g. direct loss of mitigation habitat) and indirect impacts (e.g. disturbance resulting in lack of establishment). EA2 will need to be consulted on these matters as detailed designs are developed. It is requested that National Grid liaise with EA2 through David Lewis ([redacted]	N	The design presented in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual** has been developed in collaboration with the East Anglia ONE North team to ensure that the design accounts for the East Anglia ONE North development. This has also been reflected in the indicative landscape strategy for the Suffolk Onshore Scheme (**Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**). The main habitat creation activities required for ecology are coincident with those required for landscape (except along the River Fromus) and therefore this has also been taken into account in developing the ecology proposals for the Suffolk Onshore Scheme. **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan – Suffolk** sets out management and monitoring.

Table 1.5 East of England Ambulance Service

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Consultation, DCO process	We write in response to the National Grid (NG) statutory (pre - application) consultation concerning the proposed reinforcement of the electricity transmission network between Suffolk and Kent, known as **THE SEALINK PROJECT**, which runs from 24th October to 18th December 2023. The Sealink Project (SP) is a Nationally Significant Infrastructure Project (NSIP) and NG intend to apply to the Secretary of State for Business, Energy & Industrial Strategy for a Development Consent Order (DCO) under Section 37 of the Planning Act 2008, to authorise its construction.	N	This comment has been noted by National Grid.
		Safety, health and wellbeing, DCO process	EEAST is an **INTERESTED PARTY** in this process and a 'health and blue light partner organisation' operating in close association with the Suffolk & North East Essex Integrated Care Board, Suffolk Constabulary and Suffolk Fire & Rescue Service across Suffolk and North East Essex within the East of England. EEAST also operates in close association with the Helicopter Emergency Medical Services (HEMS) such as the East of England and Essex & Herts Air Ambulances, the Maritime & Coastguard Agency (MCA) and the Royal National Lifeboat Institution (RNLI). EEAST's response forms an 'Appendix' to the overarching submission made by the NHS Suffolk & North East Essex Integrated Care Board (ICB). EEAST previously engaged in the **SP** EIA Scoping process, and its response dated 17th November 2022 is included within the Planning Inspectorate's Scoping Opinion dated 1st December 2022. EEAST now welcomes the opportunity to update its position following review of the Preliminary Environmental Information Report (PEIR).	N	This comment has been noted by National Grid.
		Health and wellbeing, onshore mitigation, DCO process	EEAST has reviewed the PEIR and considers that the Project is likely to have a significant impact on its operations, service capacity and resources (staff, vehicle fleet and estate assets) requiring appropriate mitigation and management measures to be identified at an early stage, and secured and implemented either as DCO Requirements and/ or via a Planning Obligation.	N	A complete assessment of health and wellbeing effects has been undertaken. This is set out in **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing** and concludes that there are no anticipated significant effects as a result of the Proposed Project.
		Onshore mitigation, intra-project cumulative effects, safety	EEAST and its health and blue light partners therefore look forward to working with NG in order to: • Determine the baseline service capacity position(s)	N	Comment noted. National Grid will seek to engage directly with EEAST and other blue light services in the area in order to understand and address the issues of concern regarding the Proposed Project.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			• Scope the likely type & extent of scheme impacts (effects) • Identify an appropriate type(s) level & duration of mitigation & management measures, including communication & liaison procedures. This is necessary to ensure that EEAST can continue to meet its targets and deliver on its priorities (and statutory duties) as a key healthcare and emergency services provider. The relevant considerations from EEAST's perspective are summarised below.		
		Health and wellbeing, onshore route location, safety	**East of England Ambulance Service NHS Trust** EEAST is commissioned by Suffolk and North East Essex ICS (SNEE) on behalf of all ICSs to provide emergency and urgent care services throughout Bedfordshire, Cambridgeshire, Essex, Hertfordshire, Norfolk and Suffolk. EEAST transports patients to 17 acute hospitals amongst other healthcare settings, including within the East Suffolk Council area covered by the 'Suffolk Onshore' scheme component of the **SP**. EEAST covers an area of approximately 7,500 sq miles with a resident population of over six million people and employs approximately 4,000 staff operating from 130 sites. The 999 service is free for the public to call and is available 24 hours a day, 7 days a week, 365 days a year, to respond to the population with a personalised contact service when patients: • Require rapid transportation with life threatening illness/injury or emergencies - category 1 and 2 • Present with lower acuity urgent and less urgent conditions - category 3 and 4 requiring clinical interventions • Patients may be passed to 999 via other NHS health care systems, including NHS 111 • EEAST receives over 1 million emergency (999) calls per year and 800,000 calls for patients booking non-emergency transport. EEAST also provides urgent and emergency responses to Healthcare Professionals requiring ambulance assistance, and inter-facility transfers between hospitals and other healthcare settings, where patients require treatment at alternative sites to their current setting. Details of EEAST's service remit, priorities, staff, vehicle fleet and estate assets, service targets, co-working relationship with other	N	This comment has been noted by National Grid.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			healthcare and blue light partners, along with its quality standards and thresholds, are set out for information at Annex 1 & Annex 2.		
		Design, onshore route location	**Sea Link Proposals – Project Overview** **Scheme Components Summary** It is evident from NG's Preliminary Environmental Information Report (PEIR) Volume 1, Part 1 Introduction Chapter 4 Description of the Proposed Project, that the Project proposes to reinforce the electricity transmission network between the proposed Friston Substation in Suffolk and the existing Richborough to Canterbury 400kV overhead line in Kent. The reinforcement would be approximately 145 km in length, primarily comprising a High Voltage Direct Current (HVDC) offshore transmission link, with both HVDC and High Voltage Alternating Current (HVAC) onshore elements. The principal areas of geographical interest affecting EEAST's operations (working in partnership with its health and blue light partners, including the Maritime & Coastguard Agency and Royal National Lifeboat Institution, relate to the Onshore components of the Project within East Suffolk District and the Offshore components within the East Inshore Marine Plan area, along with a further section of inshore waters running south of Felixstowe to the mouth of the River Thames. EEAST is therefore principally interested in the Suffolk Onshore Scheme and the Offshore Scheme	N	This comment has been noted by National Grid.
		Converter station location, onshore route location	The Project would comprise of the following elements; **Suffolk Onshore (Kent Onshore not directly relevant to EEAST)** A connection from the existing transmission network via the proposed 400kV Friston Substation, including the substation compound buildings, services, fencing, parking & access road 1.7 km underground HVAC cable between the proposed Friston substation & a new converter station near Saxmundham, Suffolk, with the cable routed south of the B1119 & north of the B1121 A 2 GW high voltage direct current (HVDC) converter station up to 26 m in height plus external equipment, on an area of 6.5 ha sited south of the B1119 near Saxmundham, A 10 km underground HVDC cable between the new converter station near Saxmundham, routed south of Great Wood & north of the A1094 then north of the Old Broom & Eight Acre Coverts crossing the B1122 Leiston Road (connecting with a transition joint bay)	N	This comment has been noted by National Grid.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			A transition joint bay sited approximately 900 m inshore from a landfall point between Aldeburgh & Thorpeness, where the cable transitions from onshore to offshore technology		
		Landfall location, offshore route location	**Offshore** Suffolk landfall, where the cable route transitions between the marine & terrestrial environment in Suffolk, located between Aldeburgh & Thorpeness A 130 km marine HVDC cable route, between the transition joint bay at the landfall in Suffolk & the transition joint bay at landfall in Kent	N	This comment has been noted by National Grid.
		Landfall location	Kent landfall, where the cable route transitions between the marine & terrestrial environment in Kent, located in the Pegwell Bay area to the south of Cliffsend	N	This comment has been noted by National Grid.
		Construction, timescales/ programme	**Construction Phase Summary** The PEIR (Table 1.4.11: Indicative Construction Programme) envisages a 5 year construction phase, with the Suffolk and Kent Onshore works and all Offshore works generally running concurrently, starting in Q3 2026 and finishing in Q3 2031. A construction workforce is envisaged comprising - approximately 414 in Suffolk increasing to 454 with co-location (where additional cable ducts are provided to serve other projects) and approximately 292 in Kent, with a peak Offshore Scheme workforce of 250, amounting to approximately 996 workers across the whole project. Construction working hours comprising - Monday to Friday 0700 am – 1900 pm, Saturday 0700 am – 1700 pm and no working on Sundays and Bank Holidays. 24-hour working would take place where necessitated by construction activities which cannot be safely stopped, activities necessary in emergencies where there is a risk to persons, the delivery of electricity and property, marine works and survey works. Marine cable construction would be a 24-hour operation in order to minimise the overall installation time, maximise the use of suitable weather periods and optimise vessel/ equipment availability.	N	Construction hours have been changed to include Sundays and Bank Holidays to enable greater efficiency in delivery of the Proposed Project and to meet the Government's Clean Power Action Plan target delivery date of 2030. Further details are contained in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Construction, landfall location, converter station location	The main construction activities are summarised below: **Suffolk Onshore including Landfall (Kent Onshore is not directly relevant)** Enabling works, including vegetation clearance, the establishment of construction compounds, widening of	N	This comment has been noted by National Grid.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			existing accesses & new accesses to the public highway, top soil stripping, formation of access tracks, watercourse culverting, watercourse bridging, drainage & construction works area fencing Substation & Converter Station construction involving; – overhead Line (OHL) works – earthworks – civil engineering works – building works – cable installation – provision/installation of permanent services – mechanical & electrical works – commissioning/energisation works – reinstatement & landscaping works		
		Construction	Overhead HVAC Connection involving; – topsoil stripping, temporary drainage installation – excavation & disposal of arisings for pad & chimney foundations – installation of pylon foundations – layout, assembly & erection of steelwork for the pylons – installation of insulator strings/ fittings/protection prior to stringing of conductors, including scaffolding – use of 8-ton conductor drums envisaged – establishment of machine sites for conductor stringing – sites to sit on Equipotential Zones (mat of linked conducting metal panels) to protect personnel from the effects of potential differences arising whilst lowering, raising or restringing overhead line conductors – conductor sagging/ clamping & damper installation & spacer installation – reinstatement works – including the removal of construction equipment, soil restoration, removal of access tracks/ construction compounds & reinstatement of ground – Use of 250-ton mobile cranes to erect the overhead line structures	N	This comment has been noted by National Grid.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			– Removal of existing overhead lines & provision of temporary towers/ masts to keep the overhead line live at all times, including planned outages as necessary		
		Construction	Installation of underground HVAC & HVDC cables involving – 800 m – 1000 m trench excavation to enable cables to be installed with dewatering (open cut method) with the use of hand dug (if buried utilities present) & excavator techniques, with topsoil stockpiling – Trenches left open for up to 4 days – Installation of cement bound sand, cable laying/ bedding/backfilling with subsoil & topsoil reinstatement – Open duct method as an alternative – ducts installed in trench with shorter excavations & trenches left open for up to 2 days Use of the 'trenchless method' for constraint areas with obstacles such as major watercourses, roads, railway lines, flood defences or other utilities to be crossed – drilling under the obstacles & installation of a duct or tunnel through which cables can be pulled employing a range of methods comprising – pipe jacking, with a hydraulic ram or jack & associated boring equipment located in a launch pit, to create a tunnel for each cable – horizontal directional drill rig, with drill bit/head & drilling fluid to create a bore hole to insert cable ducting – micro tunnel boring machines to create a tunnel through which cable ducting is pulled – all open tunnels/ pits backfilled Joint bays involving the excavation of 2-3m depth concreted pits (joint bays) covered by scaffold to carry out cable jointing – all pits backfilled Cable landfalls to form the transition between the underground HVDC cable & marine cable, with the Suffolk landfall installed by trenchless technique – 920 m borehole length (total 3280 m) with 24 hour/ 7 day a week working required Barge mounted excavators for working in the inter-tidal zones in landfall locations	N	This comment has been noted by National Grid.
		Construction, offshore route location	**Offshore Marine Cable**	N	This comment has been noted by National Grid.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Marine pre-installation activities, including cable clearance, pre-sweeping, removal/ disposal of any unexploded ordinance Marine HVDC cable installation – incorporating ground cable preparation & cable laying within the inter-tidal zones Pre-lay seabed activities along the route Installation & burial of subsea cables Placement of external pipe protection, incorporating rock placement, concrete mattresses, rock/gravel/sand/grout bags or cast-iron shells Marine Vessel activities, incorporating cable lay vessels, cable burial vessels, guard vessels, support vessels, rock placement vessels & cable lay barges 24 hour/ 7 day a week working required In light of the above, it is evident that the implementation of the **SP** would involve major construction processes, incorporating complex and specialised activities and equipment working at offshore and onshore locations (and at height) including under floodlights during the hours of darkness and during periods of low lighting level within a range of weather conditions.		
		Traffic and transport, construction	**Traffic Impacts & Highway Network Delay** The PEIR (Volume 1, Part 2 Suffolk Onshore Scheme, Chapter 8 Traffic & Transport) considers the location of construction access points and traffic routes, and forecasts the level of traffic (including HGV's) during peak construction periods, including the likely impact on the local highway network and highway users (receptors). Chapter 8 indicates that the **SP** will be accessed via 13 x access points during the construction phase. The 5 x main access points are outlined overleaf; **Access Points** B1121 Northwest: Ref S-BM12 or S-BM09 – access to Area 7 (Saxmundham Converter Station) for preparation works, haul road & compound installation, bridge & converter station installation, demobilisation & reinstatement (to be used between 2027-2031) B1119: Ref S-BM08 – access to Area 4 for utility crossings, preparation works, haul road & compound installation, cable installation, works, trench works, drainage, demobilisation & reinstatement (to be used between 2027 – 2031) B1069 Western Side: Ref BM04 – access to Area 3 for access works, utility crossings, haul road & compound	N	This comment has been noted by National Grid.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			installation, cable jointing, testing, demobilisation & reinstatement (to be used between 2027-2030) B1069 Eastern Side: Ref BM03 – access to Area 2 for cable installation, building Joint Bay Shed, cable jointing & joint bays (to be used between 2028 – 2029) B1122 Eastern Side: Ref S-BM01 – access to Area 1 for preparation works, haul road, & compound installation, trenchless crossing & cable installation (to be used between 2027 – 2028)		
		Traffic and transport, construction	**Construction Vehicle Routes** The primary construction routes to /from the **SP** would include journeys from the A12 to the chosen access either north or south of Saxmundham via the B1121. Construction vehicles would also use the B1119, A1094, A1069 and Leiston Road, with the A1069/ Leiston Road routes being accessible from the A1094 via a junction with the A12 to the west, to access **SP** in the east. Secondary access routes would also be required for construction access as follows; Rendham Road, Mill Road & Chantry Road (Saxmundham) B1121 from Church Hill to A1069 Aldeburgh Road junction Unnamed lane between B1121 & B1119 via Moor Farm/ Redhouse Barn B1119 from access point S-BM08 to the west to the junction with Grove Road & then towards access point S-BM05 & S-BM06, & subsequently the B1121 Saxmundham Road junction to the south Snape Road & Sloe Lane Access track west of B1122 Leiston Road, north of Warren Hill	N	This comment has been noted by National Grid.
		Traffic and transport, construction	**Articulated Indivisible Loads (AIL's)** Transformer and Cable Drum deliveries would require the use of AIL's with transit via the A12 to the destination access points as follows; routed via the B1122 & B1069 for access point S-BM03 routed via the B1069 & the B1121 Saxmundham Road for access point S-BM13 (Saxmundham Converter Station) or via the B1121 Main Road for access point S-BM09 (south option) or S-BM12 (north option)	N	This comment has been noted by National Grid.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			routed via A1094/ B1069 for access point S-BM03 (Cable Drum AIL's) & Aldringham Lane/B1122 further to the east for access points S-BM01 & S-BM02 AIL transit would necessitate the *closure of these roads during such deliveries, requiring a Temporary Traffic Order from the Highway Authority. AIL deliveries would also incorporate 'hazardous loads' including the transport of oil for the transformers, and gases to be used in the Gas Insulated Switchgear.		
		Traffic and transport, construction	**HGV Trip Attraction/Distribution** The forecast HGV trip attraction/ distribution is summarised below for the period 0700-1900 hours during the peak construction phase in 2029; B1069 (Snape Road) – 94 arrivals + 94 departures = 188 HGV movements A1094 (between the A12 & B1069) - 96 arrivals + 96 departures = 192 HGV movements B1121 (Aldeburgh Road) – 42 arrivals + 42 departures = 84 HGV movements B1121 Main Road (North & South Options) – 65 arrivals + 65 departures = 130 HGV movements B1119 (East) – 32 arrivals + 32 departures = 64 HGV movements	N	This comment has been noted by National Grid.
		Traffic and transport, legislation and policy, construction	**Preliminary Highway Impact Assessment** A preliminary highway impact assessment (all vehicles) is outlined to identify the forecast increase in construction traffic levels on the surrounding highway network during the peak construction phase. Table 2.8.42: Preliminary Assessment of Driver Delay - forecasts 'significant impacts' arising (in EIA terms) to the following road network; B1121 Main Road - southern section between A12 & B1119 Church Hill junctions (southern option) B1121 Main Road – northern section between B1119 Church Road & A12 junctions (northern option) B1121 Main Road/B1119 Church Hill Signalised junction All other road network/ highway user receptors are not forecast as being subject to significant 'driver delay' impacts in EIA terms	Y	The northern access route no longer forms part of the proposals. Therefore, no construction vehicles will travel along the B1121 Main Road in the vicinity of Kelsale. The construction vehicle routing has been designed to minimise impacts across the highway network, as set out within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**. **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** demonstrates that the additional construction traffic to be generated by the Proposed Project during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network (including the B1121 Main Road, B1119 Church Hill and the A12), with the mitigation identified within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**. This includes with respect to driver delay. The construction vehicle routing has been designed to minimise impacts across the highway network, as set out within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**. **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway

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			Whilst this approach is designed to convey the likely severity of construction phase impact from an 'EIA perspective' as assessed against the highway network standards/ characteristics and vehicle trip baselines, the methodology would not be wholly applicable to the effect upon EEAST's operations, ***which would be subject to an increased severity of highway related impact and driver delay.*** From EEAST's perspective, any form of highway network delay which leads to a Category 1 (life threatening) call mean arrival time of >7 minutes, could have a significant adverse impact on a patient health event outcome. It would also constitute a 'breach' leading to EEAST being issued with a Contract Performance Notice (CPN). The requirement for road closures/ diversions, along with other highway network delay attributable to HGV movements (including any unforeseen HGV breakdowns) associated with the Project, increases the probability of significant operational disruption to EEAST. These circumstances would be akin to a ***'Major Adverse' effect on EEAST in EIA*** terms, requiring avoidance and/or mitigation, as detailed below, which ought to be addressed either within the Environmental Statement (ES) under 'Other Effects' or in a separate technical assessment to accompany the ES – to inform future DCO Requirements and/or a Section 106 planning obligation. EEAST's operational standards & thresholds, which include Contract Performance Notice penalties in association with specified delays, are set out for information in Annex 2.		network (including with regard to Driver Delay), with the mitigation identified within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**. If there is any requirement for road closures, these would be agreed in advance with the local highway authority, information signage advising road users of upcoming road closures would be provided several weeks in advance of them happening and diversions would be put in place/ identified to minimise disruption. National Grid is engaging with EEAST and other blue light services to discuss issues raised with the Proposed Project and identify approaches for addressing any concerns.
		Major accidents and disasters, construction	**Major Accidents & Disasters** NG's Scoping Report (October 2022) 'scoped out' major accidents and disasters from the EIA process on the following basis; The vulnerability of the Project to major accidents & disasters can be mitigated or reduced by the processes & standards in place The Project is unlikely to generate any potential significant effects on the environment if a major accident or disaster were to occur Volume 1, Part 1, Chapter 6 of the PEIR includes the Planning Inspectorate's EIA Scoping Opinion which has considered the Scoping Report, and 'scoped out' major accidents and disasters from the SP EIA process. Whilst the above position is noted, EEAST considers that procedures are necessary to manage construction phase	N	This comment has been noted by National Grid. **Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan and Application Document 7.5.2 Outline Offshore Construction Environmental Management Plan** provide details relating to the incident procedure and response. It should be noted that in advance of construction, contractors will develop and implement an Incident Response Plan which will detail their response in the event of any incident on site. As detailed within **Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan and Application Document 7.5.2 Outline Offshore Construction Environmental Management Plan**, National Grid is committed to ensuring the health and safety of persons working on projects is maintained in accordance with the Construction (Design and Management) Regulations 2015 (CDM) and the principles and philosophy behind them. The contractors will prepare a construction phase Safety Health and Environment (SHE) Plan prior to

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			accidents and incidents, both onshore and offshore, in liaison with EEAST and its health and blue light partners, and should be implemented, as outlined in further detail in the 'Principal Areas of Concern' section below.		construction works commencing. A construction phase SHE Plan will be prepared by the contractors for each element of the Proposed Project.
		Health and wellbeing, DCO process, legislation and policy	**Human Health** The PEIR (Volume 1, Part 2 Suffolk Onshore Scheme Chapter 12 Health & Wellbeing) considers the likely health and wellbeing effects arising from the Sealink Project, which include access to healthcare services. Chapter 12 concludes that the health and wellbeing effects arising from the Project would be 'Not Significant'. These findings have been reviewed, including the reference to an 'Emergency Action Plan' for the construction phase in response to 'unplanned emergency events' which is noted under Control & Management Measures (section 2.12.8.3). The overall approach is not, however, considered to address the likely impacts (effects) on EEAST as summarised below in the 'Principal Areas of Concern', which should be addressed either within the Environmental Statement (ES) under 'Other Effects' or in a separate technical assessment to accompany the ES – to inform future DCO Requirements and/or a Section 106 planning obligation. The **SP** control and management measures summarised in the Outline Code of Construction Practice, Outline Construction Traffic Management Plan and Construction Management Plan should be updated to have direct regard to EEAST's concerns.	N	A complete assessment of health and wellbeing effects has been undertaken. This is set out in **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing** and concludes that there are no anticipated significant effects as a result of the Proposed Project. **Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan** and **Application Document 7.5.2 Outline Offshore Construction Environmental Management Plan** provide details relating to the incident procedure and response. It should be noted that in advance of construction, contractors will develop and implement an Incident Response Plan which will detail their response in the event of any incident on site. As detailed within **Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan** and **Application Document 7.5.2 Outline Offshore Construction Environmental Management Plan**, National Grid is committed to ensuring the health and safety of persons working on projects is maintained in accordance with the Construction (Design and Management) Regulations 2015 and the principles and philosophy behind them. The contractors will prepare a construction phase Safety Health and Environment (SHE) Plan prior to construction works commencing. A construction phase SHE Plan will be prepared by the contractors for each element of the Proposed Project. It should also be noted that the construction vehicle routing has been designed to minimise impacts across the highway network, as set out within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**. **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** demonstrates that the additional construction traffic to be generated by the Proposed Project during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network, with the mitigation identified within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**. National Grid is pursuing engagement with the Ambulance Trust to discuss and identify issues of concern and identify appropriate mechanisms for resolution.
		Health and wellbeing, DCO process, onshore mitigation	**Potential Impacts on EEAST Service Areas & Capacity** **Project Environmental & Social Effects** Review of the NG Preliminary Environmental Information Report and related documentation, indicates that the Project's potential impacts (effects) on EEAST's operational capacity, efficiency and	N	A complete assessment of health and wellbeing effects has been undertaken. This is set out in **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing** and concludes that there are no anticipated significant effects as a result of the Proposed Project.

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			resources (staff, vehicle fleet and estate assets) have not been baselined, sufficiently assessed or mitigated to date. EEAST is therefore keen to work with NG to ensure this omission is addressed by further information being prepared to inform - either a topic in the Environmental Statement under 'Other Effects' or in a separate technical assessment, to provide the basis for a robust DCO Application for Examination. In particular, EAST wishes to agree and secure suitable mitigation and management measures as part of the DCO Requirements and/ or via a Section 106 planning obligation, and have this position reflected within documentation to be submitted as part of the forthcoming DCO Application, and thereafter in a Statement of Common Ground in advance of the Examination. EEAST's principal areas of interest and concern are summarised below.		
		Health and wellbeing, onshore mitigation	**EEAST Principal Areas of Interest & Concern** **Information for Inclusion Within Scope of the Environmental Statement or Accompanying Documentation & Related Mitigation & Management Measures** The principal areas of Project interest and concern which significantly impact on EEAST's operational capacity, efficiency and resources - requiring necessary and appropriate mitigation and management measures are outlined below, in light of the information and assumptions presented in the PEIR at this Stage 2 Consultation.	N	A complete assessment of health and wellbeing effects has been undertaken. This is set out in **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing** and concludes that there are no anticipated significant effects as a result of the Proposed Project.
		Traffic and transport, construction, onshore mitigation	**Highways, Traffic, Transport & Articulated Indivisible Loads (AIL's)** It is evident that a major level of onshore and offshore construction works with significant transport and freight implications arise from the Sealink Project. The scope of the construction phase activities is wide-ranging, incorporating access/ highway works, OHL and earthworks, bulk materials/plant freight/handling/storage, a Converter Station, HVDC/HVAC cable corridors, trenchless crossings, haul roads and works compounds, potentially requiring road closures and route diversions. The potential for significant HGV (and an unspecified number of additional/ AIL led) traffic movements are envisaged. This is likely to lead to significant driver delay and inconvenience, and would take place as part of an extensive 5-year construction phase program, required to implement the Sea Link Project. Information to determine the effects arising from the construction phase of the Project and the likely impact on EEAST's	N	The construction vehicle routing has been designed to minimise impacts across the highway network, as set out within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**. **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** demonstrates that the additional construction traffic to be generated by the Proposed Project during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network, with the mitigation identified within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**.

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			operational capacity, efficiency and resources (including likely highway disruption and delay) is currently absent from the PEIR documentation, including appropriate mitigation and management measures. This information therefore needs to be presented and assessed, either as part of the Environmental Statement (under 'Other Effects') or in accompanying documentation, with necessary mitigation and management measures secured and implemented through DCO Requirements, and/ or via a Section 106 planning obligation, as part of any Development Consent Order approval.		
		Major accidents and disasters, DCO process, onshore mitigation	**Major Accidents & Disasters** It is evident that a significant level and duration of construction phase work reliant on the use of sea-based construction vessels, heavy lift plant and specialist land and marine based plant/machinery and equipment, producing noise, heat, vibration and dust (with work carried out under flood lights and during adverse weather conditions) is likely to present construction site hazards and dangers both on land and at sea. Working at sea and on land, including within coastal/ intertidal zones, and on uneven, soft ground, with moving machinery lifting and transporting materials, and working at both height and depth, with the potential for trench collapse, underlines the risks associated with the construction related activities – requiring both urgent and other medical interventions and transport conveyance (including specialised airborne tasking/ conveyance) to be appropriately planned for and provided. Indeed, HSE's construction publications (for Great Britain) indicate that work related incidents involving serious injury and fatalities, are statistically significantly higher for the construction industry as compared to the 'all industry' rate. Information to determine the effect of the construction phase and its impact on EEAST's operational capacity, efficiency and resources is currently absent from the PEIR documentation, along with any mitigation and management measures. In the event of a construction phase accident, on land or at sea, appropriate procedures would need to be put in place for emergency access, on-site triage, medical assessment and patient identification, stabilisation and transfer to an appropriate healthcare setting. The processes and procedures developed by NG, and any outsourced construction organisations, should refer to legislation and technical guidance which places a duty on NG to have its	N	This comment has been noted by National Grid. **Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan** and **Application Document 7.5.2 Outline Offshore Construction Environmental Management Plan** provide details relating to the incident procedure and response. It should be noted that in advance of construction, contractors will develop and implement an Incident Response Plan which will detail their response in the event of any incident on site. As detailed within **Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan** and **Application Document 7.5.2 Outline Offshore Construction Environmental Management Plan**, National Grid is committed to ensuring the health and safety of persons working on projects is maintained in accordance with the Construction (Design and Management) Regulations 2015 and the principles and philosophy behind them. The contractors will prepare a construction phase Safety Health and Environment (SHE) Plan prior to construction works commencing. A construction phase SHE Plan will be prepared by the contractors for each element of the Proposed Project.

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			own response and medical mitigation to take the patient to a place of 'normal access' and handover to EEAST crews. EEAST would expect any trench collapse to fall under the confined space regulations and NG, the construction company and/or contractor(s) should have access to a confined space trained team that could extricate a casualty safely. Plans and contingencies for facilitating emergency access, on-site triage, medical assessment, patient identification, stabilisation, clinical information, safe and efficient handover to EEAST responders, whilst sustaining operationally optimal attendance times (noting the likely delay factors above) which in urgent cases may require Helicopter Emergency Medical Services (HEMS) and/or Air-Sea Rescue/ RNLI access/ assistance, is therefore considered necessary. The incidence and impact of major accidents (and disasters) on EEAST and its HEMS partner operational capacity, efficiency and resources, including EEAST hazardous area response teams – HART, (which may also require co-ordination and joint tasking with the Maritime & Coastguard Agency and RNLI) needs to be presented and assessed, with necessary mitigation and management measures secured and implemented through DCO Requirements, and/ or via a Section 106 planning obligation, as part of any Development Consent Order approval.		
		Health and wellbeing, construction, DCO process	**Population Increase, Health & Wellbeing** It is evident that during the 5 - year construction period, a significant number of construction workers are required to implement the wide-ranging components of the Scheme. Information to determine the nature of the construction workforce, their home origin, health status, clinical dependencies, location of any temporary accommodation, which are factors likely to directly impact on EEAST's operational capacity, efficiency and resources, including its co-ordinated response with healthcare and blue light partners, is insufficiently dealt with in the PEIR documentation. This information therefore needs to be presented and assessed as part of the ES or accompanying documentation, with necessary mitigation and management measures secured and implemented through DCO Requirements, and/ or via a Section 106 planning obligation, as part of any Development Consent Order approval.	N	**Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing** outlines the impact of the construction workforce on the local community. A comprehensive assessment of socio-economics effects has been undertaken. This is set out in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism** and includes an assessment of impacts on the construction workforce which concludes that there are no anticipated significant effects as a result of the Proposed Project
		Traffic and transport, health	**Joint Working With EEAST, Health & Blue Light Partners**	N	National Grid acknowledges these comments and welcomes the opportunity to engage with the EEAST and related bodies across the Proposed Project

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		and wellbeing, safety	**Transport, Community Safety, Health & Wellbeing Working Group** In the light of the above, EEAST recommend that appropriate Terms of Reference, Membership and a Communications Strategy for a Transport, Community Safety, Health and Wellbeing Working Group - is established at an early stage in the DCO preparation process, and in advance of the Examination. This would help to inform and assist the management of relevant aspects of the Project requiring a coordinated response from 'health and blue light partners', incorporating representatives from EEAST, the SNEE ICB, Suffolk Constabulary and Suffolk Fire and Rescue Service, with liaison maintained with other relevant organisations such as HEMS operators, Air-Sea Rescue and RNLI. The South East Coast Ambulance Service NHS Foundation Trust would need to be contacted in relation to similar Project impacts arising within its own administrative area, covering Kent.		area. National Grid will use this engagement to ensure that matters of concern are identified and addressed. National Grid is engaging with EEAST and other blue light services to understand issues associated with the Proposed Project. This will inform ongoing engagement and identify approaches for addressing any concerns.
		Health and wellbeing, onshore environmental impact, needs case	**Concluding Remarks** EEAST is an **INTERESTED PARTY** in this process operating in close association with the Suffolk & North East Essex Integrated Care Board, Suffolk Constabulary and Suffolk Fire & Rescue Service across Suffolk and North East Essex within the East of England. EEAST welcomes the opportunity to respond to the Stage 2 (statutory) consultation for the Sealink Project, and following review of the PEIR documentation raises Points of Concern, due to its omission to address EEAST's principal areas of interest and concern outlined above. EEAST considers that the Project is likely to have a significant impact on its operational capacity, efficiency and resources (incorporating its staff, vehicle fleet and estate assets) which have not been baselined or sufficiently assessed in the PEIR and associated documentation to date. The Project is therefore considered to adversely affect EEAST's ability to meet and deliver its targets and priorities (statutory duties) as a key healthcare and emergency services provider.	N	This comment has been noted by National Grid.
		Health and wellbeing, DCO process, onshore mitigation	Information including identified impacts arising from the development should therefore be presented and assessed, either as part of the Environmental Statement (under 'Other Effects') or in other technical documentation, with necessary mitigation and management measures secured and implemented through DCO Requirements, and/ or via a Section 106 planning obligation, as part of any Development Consent Order approval	N	A complete assessment of health and wellbeing effects has been undertaken. This is set out in **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing** and concludes that there are no anticipated significant effects as a result of the Proposed Project.

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			It is recommended that an agreed approach is then reflected in a future Statement of Common Ground, to clarify the position reached and inform the Examination process. The measures ought to include a process to assist EEAST and its health and blue light partners to plan for and implement co-ordinated responses to construction phase (and any operational and decommissioning phase) Scheme impacts and incidents arising, to optimise patient outcomes. Early information exchange and liaison is therefore important to ensure an effective scheme design is developed, with robust EIA and related technical assessments carried out, in order to inform the basis for mitigating and managing the impacts arising on EEAST and its health and blue light partners. We trust this is of assistance and look forward to working with NG to satisfactorily address the points raised.		
		Health and wellbeing, safety	**ANNEX 1** **EEAST KEY FACTS & SERVICE INFORMATION** **This section summarises EEAST's service remit, priorities, staff, vehicle fleet & estate assets, & co-working relationship with other healthcare & blue light partners & service targets** **Service Remit & Priorities** The East of England Ambulance Service NHS Trust provide accident and emergency services and non-emergency patient transport services across the East of England. The Trust Headquarters is in Melbourn, Cambridgeshire and there are Ambulance Operations Centres (AOC) at each of the three locality offices in Bedford, Chelmsford and Norwich who receive over 1 million emergency calls from across the region each year, as well as 800,000+ calls for patients booking non-emergency transport. The 999 service is part of the wider NHS system providing integrated patient care. Provision of 999 services is aligned closely with national and regional initiatives driven by: Sustainability and Transformational Partnerships Integrated Care System Integrated Urgent Care systems, i.e. NHS 111, Clinical Assessment Services, Urgent Treatment Centres, GP Out of Hours Services. Additionally, regional Ambulance Trusts may collaborate closely with other ambulance services, the wider emergency services or wider system providers to deliver appropriate patient care.	N	This comment has been noted by National Grid.

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			To support the service transformation agenda, the key requirements are: • To deliver the core response and clinical outcome standards as defined by the Ambulance Response Programme • To fulfil statutory duties relating to emergency preparedness, resilience and response (EPRR) • Optimisation of call handling and appropriate responses through virtual alignment of NHS 111/999 and call/CAD transfer between ambulance services • Increase the percentage of lower acuity calls managed through “hear and treat” and “see and treat” options • Utilise a virtual delivery model to support wider workforce integration for paramedics, call handlers and specialist staff with local urgent care delivery models • Facilitate cross boundary working and the flexible use of ambulance service resources to support the development of regional Sustainability and Transformational Plans and Integrated Care Systems. The 999 service is free for the public to call and is available 24 hours a day, 7 days a week, 365 days a year, to respond to the population with a personalised contact service when patients: • Require rapid transportation with life threatening illness/injury or emergencies - category 1 and 2 • Present with lower acuity urgent and less urgent conditions - category 3 and 4 requiring clinical interventions • Patients may be passed to 999 via other NHS health care systems, including NHS 111 • EEAST receives over 1 million emergency (999) calls per year and 800,000 calls for patients booking non-emergency transport. EEAST also provides urgent and emergency responses to Healthcare Professionals requiring ambulance assistance, and inter-facility transfers between hospitals and other healthcare settings, where patients require treatment at alternative sites to their current setting. Non-Emergency Patient Transport Services (NEPTS) provide an essential lifeline for people unable to use public or other transport due to their medical condition. These much-needed journeys support patients who are: • Attending hospital outpatient clinics or other healthcare location		

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			Being admitted to or discharged from hospital wards Needing life-saving treatments such as radiotherapy, chemotherapy, renal dialysis or DVT treatment.		
		Health and wellbeing, safety	**Service Assets** EEAST clinicians: Emergency Care Support Workers Emergency Medical Technicians Paramedics Specialist Paramedics Critical Care Paramedics. Types and models of response: Community First Responder (CFR) Patient Transport Service (PTS) Clinical See and Treat Clinical Hear and Treat (telephone triage) Early Intervention Team (EIT) Rapid Response Vehicle (RRV) Double Staff Ambulance (DSA) Hazardous Area Response Team (HART) Specialist Operations Response Team (SORT) Helicopter Emergency Medical Service (HEMS), EEAST utilise 5 aircraft across 3 charities within the region – Magpas – 1 x aircraft from RAF Wyton – East Anglian Air Ambulance – 2 x aircraft form Cambridge and Norwich Airport – Essex and Herts Air Ambulance – 2 x aircraft form North Weald and Earls Colne Ambulance Operations Centre (AOC) staff: 999 Call Handlers Emergency Medical Dispatchers Tactical Operations Staff. EEAST support services staff cover all other corporate and administrative functions across the region.	N	This comment has been noted by National Grid.

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		Health and wellbeing, safety	**Estates** The Trust is rolling out a Hub and Spoke network with up to 18 hubs to provide regional premises for delivery of operational responses to calls, flow of ambulance preparation via the Make Ready function (cleaning and restocking of ambulances) and despatch of ambulances to local spokes (reporting posts/response posts/standby locations). Support services such as workshop facilities, clinical engineering (medical equipment store and workshop), consumable product stores and support office accommodation are also provided from Hubs. Ambulance Station Central Reporting Post - A 24/7 - Permanent reporting base for staff and primary response location for one or more vehicles. Provision of staff facilities. Ambulance Station Response Post - A primary response location, which includes staff facilities but is not a reporting base for staff. Standby Location - Strategic locations where crews are placed to reach patients quickly. Facilities used by staff are provided on an informal basis only by agreement with the relevant landowner. Ambulance Stations in the Sea Link Suffolk Onshore Project area are: Saxumundham Ambulance Stations in the Sea Link Suffolk Onshore Project surrounding area which may support are: Beccles Lowestoft Martlesham Ipswich Stowmarket Diss	N	This comment has been noted by National Grid.
		Health and wellbeing, safety	**Vehicle Fleet** 387 front line ambulances 178 rapid response vehicles 175 non-emergency ambulances (PTS and HCRTs vehicles) 46 HART/major incident/resilience vehicles located at 2 x Hazardous Area Response Team (HART) bases with a number of specialist vehicle resources.	N	This comment has been noted by National Grid.

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		Health and wellbeing, safety	**Workforce & Equipment** Approximately 4,000 staff and 800+ volunteers across 120 sites. Each resource has equipment specific to the operational function of the vehicle and skill level of the staff.	N	This comment has been noted by National Grid.
		Health and wellbeing, legislation and policy, safety	**Specialisms** EEAST works collaboratively across our blue light partners and have joint working groups with Police and Fire Services across the region, working in partnership managing responses to incidents and undertaking joint exercises with our dedicated resources to prepare for specialist rescue, major incidents and mass casualty incidents. EEAST is a Category 1 Responder under the Civil Contingencies Act, 2004, playing a key role in developing multi-agency plans against the county and national risk registers. EEAST also works closely with the Military, US Air Force, Royal Protection Service, Stansted Airport and the Port of Felixstowe Police, Fire and Ambulance services. EEAST's Emergency Preparedness Resilience Response (EPRR) team lead on the Joint Emergency Services Interoperability Principles (JESIP) working in close partnership with all blue light agencies, the Coastguard and Local Authorities. Specialist resources work with the Police in counter terrorism and developing response plans in the event of a major incident. EEAST are an integral part of the locality's resilience response sitting on a number of safety advisory groups, east coast flood working groups and hospital emergency planning groups.	N	This comment has been noted by National Grid.
		Health and wellbeing, safety	**Co-working Relationship with other Blue-Light and Healthcare Partners** EEAST is an integral part of the wider healthcare system working closely with the North Essex Integrated Care System (ICS) to deliver emergency and urgent care and are key stakeholders in supporting wider healthcare initiatives. Within North Essex, EEAST work with the ICSs in delivering additional care pathways focussing on hospital admission avoidance, this is a partnership with the local acute providers and local authorities. EEAST operate Early Intervention Response vehicles and a Rapid Intervention Vehicle. These resources work collaboratively within the system to offer holistic care to patients whilst reducing pressure on Emergency Departments. This is EEAST's response to the requirements of the **NHS Long Term Plan**, with the clear narrative that in order to bring the NHS into financial balance all NHS providers must find mechanisms to	N	This comment has been noted by National Grid.

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			treat patients in the community and out of the most expensive care setting, which are acute hospitals. This not only saves the NHS critical funding, but it also improves patient outcomes. EPRR and Specialist Operations teams routinely train with other blue light agencies in preparedness for major incidents such as terrorist attacks and major incidents with statutory training obligations to respond to local and national incidents. In continuing to respond to the COVID-19 Pandemic, EEAST is working collaboratively with Private Ambulance providers, the Military, volunteer Ambulance Services (such as St John Ambulance and British Red Cross) and local Fire and Rescue Services, to increase its capacity and maintain service delivery to meet the additional demand.		
		Health and wellbeing, safety	**EEAST Service Targets** All NHS organisations are required to report against a set of Core Quality Indicators (CQIs) relevant to their type of organisation. For ambulance trusts, both performance and clinical indicators are set as well as indicators relating to patient safety and experience. NHS organisations are also required to demonstrate their performance against these indicators to both their commissioners and Regulators (NHS England/Improvement). It is important to note that EEAST is also measured on how quickly a patient is transported to an appropriate location for definitive care, often in time critical circumstances. Failure to deliver against these indicators will result in a Contract Performance Notice and could result in payment being withheld, as prescribed in NHS Standard Contract 20/21 General Conditions (Full Length) GC9 9.15.	N	This comment has been noted by National Grid.
		Health and wellbeing, safety	**ANNEX 2** **NHS Standard Contract National Quality Requirement Ambulance Service Response Times** **National Quality Requirement:** Category 1 (life-threatening) incidents – proportion of incidents resulting in a response arriving within 15 minutes **Threshold:** Operating standard that 90th centile is no greater than 15 minutes **National Quality Requirement:** Category 1 (life-threatening) incidents – mean time taken for a response to arrive **Threshold:** Mean is no greater than 7 minutes	N	This comment has been noted by National Grid.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			National Quality Requirement: Category 2 (emergency) incidents – proportion of incidents resulting in an appropriate response arriving within 40 minutes **Threshold:** Operating standard that 90th centile is no greater than 40 minutes **National Quality Requirement:** Category 2 (emergency) incidents – mean time taken for an appropriate response to arrive **Threshold:** Mean is no greater than 30 minutes **National Quality Requirement:** Category 3 (urgent) incidents – proportion of incidents resulting in an appropriate response arriving within 120 minutes **Threshold:** Operating standard that 90th centile is no greater than 120 minutes **National Quality Requirement:** Category 4 (less non-urgent "assess, treat, transport" incidents only) – proportion of incidents resulting in an appropriate response arriving within 180 minutes **Threshold:** Operating standard that 90th centile is no greater than 180 minutes **For above Indicators:** **Method of Measurement:** See AQI System Indicator Specification at: https://www.england.nhs.uk/statistics/statistical-workareas/ambulance-quality-indicators/ Review of Service Quality Performance Reports **Period over which the Standard is to be achieved:** Quarterly for all indicators **National Quality Requirement E.B.S. 8:** Following handover between ambulance and A+E, ambulance crew should be ready to accept new calls within 15 minutes and no longer than 30 minutes **Threshold:** >0 **For above Indicator:** **Method of Measurement:** See Contract Technical Guidance Appendix 2 at https://www.england.nhs/nhs-standard-contract **Period of which the Standard is to be achieved:** Ongoing		

Table 1.6 EDF Energy Nuclear Generation Limited

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
14 October 2023	18 December 2023	Consultation	We act on behalf of EDF Nuclear Generation Ltd (ENGL), owners and operators of Sizewell B Power Station. ENGL are grateful you for the opportunity to comment on the above Consultation. The Suffolk onshore element of the scheme identifies a proposed Sea Link cable landfall on the Suffolk coast (between Aldeburgh and Thorpeness), together with an HVDC cable connection form the landfall to a proposed Convertor Station near Saxmundham and an HVAC cable connection from the proposed Convertor Station to a Grid Sub Station at Friston. Sizewell B Nuclear Power Station is a nationally significant power generator. ENGL has no objection in principle to the Suffolk onshore element of the proposed Sea Link scheme, but National Grid's detailed proposals are not currently available. ENGL therefore reserves its position to provide comment on any detailed proposals should these be forthcoming and/or on any subsequent DCO scheme. We look forward to learning of the outcome of this Statutory Consultation.	N	National Grid acknowledges the feedback and thanks EDF for its response.

Table 1.7 Environment Agency

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Consultation, DCO process	**SECTION 42 CONSULTATION ON SEA LINK DEVELOPMENT CONSENT ORDER.** **SEA LINK, SUFFOLK AND KENT** Thank you for consulting the Environment Agency on the materials prepared to support the consultation on the Sea Link project. We look forward to continuing to work with you as the detailed proposals for the Sea Link project continue to develop, and to reviewing and providing advice on relevant supporting documents as these are generated. Our key issues are identified below. Detailed comments are included in Appendices A-J. Our views are in response to the materials that have been provided as part of the consultation. This response does not represent our final view in relation to any future Development Consent Order (DCO) application, or any Environmental Permit applications made to us. Our final views will be based on all relevant information, including applications and guidance available at the time of submission.	N	This comment has been noted by National Grid.
DCO process, consultation, onshore environmental impact			Our key issues at this time: 1. Submission of information: Further information is required for the Environment Agency to provide a definitive response on relevant environmental impacts. We recommend using our pre-application advice service to discuss and resolve any matters in advance of the Inquiry process.	N	This comment has been noted by National Grid. Regular engagement has taken place with the Environment Agency. This has included thematic environmental meetings and general monthly meetings with National Grid to discuss the Proposed Project. In addition to this, National Grid has been in communication with the Environment Agency permitting team.
Water environment			2. Flood Risk: The disruption of fluvial river flows needs to be considered during the construction, operation and decommissioning phase. River crossings will influence the flow path of rivers, which will increase the risk of flooding on site, and elsewhere (See Water Crossing impacts below). 3. Flood modelling: The Environment Agency modelling data is not designed for site-specific Flood Risk Assessment; rather they are designed for strategic flood risk mapping purposes. It is important that third parties check that these models are suitable for their needs, if they are being used in a site-specific context.	N	**Application Document 6.8 Flood Risk Assessment** has assessed the effects of proposed temporary and permanent watercourse crossings on flood risk within the order limits and to surrounding lands. The assessment has been informed by data from Environment Agency flood models. These models have been reviewed, and where necessary, refined and updated. Measures are embedded within the designs of these crossings to mitigate for any potential to increase fluvial flood risk.
Onshore mitigation, terrestrial ecology, water framework directive			4. Biodiversity Net Gain (BNG): a) We advise that the applicant considers opportunities to link with Local Nature Recovery Strategies, and any mitigation measures listed for the affected waterbodies under the Water Framework Directive (WFD). There may also be opportunities for coastal habitat enhancement/creation by restoring meadows, marsh and reef	N	This comment has been noted by National Grid and has been considered in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**.

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		screening assessment			
		Coordination with the projects	b) We advise that BNG connectivity between Sea Link, Lion Link and Nautilus is strategically considered in Suffolk.	N	National Grid is exploring the opportunity for strategic delivery of Biodiversity Net Gain mitigation to be considered across the three projects; this will continue following the DCO submission. However, it should be noted that the Proposed Project is committed to delivering 10% Biodiversity Net Gain for the project alone. Further details are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**.
		Water framework directive screening assessment, water environment, terrestrial ecology	5. Water Framework Directive: The scope of WFD assessments is not sufficient. Two WFD waterbody's have not been included as part of the WFD screening assessment. Aspects of the project will have an impact on protected species, which will not be assessed due to this.	N	The two Water Framework Directive waterbodies highlighted have been included within **Application Document 6.9 Water Framework Directive Assessment** which has been completed to inform the DCO application.
		Geology and hydrogeology , water environment	6. Contaminated land (Geology and Hydrogeology): Appropriate pollution prevention measures for preventing the pollution of groundwater need to be included in the hydrogeological risk assessment.	N	Pollution prevention measures relating to groundwater are included within **Application Document 7.5.3.2 CEMP Appendix A Outline Code of Construction Practice**. In addition, the ES is supported by groundwater risk assessments (**Application Document 6.3.2.5.B ES Appendix 2.5.B Qualitative Groundwater Risk Assessment** and **Application Document 6.3.3.5.B ES Appendix 3.5.B Qualitative Groundwater Risk Assessment**) which identify where additional hydrogeological risk assessment including consideration of additional mitigation may be required. Commitment GH09 in **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** secures the requirement for Hydrogeological Risk Assessment. The code of practice is secured through Requirement 6 of Schedule 3 of the DCO (**Application Document 3.1**).
		Geology and hydrogeology , legislation and policy	7. Water resources (Geology and Hydrogeology): Further information is required regarding any proposed dewatering, and identification of groundwater licenses.	N	Locations where dewatering is anticipated is included within **Application Document 6.2.2.5 Part 2 Suffolk Chapter 5 Geology and Hydrogeology and Application Document 6.2.3.5 Part 3 Kent Chapter 5 Geology and Hydrogeology**. Please see the response below regarding the groundwater licences.
		Coordination with other projects, inter-project cumulative effects	8. Nemo Link: The Nemo Link project (a completed NSIP)) needs to be considered for incombination and t cumulative impacts.	N	This comment has been noted by National Grid. Nemo Link has been added to the list of projects associated with the Offshore Scheme and can be found within **Application Document 6.3.4.11.A ES Appendix 4.11.A Descriptions of Other Projects** and is considered in **Application Document 6.2.4.11 Part 4 Marine Chapter 11 Inter-Project Cumulative Effects**.
		Legislation and policy	9. Protective Provisions: Any requests to disapply any permits or consents should be sent to us in writing as soon as possible to allow	N	This comment has been noted by National Grid.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			us sufficient time to consider them (minimum 6 months). Depending on the outcome this will have implications on the content of the DCO.		National Grid has not requested to disapply any consents or permits. Any additional consents or permits will be applied for through the normal environmental permitting regime.
		Construction, legislation and policy	10. Code of Construction Practice (COCP): It is not clear at this time if your strategy is to have an outline code of construction practice, which will be followed up by a full COCP (secured as a requirement) later in the process once the relevant contractors are in place. Please clarify as this will influence our expectations for this document.	N	Since Statutory consultation (October 2023), the Code of Construction Practice has been updated as the Proposed Project has evolved to include additional measures identified through the engineering design, the EIA process and from engagement with stakeholders. **Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan** contains **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**. As suggested this document comprises an outline version which will be developed further in advance of construction commencing which is secured via Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**).
		Water environment, geology and hydrogeology	11. Water crossing impacts: We note that physical disturbance, impact to flow regimes (watercourse crossings) from operational infrastructure (AGI and watercourse crossings) was scoped out. It is unclear whether there could be physical impacts on hydromorphology arising from the operational stage of the project. Further assessment is necessary to look at potential permanent physical modifications to the watercourses, and their impact of this on flooding and ecology. The effect on flooding may need to be modelled.	N	The effects of the proposed permanent watercourse crossings have been assessed within **Application Document 6.2.2.4 Part 2 Suffolk Chapter 4 Water Environment and Application Document 6.2.3.4 Part 3 Kent Chapter 4 Water Environment** and its supporting **Application Document 6.8 Flood Risk Assessment** and **Application Document 6.9 Water Framework Directive Assessment**. These assessments conclude that, due to the proposed designs of operational infrastructure (including permanent watercourse crossings) there would be no likely significant effects on hydromorphology. This has been supported by modelling of the proposed permanent crossing of the River Fromus.
		Water environment, onshore mitigation, legislation and policy	**Appendix A – Suffolk and Kent: Groundwater contamination, water resources and water quality** **Volume 1, Part 1, Chapter 4: Description of the Proposed Project** **1.4.5.70 to 1.4.5.77** **Issue**: There are no mitigation measures for unplanned losses of drilling fluid on groundwater. **Impact**: Input of hazardous materials to groundwater, is a risk to the Environment and protected species. WFD status of waterbodies may deteriorate. **Solution**: Incident management plan to be included in the Construction Code of Practice (COCP). The principes of the incident management plan will need to be included in the outline COCP.	N	Commitment GH02 in **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** includes for the provision of a Foundation Works Risk Assessment, where required in areas proposed for trenchless crossings. This will be undertaken in accordance with Environment Agency guidance and will include the risk of drilling fluid loss. Mitigation against drilling fluid loss via frac outs is also included within **Application Document 7.5.2 Outline Offshore Construction Environmental Management Plan**.
		Water environment, geology and hydrogeology, legislation and policy	**Volume 1, Part 2 Suffolk Onshore Scheme, Chapter 6 Geology and Hydrogeology** **Volume 1, Part 3 Kent Onshore Scheme, Chapter 6 Geology and Hydrogeology** **2.6.7.35 and table 2.6.18 (Suffolk) 3.6.7.70 and table 3.6.18 (Kent)**	N	Information on groundwater abstractions within the study area has been obtained and an assessment on the potential impacts on groundwater receptors including the abstractions is included within **Application Document 6.2.2.5 Part 2 Suffolk Chapter 5 Geology and Hydrogeology and Application Document 6.2.3.5 Part 3 Kent Chapter 5 Geology and Hydrogeology**, the locations of the abstractions are also shown on the accompanying figures. The Proposed Project description, as detailed in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description**

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			Issue: A number of groundwater licences exist within the area of the Kent and Suffolk onshore boundaries, which abstract water. These groundwater licences have not yet been incorporated in the ground water assessments. **Impact**: The impacts on groundwater have not been fully assessed. Therefore, the risks to the environment have not all been identified, and this undermines the mitigation strategy of the development. There is a risk that groundwater abstraction (dewatering) will affect the water table, and derogate other lawful groundwater abstractors, or adversely impact surface water features, causing a detrimental impact on protected species. **Solution**: The hydrogeological risk assessment needs to include an assessment of the impacts of ground water abstraction. It needs to demonstrate that any dewatering is a fully non-consumptive transfer of water with no intervening uses.		**of the Proposed Project**, indicates that there would be no consumptive abstractions or intervening consumptive use of any abstracted water based on the description that the water supply for the Proposed Project would be sourced either from mains supply or where reasonable connections are not available, then water would be tankered in.
		Water environment, geology and hydrogeology	**2.6.7.35 and table 2.6.18 (Suffolk) 3.6.7.30 and table 3.6.18 (Kent)** **Issue**: The report does not yet include details of the extent to which dewatering will take place, and whether the nature of the dewatering will be to pump out from excavations, or to lower the water table by pumping from depth. **Impact**: There is a risk that groundwater abstraction (dewatering) will affect the water table, and derogate other lawful groundwater abstractors, or adversely impact surface water features, causing a detrimental impact on protected species. **Solution**: Include details of the extent to which dewatering will take place, and whether the nature of the dewatering will be to pump out from excavations, or to lower the water table by pumping from depth.	N	Details on the likely locations of dewatering is included within **Application Document 6.2.2.5 Part 2 Suffolk Chapter 5 Geology and Hydrogeology** and **Application Document 6.2.3.5 Part 3 Kent Chapter 5 Geology and Hydrogeology**. Information on groundwater abstractions within the study area has been obtained and an assessment on the potential impacts on groundwater receptors including the abstractions is included within **Application Document 6.2.2.5 Part 2 Suffolk Chapter 5 Geology and Hydrogeology and Application Document 6.2.3.5 Part 3 Kent Chapter 5 Geology and Hydrogeology**. Details of how dewatering will be undertaken will be confirmed by the Main Works contractor once detailed design has been undertaken but it is currently assumed that dewatering would be undertaken by pumping out of seepages of water, rather than active lowering of the groundwater table.
		Onshore mitigation, water environment, geology and hydrogeology	**2.6.8.3 (Suffolk) 3.6.8.3 (Kent)** **Issue**: Current mitigation measures for groundwater protection are insufficient. **Impact**: Without using the hydrogeological risk assessment (HyRA) to propose robust mitigation measures, deterioration of groundwater, in terms of both quality and quantity, is possible. **Solution**: Where potential risks to groundwater are identified, robust mitigation measures need to be proposed, and Control Measures amended, to confirm that any impacts to groundwater will be remediated. We see W08 and W09 as a last resort and should not be relied upon as the sole means of preventing deterioration of the groundwater; more robust mitigation measures should be in place.	N	Pollution prevention measures relating to groundwater (GH02, GH07) are included within **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**, which are in addition to commitments W08 and W09. In addition, the ES is supported by a groundwater risk assessment, which identifies where additional hydrogeological risk assessment is likely to be required, which is included as commitment GH09 within **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** and will be undertaken following detailed design including any additional mitigation measures required.
		Water environment,	**2.6.8.3 (Suffolk) 3.6.8.3 (Kent)**	N	Information on private water supplies within the study area has been obtained and an assessment on the potential impacts on groundwater receptors

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		geology and hydrogeology	**Issue**: Impacts on private water supplies have not been adequality assessed, as no suppliers have been mentioned. **Impact**: Without identifying the water suppliers at the appropriate stage, groundwater resources may be put at risk of pollution. **Solution**: We would expect the applicant to include all groundwater users in the hydrogeological risk assessment. In relation to control measures W08 and W09, any private water supplies should be identified during the HyRA.		including the abstractions is included within **Application Document 6.2.2.5 Part 2 Suffolk Chapter 5 Geology and Hydrogeology for Suffolk** and **Application Document 6.2.3.5 Part 3 Kent Chapter 5 Geology and Hydrogeology**.
		Construction, onshore environmental impact, onshore mitigation	**2.6.8.3 (Suffolk) 3.6.8.3 (Kent)** **Issue**: Measures are required to ensure developers have full oversight of their contractors. **Impact**: Failure to adequately monitor contractors may result in deviation from the Construction Environment Management Plan (CEMP) and COCP, resulting in increased risk to the environment and protected species. **Solution**: We recommend the inclusion of monitoring, reporting, and reviewing procedures, to ensure the project team and principal contractor have sufficient oversight of employed contractors.	N	National Grid would implement management processes and briefings so that the works are carried out in accordance with current legislation and guidance. This would be achieved by application of well-established work processes that apply the recognised British Standard (BS) EN ISO 14001:2015 or equivalent. The contractor would have an Environmental Policy that meets the requirements of ISO 14001 or equivalent, through their internal Business Management System procedures. The policy statement would be displayed on the site notice boards, publicised to all site staff and operatives, and made available to interested parties upon request. Control and management measures have been identified within **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction**. These are generally measures that would normally be implemented on a well-run construction site, but also include a number of good practice measures that have been identified through the EIA process in order to support a proportionate assessment. They also include measures that have typically been employed on other National Grid projects and the contractor(s) would be expected to demonstrate compliance with these measures during construction. Further details are contained in **Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan**.
		Construction, onshore mitigation, water environment	**Volume 2, Part 1, Appendix 1.4A: Outline Code of Construction Practice** **Table 1.4.A.2** **Issue**: Mitigation measures for heavy rainfall events need to be included in the outline CEMP. **Impact**: Heavy rainfall events will spread contaminants around the site, which will pose a contamination risk to water resources in the area. **Solution**: To reduce this risk, we recommend ensuring that the CEMP includes pollution prevention measures that can withstand significant heavy rainfall events.	N	A commitment is included within **Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan** for the contractor to prepare an emergency incident response plan, which would include measures to manage construction working areas during heavy rainfall and other extreme weather events.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		Construction, geology and hydrogeology	**Table 1.4.A.2** **Issue**: The first sentence of GH02 is missing words at the end, presumed to be 'new pathways', but should be clarified. **Impact**: We are unable to understand how this control and management measure will minimise the risk of aquifers mixing. **Solution**: Clarify the missing words.	N	This comment has been noted by National Grid, and it can confirm that 'pathways' was the missing word in commitment GH02. This has been checked and updated within the ES. Information is contained in **Application Document 6.2.2.5 Part 2 Suffolk Chapter 5 Geology and Hydrogeology and Application Document 6.2.3.5 Part 3 Kent Chapter 5 Geology and Hydrogeology**.
		Water environment, benthic ecology, offshore mitigation	**Volume 1, Part 4 Offshore Scheme, Chapter 10 Other Sea Users** **4.10.7.17** **Issue**: Any offshore or coastal installation/maintenance activity will significantly alter the mobilisation of sediment. **Impact**: Mobilisation of sediments can affect bathing water quality, through increased turbidity, which reduces the UV kill rate of bacteria, or though re-animation of bacteria in sediment. This will have an impact on local ecology and protected species, and thereby reduce WFD quality to an unsustainable level. **Solution**: The Environmental Statement should consider likely impacts, and risks, to the Designated Bathing Waters from mobilisation of sediments during construction. Controls and mitigation measures to reduce these risks, should be included as either embedded measures, or control and management measures, within their respective documents.	N	The assessment of Designated Bathing Waters has been considered in **Application Document 6.2.4.9 Part 4 Marine Chapter 9 Other Sea Users**. Further detail, including regarding impacts and risks from mobilisation of sediments and controls and mitigation measures to reduce these risks, is included in the Marine Tourism and Recreation assessment within this chapter and also **Application Document 6.9 Water Framework Directive Assessment**.
		Water environment, offshore environmental impact	**Appendix B – Suffolk and Kent: Fisheries, Biodiversity and Geomorphology** **Volume 2, Part 1, Introduction Appendix 1.4.D Crossings Schedule** **1.4.D** **Issue**: Large amounts of data are supplied in a table, in a way that cannot be meaningfully interpreted. An analysis of the watercourses affected cannot be carried out. **Impact**: The risks to the environment are not understood. **Solution**: This data needs to be provided as GIS layers and as an easily manipulated Excel spreadsheet. Please supply the data in both forms as specified.	N	This comment has been noted by National Grid. National Grid is maintaining ongoing dialogue with the Environment Agency through regular catch-up meetings and thematic working group meetings, where National Grid has shared data and further information requested by the Environment Agency.
		Terrestrial ecology	**Volume 1, Part 1, Introduction Chapter 1 Introduction, 1.1.7 Net Gain Commitments** **1.1.10**	N	This comment has been noted by National Grid. The wording has now been amended to avoid confusion. Please refer to **Application Document 6.12 Biodiversity Net Gain Feasibility Report** for updated wording.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Issue: Biodiversity enhancements cannot be measured from a baseline using Defra's Biodiversity Calculator, as this does not exist. This is an incorrect term for the biodiversity metric. **Impact**: Confusion will be caused over the incorrect use of the term. **Solution**: Enhancements can be measured with the Department for Environment Food and Rural Affairs' (DEFRA) Biodiversity Metric.		
		Water environment, onshore mitigation, landscape and visual	**Volume 1, Part 1, Introduction Appendix 1.4.F Outline Schedule of Environmental Commitments and Mitigation Measures** **Table 1.4.F.6** **Issue**: We need clarification on when riparian planting will start. **Impact**: It is not acceptable to leave river corridors unrestored for 5 years, due to the ecological impacts of the scheme. **Solution**: Replanting of damaged river corridors should occur in the first planting season following decommissioning.	N	Replanting of vegetation would occur in the first season following cessation of works in the affected area. This mitigation measure is set out within **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured via Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**).
		Legislation and policy, fish and shellfish ecology, onshore mitigation	**Volume 1, Part 2 Suffolk Onshore Scheme, Chapter 3 Ecology and Biodiversity** **Volume 1, Part 3 Kent Onshore Scheme, Chapter 3 Ecology and Biodiversity** **2.3.2.3 to 2.3.2.19, and Table 2.3.10.10 (Suffolk) 3.3.2.3 to 3.3.2.19, and Table 3.3.10.10 (Kent)** **Issue**: Refers to the legislation but does not include Salmon and Freshwater Fisheries Act 1975 (as amended, Salmon and Freshwater Fisheries Act 1975). This includes offences for the introduction of "poisonous matter and polluting effluent" into waters causing specified effects. **Impact**: The appropriate legislation needs to be referenced, to ensure that mitigation measures effectively reduce the risk to ecology. **Solution**: Please ensure the Salmon and Freshwater Fisheries Act 1975 is included.	N	This comment has been noted by National Grid. This reference is now included in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity** and **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**.
		Water environment, onshore environmental impact	**Table 2.3.6 (Suffolk) Table 3.3.7 (Kent)** **Issue**: A river condition assessment is not mentioned in the survey types. **Impact**: The condition of the river and riparian area are not understood, and potential impacts may occur that may damage the environment and lower WFD status. **Solution**: Include river condition assessment as a survey type.	N	A river conditions assessment (River Morphology) survey has been completed and has been used to inform the Biodiversity Net Gain assessment in the DCO (**Application Document 6.12 Biodiversity Net Gain Feasibility Report**).

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		Fish and shellfish ecology, onshore mitigation, legislation and policy	**Appendix C – Suffolk: Fisheries, Biodiversity and Geomorphology** **Volume 1, Part 2 Chapter 3: Ecology and Biodiversity** **Table 2.3.5, 3.2.6** **Issue**: The ecological baseline is insufficient as it does not incorporate sufficient fisheries data. Without this data it's not possible to identify impact on protected species. **Impact**: Without the appropriate fisheries data included in the desk study, there will be no assessment of whether protected fish species will be impacted by the development. Furthermore, there will be no measures proposed to mitigate this impact. There are brook lamprey (Lampetra planeri) and eel (Anguilla anguilla) in the River Fromus, that will be put at risk. Brook lamprey are listed in annexes IIa and Va of the Habitats Directive, Appendix III of the Bern Convention, and as a Long List Species in the UK Biodiversity Action Plan. Maitland (2000) considers this species to be vulnerable. Eel are a critically endangered species and are protected by The Eels (England and Wales) Regulations 2009. **Solution**: Include Fisheries data and assess potential impacts to the species identified, including an assessment of potential impacts to eel and brook lamprey. Undertake fish surveys at proposed disturbance sites on the Fromusand Hundred River.	N	Impacts on fish in the River Fromus, including eel and trout, are assessed within **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity** and **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity** based upon desk study records including fisheries data and fish surveys that were undertaken on the Hundred River (dry at time of survey) and at the proposed bridge crossing location on the River Fromus during 2024.
		Water environment, fish and shellfish ecology, legislation and policy	**Volume 1, Part 2 Suffolk Onshore Scheme, Chapter 5 Water Environment** **2.5.7.4** **Issue**: The scope of environmental assessments have not been sufficient, as the Alde & Ore waterbody has not been included. **Impact**: The Alde & Ore is a WFD surveillance waterbody and has a breeding population of smelt (Osmerus eperlanus) present. Smelt are very sensitive to anthropogenic disturbance. The Environment Agency have a statutory duty to ensure the conservation of smelt and their aquatic environment under the Environment Act 1995. Smelt are listed as a Biodiversity Action Plan (BAP) species and are a key indicator species under the WFD. **Solution**: The Alde & Ore waterbody needs to be included in assessments. This includes the impacts to Smelt and their migratory pathway, as a result of both the onshore and offshore impacts.	N	An assessment of smelt from the Alde and Ore waterbody has now been considered and assessed within **Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish Ecology**, with a focus on potential effects from underwater sound and subsea cable thermal emissions. No likely significant effects have been identified on fish and shellfish species, including smelt in the Alde and Ore waterbody. Impacts on the Alde-Ore waterbody are also considered and assessed in **Application Document 6.9 Water Framework Directive Assessment**. Consideration has also been given to the migratory periods of smelt. Smelt has also been considered within the **Application Document 6.3.2.2.F ES Appendix 2.2.F Aquatic Ecology Survey Report**.
		Onshore route location,	**2.5.8.3**	N	The typical details show that the depth of the crossing and protection would be taken to 2 m either side of the watercourse before rising to the standard burial depth. National Grid will maintain ongoing dialogue with the

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		design, water environment	**Issue**: We are concerned that the criteria for intended depths of the cables are too rigid, not reflecting local conditions. **Impact**: Cables could potentially reach or approach the surface in locations which are still subject, or might be subject, within the lifetime of the project, to active fluvial processes. This would increase the risk of exposure, and therefore have consequences for natural processes. **Solution**: Ensure the distance from the bank before rising is tailored to the specific crossing location, considering the potential for future channel movement. This will also help ensure the presence of the cables still allow for future river and floodplain restoration opportunities.		Environment Agency, ensuring that there will be scope to identify and consider bespoke solutions where the conditions dictate.
		Offshore physical environment, water environment, geology and hydrogeology	**Volume 1, Part 4 Offshore Scheme, Chapter 2 Physical Environment** **4.2.7.3 and 4.2.11.1** **Issue**: The comments on the Shoreline Management Policy (SMP) are incorrect. The stated maintain existing defences and hold the line where possible, does not apply to the whole frontage from Thorpeness to Orford Ness. The shoreline is divided into management units/areas, to which different policies correspond. Thorpeness (Min 13.3 – PDZ 4) is covered by No Active intervention (NAI) for the first 2 epochs and managed realignment (MR) for epoch 3. Policies for Thorpness Haven property (Alb 14.1 – PDZ 5) and Thorpeness Haven Beach (Alb 14.2 – PDZ 5) are indicated in the table below.	N	The most recent details from the SMP, including the specific management units are now included within **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment**.

SUMMARY OF SPECIFIC POLICIES

Policy Unit		Policy Plan			
		2025	2055	2105	Comment
ALB 14.1	Thorpeness Haven property	NAI	NAI	NAI	This would not preclude minor works to sustain property, subject to impact assessment.
ALB 14.2	Thorpeness Haven Beach	MR	MR	MR	Consider allowing flooding with secondary defence but maintain the road.
ALB 14.3	Aldeburgh	HTL	HTL	HTL	Control at Fort Green.
ALB 14.4	Slaughden	HTL	HTL	HTL	Detailed management subject to an estuary management plan.

Key: HTL - Hold the Line, A - Advance the Line, NAI – No Active Intervention
* HR – Hold the Line on a retreated alignment, MR – Managed Realignment

		Summary of specific policies				N	This comment has been noted by National Grid.
		Policy Unit		**Policy plan**			
				2025	**2055**	**2105**	**Comment**
		ALB 14.1	Thorpeness Haven property	NAI	NAI	NAI	This would not preclude minor works to sustain property,

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							subject to impact assessment.		
			ALB 14.2	Thorpeness Haven Beach	MR	MR	MR	Consider allowing flooding with secondary defence but maintain the road.	
			ALB 14.3	Aldeburgh	HTL	HTL	HTL	Control at Fort Green	
			ALB 14.4	Slaughden	HTL	HTL	HTL	Detailed management subject to an estuary management plan.	
			Key: HTL – Hold the Line, A – Advance the Line, NAI – No Active Intervention, HR – Hold the Line on a retreated alignment, MR – Managed Realignment.						
			SMP – 7 was published in 2010 – but some attributions still refer to former designations, such as Sub-Cell 3C, especially in the PDZ sections, possibly due to older templates being used. **Impact**: Not taking into account the right SMP policy could mean that the development is designed in such a way that it's put at increased risk of flooding in the future. **Solution**: Ensure that the correct SMP position is reflected into the development proposals. Take account of "Section 8 - Plan Updates" of SMP - 7 (previously SubCell 3C), where changes to PDZ4 and PDZ5 are expressed (sanctioned in 2015). Use "SMP – 7 (formerly SMP2 – Sub-Cell 3C)" to avoid confusion. In addition – Please note SMP Explorer – a map based single portal interface to all SMPs, is due for release in the new year (2024). An output of the recent SMP refresh exercise, this online tool aims to allow easier access to and interrogation of SMP policies and data.					N	It is noted that SMP Explorer was released. The most recent details from the Shoreline Management Policy (SMP), including the specific management units are now included within **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment**.
		Fish and shellfish ecology	**Volume 1, Part 4 Offshore Scheme, Chapter 3 Benthic Ecology, Volume 1, Part 4 Offshore Scheme, Chapter 4 Fish and Shellfish** **4.3.6.3, 4.4.7.22 to 4.4.7.27, 4.4.11.1, table 4.4.18** **Issue**: Potential disturbance from project activities has not included an assessment of potential impacts to Smelt. Smelt migrate to sea from the Alde & Ore waterbody as adults to feed, and return to the estuary to spawn. A migratory pathway exists in the proposed area of Sea Link's offshore works. The Environment Agency have a statutory duty to ensure the conservation of smelt and their aquatic					N	An assessment of smelt has now been considered and assessed within **Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish Ecology and Application Document 6.9 Water Framework Directive Assessment**. The Alde & Ore waterbody is over 3 km from the Offshore Scheme. This considered to be beyond the zone of influence of potential effects to smelt and their migration into the river.

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			environment under the Environment Act 1995. Smelt are listed as a BAP species. **Impact**: The Alde & Ore is a WFD surveillance waterbody and has a breeding population of smelt present. Smelt are very sensitive to anthropogenic disturbance, and HDD will disrupt the Smelt's migration route, and therefore risk population numbers of this protected species. **Solution**: Assess potential impacts to smelt, and their migratory pathway, as a result of both the onshore and offshore elements of the project. This will need to include the construction, operation, and decommissioning phases. An assessment of impacts of HDD on this protected species will need to be provided. This includes providing the depth, and timings of HDD. Please be aware the depth will need to be enough to avoid interference with coastal processes that may in-turn affect Smelt. The timing will need to be appropriate to avoid their migratory period, and thereby avoid disruption of the Smelt's migratory route.		
		Fish and shellfish ecology, inter-project cumulative effects, legislation and policy	**Volume 1, Part 4 Offshore Scheme, Chapter 4 Fish and Shellfish, Volume 1, Part 5 Project Wide effects, Chapter 2 Combined Effects of Onshore and Offshore** **Elements of the Proposed Project** **Tables 4.12.2 to 4.12.16 and Table 5.2.4** **Issue**: Potential cumulative and in combination effects need to be assessed for Smelt and WFD TraC fish deterioration in the Alde & Ore. The Environment Agency have a statutory duty to ensure the conservation of smelt and their aquatic environment under the Environment Act 1995. Smelt are listed as a BAP species. **Impact**: Smelt migrate through the proposed project area, and have already been a species identified as being impacted from other NSIP's in the area. The Alde & Ore is a WFD surveillance waterbody and has a breeding population of Smelt present. Smelt are a significant species in the Alde & Ore TraC fish assemblage and are a key indicator species under the WFD. **Solution**: Include disturbance effects on this species, this should include potential thermal plume avoidance from cables. Assess the potential for a WFD TraC fish deterioration in the Alde & Ore.	N	An assessment of smelt has now been considered and assessed within **Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish Ecology and Application Document 6.9 Water Framework Directive Assessment**. Consideration has also been given to potential thermal plume avoidance from cables and the potential effects to fish migration and avoidance of these plumes. Target burial depth of the cable has been incorporated into the project design. Previous heat dissipated modelling (Eastern Link 1 and 2) has suggested that for bundled HVDC cables buried at a depth of 1.5 m, within 50 cm of the seabed surface the increase in sediment temperature is limited to approximately 3°C and considered negligible at the seabed surface due to the cooling effect of the sea water. Therefore, there is considered to be no thermal effects to smelt migration. In combination effects (intra-project effects) have been assessed within **Application Document 6.2.4.10 Part 4 Marine Chapter 10 Intra-Project Cumulative Effects** and inter-project cumulative effects have been assessed within **Application Document 6.2.4.11 Part 4 Marine Chapter 11 Inter-Project Cumulative Effects**. No significant cumulative effects were found for Smelt and WFD TraC fish deterioration in the Alde & Ore, as this estuary is approximately 20 km from the cable.
		Terrestrial ecology, onshore mitigation	**Appendix D – Kent: Fisheries, Biodiversity and Geomorphology** **Volume 1, Part 1 Introduction Appendix 1.4.F Outline Schedule of Environmental Commitments and Mitigation Measures** **Table 1.4.F.6**	N	Beaver surveys have been undertaken in Kent to inform the assessment within **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. No requirement for beaver habitat or lodge creation mitigation has been identified.

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			Issue: Current proposals do not include the protection of beaver lodges that are within the Kent footprint of this project. Beavers are protected by law. **Impact**: Beaver habitats within the Kent footprint of this project would be threatened. **Solution**: Please ensure beaver habitats and their lodges are included in the mitigation measures for this project.		
		Terrestrial ecology	**Volume 1, Part 3 Kent Onshore Scheme Chapter 3 Ecology and Biodiversity** **3.3.5.37 and 3.3.5.39** **Issue**: Reference is made to surveys for various aquatic mammals, and identifies in section 3.3.5.37 that otters create “slides”. This point should be made in section 3.3.5.39 for beavers too, as their slides are more numerous, and much more obvious in the project area than those of otters. **Impact**: Beaver habitats would be detrimentally affected, if not included in the surveys; impacts to their habitats will not be avoided or mitigated. **Solution**: Beavers need to be included in the surveys for aquatic mammals. In consideration of the Assessment Criteria – Sensitivity for beavers, please be advised by the surveys completed in 2022 and 2023 by Natural England. **Table 3.3.7** **Issue**: It is suggested that surveys for beavers can take place at any time of the year; this is not the case. **Impact**: Surveys carried out at the wrong time of year would give an inaccurate estimate of the beaver population. This would increase the likelihood of beavers being disturbed by the project in all phases. **Solution**: Surveys for beavers should take place between December to mid March.	N	Beaver surveys have been undertaken in Kent to inform the assessment within **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. The Eurasian Beaver Handbook indicates beaver surveys can be undertaken any time of year, although evidence can be more visible in winter.
		Terrestrial ecology	**Volume 2 Part 3 Kent Onshore Scheme Appendix 3.3.A Phase 1 Habitat Survey Report** **3.3.A.3.44** **Issue**: We have data that shows Otters, Beavers and Water voles within much closer proximities to the project than reported: An otter was seen (Environment Agency record) at TR3340761157. This is less than the 1.7km reported. We have records that Water Voles are found throughout the area. There are publicly available records showing that beavers are much closer than 424km.	N	This comment has been noted by National Grid. Riparian mammal surveys including otters, water voles and beaver have been undertaken to inform the assessment. **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity and Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. The Environment Agency data referenced has been used in the report.

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			Impact: Inaccurate data would mean that the project disturbs habitats of the protected species found in the area. **Solution**: Please check and update your records.		
		Fish and shellfish ecology, onshore mitigation	**3.3.A.3.60** **Issue**: A number of fish species have been overlooked in the desk study. We have good anecdotal evidence of Salmon in the Great Stour estuary. Sea Trout in the river to the Normal Tidal Limit, Shad and Sea Lamprey. In addition, eels are present in large numbers. **Impact**: Without consideration for these species, appropriate mitigation measures won't be in place, therefore putting their population and habitat at risk. **Solution**: Mitigation measures need to be considered to avoid putting these species at risk. For data on fish in the river, please access the National Fish Population Database at Freshwater fish surveys (NFPD) - data.gov.uk.", and contact the Environment Agency fisheries team.	N	These transitional species have been considered as part of the fish and shellfish baseline **Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish Ecology**, where National Grid has referred to the River Stour. National Grid has updated the terminology within **Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish Ecology** to reflect that consideration has been given to the Great Stour estuary, in addition to the River Stour. Mitigation has been adopted where required in relation to these species and the estuary.
		Terrestrial ecology, legislation and policy	**Volume 1 Part 3 Kent Onshore scheme chapter 3 Ecology and Biodiversity** **3.3.9.3** **Issue**: Measures to protect Beavers are not sufficient. B03 relates to the risk of animal entrapment and suggests that "a means of escape will be installed into all excavations left open overnight". Should a beaver become entrapped in pits or other parts of the works, more than merely leaving an excavation open will be needed. **Impact**: Beaver's may be put at risk if they are trapped, and appropriate measure aren't in place for their safe exit. **Solution**: The applicant should consult with Natural England, to consider what licences should be sought, and what equipment needs to be readily available to safely manage such animals. Ramps from works could either be installed, or be available to be placed into works if an animal should become trapped. Whatever measures are adopted by the applicant, they must comply with the legislation that protects beavers, and covers their management.	N	The reference to a means of escape was a reference to ramps, as suggested by the Environment Agency. This has been clarified.
		Terrestrial ecology, water environment, onshore mitigation	**3.3.9** **Issue**: Current suggestions for BNG schemes are not appropriate. Current suggested proposals will be located in areas that will become flooded by the sea, or become intertidal habitat, with up to 10 metres water depth over the next century.	N	This comment has been noted by National Grid. Biodiversity Net Gain mitigation proposals have progressed since Statutory consultation and now no longer includes this land. Full details are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report** including an outline of the requirement for monitoring and consideration of wider environmental benefits.

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			Impact: BNG schemes will be located in areas that will become subtidal, and therefore fails to achieve long term maintenance obligations. **Solution**: BNG monitoring and management plans, will need to consider the Isle of Gain to South Foreland SMP, to ensure they are resilient to rising sea levels. Isle of Grain to South Foreland – South East Coastal Group (secoastalgroup.org.uk)		
		Terrestrial ecology, water environment, onshore mitigation	**3.3.10** **Issue**: Habitat management and monitoring plans are not mentioned, in regards to riparian habitat creation for BNG. **Impact**: Habitat management and monitoring are integral to effective BNG implementation. Without a habitat management and monitoring plan in place, riparian habitat created for BNG will not be secure for the future. **Solution**: Include monitoring and management plans, following this guidance Creating a Habitat Management and Monitoring Plan for Biodiversity Net Gain - Land use: policies and framework (blog.gov.uk)	N	Details relating to the Proposed Project's approach to Biodiversity Net Gain are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**. At this stage, **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk and Application Document 7.5.7.2 Outline Landscape and Ecological Management Plan – Kent** have been modified to include management and monitoring prescriptions and as such will act at as Habitat Management and Monitoring Plans.
		Intra-project cumulative effects, design, alternative solutions	**Volume 1, Part 3 Kent Onshore Scheme, Chapter 13 Kent Onshore Scheme Intra-Project Cumulative Effects** **Volume 2, Part 3 Kent Onshore Scheme, Appendix 3.12.A Kent Onshore Intra-Project Cumulative Effects Screening Tables** **Volume 1, Part 4 Offshore Scheme, Chapter 11 Offshore Scheme Intra-Project Cumulative Effects** **Volume 1, Part 4 Offshore Scheme, Chapter 12 Offshore Scheme Inter-Project Cumulative Effects** **Table 3.13.A, 4 4.12** **Issue**: It is not clear where the intertidal connector is situated, this must be outside of the salt fringe before directional drilling takes it underneath the saltmarsh, lagoon and road. **Impact**: If the Intertidal connection is within the saltmarsh fringe, the protective ridge salt marsh feature could be further damaged, allowing greater inundation of the saltmarsh and lagoon habitats. **Solution**: The intertidal connection needs to be located outside of the saltmarsh fringe.	N	The intertidal works are entirely located outside areas of saltmarsh since the saltmarsh and saltmarsh fringe will be crossed by employing a trenchless construction solution. The commitment to a trenchless solution is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Inter-project cumulative effects	**Table 3.13.A 4, 4.12** **Issue**: The cumulative and in combination impacts of the Nemo Link project in Kent has not been recognized and considered for assessment, therefore risks to protected species are not fully	N	The effects of Nemo Link have been considered in the design and construction method for the Proposed Project. The saltmarsh (including the ridge feature) and lagoon will be entirely avoided by construction plant, and (unlike for Nemo Link) no surface works through the saltmarsh are proposed.

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			understood. A previously installed power cable (Nemo Link) runs from the top of the redline landfall area of the Sea Link cable route to the south running through the nature reserve. The Nemo Link cable runs along the top of the lagoon and is buried underneath a chalk bund throughout the length of the nature reserve. The Sea Link cable is shown to cross this cable at the back of the lagoon. **Impact**: Heavy plant used to install the Sea Link cable could compact and further damage the salt marsh ridge feature that is in recovery. WFD status would deteriorate, and wetland habitats would be put at risk. **Solution**: Sea Link's interaction with Nemo Link needs to be considered for in combination and cumulative effects. Topographic surveys of cable route across saltmarsh/lagoon pre and post drilling are needed, to ensure that the saltmarsh ridge is not reduced in height by the cable installation. There will need to be a preapproved action plan ready to be applied should this occur due to subsidence etc. Please note, the saltmarsh is also a Special Protection Area; Natural England should therefore be consulted on any works relating to it. As the marsh area is a wetland habitat, we would also need to be involved in these discussions.		There is no surface trenching in the intertidal environment as this will be done entirely using trenchless construction solutions. There will be a receiving location and jack up barge or similar in the intertidal mudflats, but not in the saltmarsh. Full details of the Proposed Project design and construction methodology is included within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Water environment, construction, onshore mitigation	**Issue**: It is not stated the exact location where drilling works will place. **Impact**: Heavy plant used to install the Sea Link cable could compact and further damage the salt marsh ridge feature that is in recovery. WFD status would deteriorate, and wetland habitats would be put at risk. **Solution**: Outline how the saltmarsh and lagoon will be protected. For example: Start directional drilling away from the edge of the salt marsh. Plant and other heavy equipment used for the installation, should move out from the old hoverport pad site, rather than across the saltmarsh, which would further compact the ridge and feature. Ensure that the drilling is deep enough, to safely pass under the existing Nemo Link power cable that runs along the back of the lagoon. Please note, the saltmarsh is also a Special Protection Area; Natural England should therefore be consulted on any works relating to it. As the marsh area is a wetland habitat, we would also need to be involved in these discussions.	N	A trenchless solution is envisaged to pass below the saltmarsh and the associated utilities located to the landward side of the saltmarsh (Thanet OFTO cables and Nemo Link Interconnector terrestrial cables). A ducted solution will be drilled from land, under the saltmarsh and to an exit point on mudflats (exit point below MHWS). At the point of the terrestrial crossings beneath the exiting third party assets and the lagoon, the ducting will be c. 15 to 20 m below the land surface. Controls will be put in place to ensure that the drilling of the trenchless solution uses environmentally sensitive materials, and that a mitigation plan is in place in the event of frack-out. This commitment is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Construction, terrestrial ecology, onshore mitigation	**Table 4.11.1** **Issue**: The potential for cable laying ships to impact environmental receptors has not been mentioned. **Impact**: Heavy plant used to install the Sea Link cable could compact and further damage the salt marsh ridge feature that is in recovery.	N	The potential for cable laying ships to impact environmental receptors is assessed within **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**, **Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish Ecology**, **Application Document 6.2.4.4 Part 4 Marine Chapter 4 Marine Mammals and Application Document 6.2.4.5 Part 4 Marine Chapter 5 Ornithology**. The saltmarsh habitat is located on the

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			WFD status would deteriorate, and wetland habitats would be put at risk. **Solution**: Assess the impact that cable laying ships will have on the saltmarsh. Please note, the saltmarsh is also a Special Protection Area; Natural England should therefore be consulted on any works relating to it. As the marsh area is a wetland habitat, we would also need to be involved in these discussions. Cable laying ships that are grounded on the lower shore to pull the cable into the intertidal, need to be assessed with regard to their potential full footprint of mud disturbance. This includes the length of the vessels and all possible tidal movements form the anchor point. The habitat pre and post assessment must cover this width.		upper shore, away from the bore exit point in the intertidal area. There will be no vessels or plant interacting with the saltmarsh. Access to the exit pits in the intertidal zone will be from the former hoverport base rather than from the sea. Small numbers of plant and machinery will require access over the intertidal/lower shore mudflats. Assessment of construction phase impacts, including cable burial on the mudflat has been carried out and is contained within **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment** and **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**. No likely significant effects have been identified on benthic ecological features.
		Water environment, geology and hydrogeology, climate change	**Appendix E – Suffolk and Kent: Flood modelling** **Volume 1, Part 2 Suffolk Onshore Scheme, Chapter 5 Water Environment** **Volume 1, Part 3 Kent Onshore Scheme, Chapter 5 Water Environment** **2.5.4.16 (Suffolk)** **3.5.4.16 (Kent)** **Issue**: The suggested modelling approach and assumption is not appropriate. The Environment Agency modelling data is not designed for site-specific Flood Risk Assessment; rather they are designed for strategic flood risk mapping purposes. It is important that third parties check that these models are suitable for their needs, if they are being used in a site-specific context. **Impact**: Inappropriate modelling will result in key flood risk sources, and associated impacts, being represented inaccurately or missed. This could have implications for any resultant design, and mitigation, which is based on detailed hydraulic modelling data resulting in increased flood risk to the surrounding area. **Solution**: It is important to check that any modelling or hydrological data that the Environment Agency holds is suitable for project. Please evaluate the model and hydrological data for the Rivers Alde, Fromus, and Stour. Listed below are some key things to think about, which are also applicable to models for other watercourses: 1. Hydrological data used in the modelling - Is this still representative? 2. Climate change allowances - Do these reflect the most recent guidance for fluvial and tidal uplifts?	N	Flood risk models have been obtained from the Environment Agency and have been reviewed for their suitability to inform the design and the Proposed Project has engaged with the Environment Agency to agree the scope of the Flood Risk Assessment, including the assessment work necessarily to suitably inform the Proposed Project design and the flood risk mitigation measures that are necessary. Subsequently updates were made to the Environment Agency model of the River Fromus (including a review of the model's inflows) and this refined model has been used to simulate pre development conditions, as well as 2 no. crossing design options. The results of the modelling, inclusive of a modelling technical note, are reported in the **Application Document 6.8 Flood Risk Assessment**, which has been shared with the Environment Agency for review and comment.

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			3. Model digital terrain model data - Is this based on the best available data for representing the floodplain? Could this be updated to a more recent Lidar dataset? 4. Model grid resolution - Is this suitable considering the scale and nature of the development? 5. Model schematisation – is cross section spacing and structure representation sufficient in the location of interest? In Suffolk, the latest Environment Agency modelling for the River Alde and Fromus was completed by Mott Macdonald in 2020. This is an FM-TUFLOW model with a grid resolution of 8 metres. In Kent, the latest Environment Agency modelling forthe Lower River Stour was completed by JBA Consulting in 2010. This resulted in a linked 1D-2D hydrodynamic model with a grid resolution of 10 metres. The climate change allowances adopted in these models have since been superseded by more recent guidance (UKCP18). Furthermore, there may be more recent Lidar digital terrain model data available for the area of interest (available at environment.data.gov.uk).		
		Converter station location, water environment	**Appendix F – Suffolk: Flood Risk** **Volume 1, Part 2 Suffolk Onshore Scheme, Chapter 5 Water Environment** **Table 2.5.5 and figure 2.5.2** **Issue**: Figures 2.5.2 seems to be missing the proposed converter site options. **Impact**: Infrastructure may be built outside of Flood Zone 1, in areas at a higher risk of flooding. **Solution**: We need to see all above ground infrastructure included on figure 2.5.2, with proposed limits of deviation for reference, and a commitment to build within the limits of deviation.	N	Figures showing the locations of all above ground infrastructure are included within **Application Document 2.5.1 Works Plans – Suffolk, Application Document 2.5.2 Works Plans – Kent and Application Document 2.5.3 Works Plans – Offshore**, together with their proposed limits of deviation. This infrastructure is further discussed within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. Full details of the Proposed Project design and construction methodology is included within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. A commitment to build within the limits of deviation is secured within the draft DCO (**Application Document 3.1**).
		Water environment, geology and hydrogeology	**Appendix G – Suffolk and Kent: Flood risk** **Volume 1, Part 1, Chapter 4 Description of the Proposed Project** **1.4.2.53, 1.4.3.8, 1.4.5.49, 1.4.5.57** **Issue**: We are concerned that local Assets will be adversely affected by proposed works. **Impact**: This will increase flood risk. **Solution**: Assess the condition and geometry of assets adjacent to the proposed work, to ensure that there is appropriate setback of all infrastructure (above and below ground), and that the proposal does	N	National Grid will undertake monitoring of existing flood defence assets that the Proposed Project passes under or in close proximity to in agreement with Environment Agency protocols to ensure no detriment to the integrity of the defences. This will involve monitoring of these assets before, during and for a period after the construction works, with remediation of any defects as a result of the Proposed Project should they be detected by the monitoring. This is set out within the **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured via Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**).

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			not adversely affect the flood defence (such as damage, settlement, intersection etc). It would be advisable to carry out assessments of the assets, before and after works with remediation, to recognize any defects as they develop.		National Grid will maintain an ongoing dialogue with the Environment Agency, seeking to identify and resolve any issues arising as a result of asset interfaces.
		Noise and vibration, traffic and transport, construction	**1.4.5.61 to 1.4.5.63** **Issue**: Vibration and settlement from trenchless construction methods and traffic. **Impact**: There is a risk that vibration from construction works, and associated traffic, will damage the stability of flood defence assets and watercourses. **Solution**: Trenchless methods, such as Pipe jacking (auger bore), HDD, and micro boring (micro-tunnelling), as well as traffic, need to consider safe vibration limits. Settlement should be assessed post-works, with appropriate remediation if it exceeds agreed thresholds.	N	Construction vibration impacts on structures, including flood defences, have been assessed as part of the ES. Further detailed assessments would be conducted by the contractor. Where required, mitigation measures would be incorporated into any vibration generating works including the impacts on the stability of assets from vibration generating works and any agreed settlement thresholds will be monitored and remediated if necessary. Further details are contained in **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration and Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration**.
		Water environment	**1.4.5.22, Table 1.4.D.1 and Table 1.4.D.1.2** **Issue**: Proposed crossing of main rivers will need to adequately assess impact on flood risk. **Impact**: Flood risk will increase if proposed crossings aren't adequately assessed. **Solution**: Assess possible risks to nearby flood defence assets that will need to be managed e.g., damage from collision, settlement, or vibration. This may depend on the proposed crossing type (if applicable). We would require setback. Note that the crossings may alter hydrology during a flood event. We will require specificity about the type of crossing to be implemented at each proposed crossing position within the crossing schedules. Crossings will need to consider the change in flood risk throughout the lifetime of the development to ensure appropriate design.	N	National Grid has engaged with the Environment Agency regarding the proposed crossings of main river watercourses, with key design parameters for the crossings having been agreed. The effects of these crossings on flood risk have been assessed within **Application Document 6.8 Flood Risk Assessment**. **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** secures a commitment to carry out surveys of any flood defence assets that the Proposed Project passes under or in close proximity to via Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**). In addition, National Grid will undertake monitoring of these assets before, during, and for a period after the construction works, with remediation of any defects as a result of the Proposed Project should they be detected by the monitoring.
		Water environment, onshore mitigation	**Volume 1, Part 2 Suffolk Onshore Scheme, Chapter 5 Water Environment** **Volume 1, Part 3 Kent Onshore Scheme, Chapter 5 Water Environment** **Table 2.5.5 (Suffolk) Table 3.5.6 (Kent)** **Issue**: We are concerned that the infrastructure proposed will result in loss of floodplain storage volume. **Impact**: A loss of floodplain storage volume will increase flood risk on site and elsewhere.	N	National Grid has engaged with the Environment Agency regarding the proposed works within Flood Zones 2 and 3 and has agreed flood risk mitigation. The mitigation measures are set out within **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured via Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**). Further details are also contained within **Application Document 6.2.2.5 Part 2 Suffolk Chapter 5 Water Environment** and **Application Document 6.2.3.5 Part 3 Kent Chapter 5 Water Environment**.

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			Solution: The developer needs to ensure appropriate design of crossings, and infrastructure within the flood zones, to ensure no net loss of flood storage volume. Any compensation required must be localised, level-for-level, and volume-for-volume. The loss of floodplain storage will depend on the placement of above ground infrastructure. If any infrastructure is proposed to be located outside of Flood Zone 1, then this may alter Flood Zone 2 and 3 extents/depth. This will necessitate a consideration of flood storage compensation.		
		Alternative solutions, water environment, construction	**2.5.8.3 (Suffolk) 3.5.8.3 (Kent)** **Issue**: The developer has not committed to trenchless techniques for crossing main rivers. We are unlikely to accept a trenched method unless exceptional circumstances are demonstrated. **Impact**: Trenched methods would have significant adverse effects on the hydrology, geomorphology, and flood risks of the main river. **Solution**: Please confirm trenchless crossing techniques will be adopted. We require the developer to commit to trenchless methods for crossing the main river(s). We would need an understanding of the vertical limit of deviation beneath the watercourses and nearby assets. For trenchless methods, we suggest monitoring of settlement with agreed thresholds and associated actions for “undue settlement” which may adversely affect the watercourse or assets.	N	The cables proposed would not cross any main rivers using open cut techniques and crossings of main rivers for access would be made using clear span bridges. Suffolk - the only main river crossed by the works is the River Fromus which is a permanent access crossing only and will not require cables to be installed under it. Kent - the only main river crossed by the works is the River Stour which will have overhead lines strung over and a temporary bridge. Where the Proposed Project crosses the Minster Stream this is an ordinary watercourse. Details relating to the Proposed Project design and construction methodology are set out within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Climate change, water environment onshore mitigation	**2.5 (Suffolk) 3.5 (Kent)** **Issue**: Climate change has not been adequately considered in the context of flood risk and coastal erosion. The placement of infrastructure does not adequately account for future risks, within the lifetime of the development. **Impact**: Above ground infrastructure (AGI) could be within the future flood zones 2 and 3, and below ground infrastructure (BGI) could become exposed due to erosion. **Solution**: Factor climate change into the decision making for proximity-based decisions using the latest guidance (https://www.gov.uk/guidance/climate-change) with a design-life of at least 75 years. AGI will need to consider whether it will fall within future flood zones. This may require the developer to carry out their own modelling. For BGI, commit to an appropriate depth of cable below the riverbed, based on a evidence-based justification, which considers a design-life of at-least 75 years (in line with the NPPF) and cumulative rates of erosion. It is suggested that there will be two metres of cover for HVAC at watercourses, and two metres of cover for HVDC at watercourses.	N	A climate change risk assessment is included within **Application Document 6.2.5.1 Part 5 Combined Chapter 1 Climate Change**. This assessment includes an assessment of climate change risks (including flooding) in accordance with the Institute of Environmental Management and Assessment good practice guidance for climate change risk assessments in Environmental Impact Assessments. A separate, more detailed flood risk assessment has been conducted within **Application Document 6.8 Flood Risk Assessment**. The flood risk assessment involves detailed modelling and assessment, and accounts for the impacts of climate change on flooding.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Similarly, landfall infrastructure will require an evidence based justification which accounts for rates of erosion, the SMP, and a commitment to install infrastructure to an appropriate depth. This will ensure that it does not become exposed, due to erosion over the lifetime of the development. Proposed landfall position(s) will need to assess proximity to flood defence assets and watercourses, to ensure adequate setback and appropriate installation methodologies to mitigate risks to assets.		
		Water framework directive screening assessment, water environment	**Appendix H - Suffolk and Kent: Water Framework Directive and Marine** **Volume 1, Part 5 Chapter 5 Water Framework Directive Screening Assessment** **Tables 5.5.6, 5.5.7 and 5.5.12** **Issue**: It is unclear from the terminology used whether the applicant is talking about screening or scoping. The title of table 5.5.7 refers to screening of components, but column headers refer to scoping in/out. The reference to activities would suggest they are claiming to be carrying out WFD scoping here. The applicant would need to follow the guidance to decide whether there was a justification to “scope” out any activity for any WFD element. **Impact**: We are unable to determine what elements are being screened in, and will be scoped in as part of the next stage of the WFD assessment process. **Solution**: Amend the titles of tables 5.5.6, 5.5.7 and 5.5.12 to reflect whether an activity screened is in. Ensure that the proper procedure for WFD assessment is being followed, and justifications are made in accordance with the WFD assessment guidance document “Clearing the waters for all”, Water Framework Directive assessment: estuarine and coastal waters - GOV.UK (www.gov.uk). This guidance indicates which activities can be screened out. All other activities cannot be screened out, and must proceed to a WFD scoping stage. WFD scoping forms must be supplied, to indicate whether the activity has been scoped in or out of the need for a further impact assessment stage.	N	The Water Framework Directive information provided alongside the PEIR was intended to provide an initial screening. A full assessment, following the Clearing the Waters for All method for elements of the Proposed Project at the landfalls, has been completed and is included within **Application Document 6.9 Water Framework Directive Assessment**.
		Water framework directive screening assessment, fish and shellfish ecology	**Appendix I - Suffolk: Water Framework Directive and Marine** **Volume 1, Part 5 Chapter 5 Water Framework Directive Screening Assessment** **5.5.4.2** **Issue**: The Alde & Ore waterbody has been screened out of the WFD assessment.	N	Accounting for the Environment Agency advice, the Alde & Ore waterbody has been screened into **Application Document 6.9 Water Framework Directive Assessment**. An assessment of smelt from the Alde and Ore waterbody has been considered and assessed within **Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish Ecology**, with a focus on potential effects from underwater sound and subsea cable thermal emissions. No likely

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Impact: The Alde & Ore is a WFD surveillance waterbody and has a breeding population of smelt (Osmerus eperlanus) present. Smelt are very sensitive to anthropogenic disturbance. The Environment Agency has a statutory duty to ensure the conservation of smelt and their aquatic environment under the Environment Act 1995. Smelt are listed as a BAP species and are a key indicator species under the WFD. **Solution**: Screen in the Alde & Ore waterbody. Assess potential impacts to smelt and its migratory pathway, as a result of both the onshore and offshore impacts.		significant effects have been identified on fish and shellfish species, including smelt in the Alde and Ore waterbody.
		Water framework directive screening assessment, fish and shellfish ecology	**Table 5.5.2** **Issue**: Potential disturbance from offshore activities has not included an assessment of potential impacts to the WFD Transitional and coastal (TraC) fish assemblage in the Alde & Ore waterbody. Smelt are a key indicator species and a significant species in the Alde Ore Transitional Fish Classification Index (TFCI). Smelt migrate to sea from the Alde & Ore as adults to feed and return to the estuary to spawn. A migratory pathway exists in the proposed area. The Environment Agency have a statutory duty to ensure the conservation of smelt and their aquatic environment under the Environment Act 1995. Smelt are listed as a BAP species. **Impact**: The Alde & Ore is a WFD surveillance waterbody and has a breeding population of smelt present. Smelt are a significant species in the Alde & Ore TraC fish assemblage and are a key indicator species under the WFD. **Solution**: Include the WFD TraC fish assemblage in the Alde & Ore waterbody. This should include an assessment of potential impacts to smelt and its migratory pathway as a result of both the onshore and offshore impacts.	N	Accounting for the Environment Agency advice, the Alde & Ore waterbody has been screened into **Application Document 6.9 Water Framework Directive Assessment**; alongside an assessment of smelt from the Alde and Ore waterbody has been considered within **Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish Ecology**. Both documents have taken TraC data into consideration.
		Water framework directive screening assessment, water environment	**Appendix J – Kent: Water Framework Directive and Marine** **Volume 1, Part 5 Chapter 5 Water Framework Directive Screening Assessment** **5.5.5.1 to 5.5.5.3** **Issue**: The Kent North WFD waterbody has not been screened in for assessment. The study refers to only two WFD waterbodies being relevant to the “offshore” zone of influence, named Suffolk Coastal (5.5.5.2) and Stour (transitional) (5.5.5.3). It would appear however that the offshore scheme cable corridor passes through Suffolk Coastal, then Kent North (coastal) before reaching the Stour transitional waterbody. All three of these waterbodies need to be included in WFD assessments, as activities requiring a marine license (or equivalent DCO) will take place in all of them.	N	Accounting for the Environment Agency advice, the Kent North Waterbody has been screened into **Application Document 6.9 Water Framework Directive Assessment**.

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			Impact: The Kent North WFD waterbody will be impacted in terms of habitats and water quality. Without screening it in, appropriate mitigations won't be in place to prevent its deterioration. **Solution**: Screen in the Kent North Waterbody.		
		Water framework directive screening assessment, water environment, benthic ecology	**Table 5.5.7** **Issue**: The cable corridor may cross areas where sediment that will be "disturbed" contains either EQSD chemicals, or CEFAS-list chemicals at concentrations above CEFAS action level 1. **Impact**: Risk of WFD waterbody deterioration. **Solution**: An impact assessment will be required which will need to establish that the contaminants mobilized (albeit most may be only temporarily mobilized) into the water column, will not significantly deteriorate the waterbody, or prevent achievement of WFD water quality objectives. Short term spikes in levels hypothetically may influence the annual averages. However, they may affect relatively small proportions of a waterbody, and both the extent and duration of the impact needs to be considered, when looking at waterbody concentration criteria phrased as annual averages.	N	Within **Application Document 6.9 Water Framework Directive Assessment**, a more detailed assessment of the temporary mobilisation of contaminants has been conducted. Additionally, the assessment of contaminant mobilisation has been included as an impact pathway within: • **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology;** • **Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish Ecology; and** • **Application Document 6.2.4.1 Part 4 Chapter 1 Physical Environment.**
		Fish and shellfish ecology, water framework directive screening assessment	**Table 5.5.6** **Issue**: Works in the marine environment will elevate suspended solids in nearby shellfish waters. **Impact**: WFD quality will deteriorate in nearby shellfish waters. **Solution**: Construction and maintenance activity should not elevate ambient suspended solids in the shellfish water by more than 30% above baseline levels.	N	Within **Application Document 6.9 Water Framework Directive Assessment**, a more detailed assessment of suspended sediment concentration and turbidity has been conducted, with consideration of the 30% threshold above baseline levels. Additionally, the assessment of SSC and turbidity has been included as an impact pathway within the following chapters of the ES: • **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology;** • **Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish Ecology;** • **Application Document 6.2.4.4 Part 4 Marine Chapter 4 Marine Mammals; and** • **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment**.
		Land rights and CPO	**Appendix K – Informatives** **Advice to applicant – Environment Agency owned land** A parcel of Environment Agency registered land falls within the Suffolk onshore boundary of the project. In Kent, there is a parcel land in close proximity to the Kent onshore boundary. Please ensure that our Estates team is contacted in regards to any planned works within proximity to this land	N	These comments are acknowledged. National Grid would ensure that the Environment Agency Estates Team is duly engaged with regard to this matter.

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			(estateslandenq@environment-agency.gov.uk). The details for the land parcels are as follows: • Suffolk: HMLR title SK307770 (Estateman reference: AN01041) • Kent: HMLR title SN00746 (Estateman reference: K335437)		
		Geology and hydrogeology	**Advice to applicant – Groundwater and contaminated land** We would like to point out, in relation to control measure GH02, our guidance 'Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination' is currently being updated, so please ensure that the most up to date version is used.	N	This advice has been noted by National Grid. The most up to date version has been used and referenced within the ES. Further details are contained in **Application Document 6.2.2.5 Part 2 Suffolk Chapter 5 Geology and Hydrogeology and Application Document 6.2.3.5 Part 3 Kent Chapter 5 Geology and Hydrogeology**.
		Geology and hydrogeology, water environment, legislation and policy	**Advice to applicant – water resources and water quality** Since 01 January 2018, most cases of new planned dewatering operations above 20 cubic meters a day will require a water abstraction license from the agency, prior to the commencement of dewatering activities at the site, if it doesn't meet the criteria for exemption in The Water Abstraction and Impounding (Exemptions) Regulations 2017 Section 5: Small scale dewatering in the course of building or engineering works. The discharge will require a permit if it falls outside of our regulatory position statement for dewatering discharges. A water discharge activity permit is required to carry out discharges of sewage and trade effluent. Given the size of the development, it is unlikely that the Regulatory Position Statement on Temporary dewatering from excavations to surface water can be met. Therefore, a permit will likely be required to discharge dewatering effluent or surface water run-off generated from areas of exposed soil during construction. Given the timeframe to determine environmental permits, we encourage the applicant to engage with us on permit requirements at the earliest possible stage.	N	This advice has been noted by National Grid.
		Legislation and policy, agriculture and soils	**Advice to applicant - Waste** The Environmental Protection (Duty of Care) Regulations 1991 for dealing with waste materials are applicable to any off-site movements of wastes. The code of practice applies to you if you produce, carry, keep, dispose of, treat, import or have control of waste in England or Wales. The law requires anyone dealing with waste to keep it safe and make sure it's dealt with responsibly and only given to businesses authorised to take it. The code of practice can be found here: Waste duty of care code of practice - GOV.UK (www.gov.uk)	N	This advice has been noted by National Grid.

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			If you need to register as a carrier of waste, please follow the instructions here: https://www.gov.uk/register-renew-waste-carrier-broker-dealer-england		
		Legislation and policy, agriculture and soils	**Advice to applicant - Waste** The developer must apply the waste hierarchy as a priority order of prevention, re-use, recycling before considering other recovery or disposal options. Government guidance on the waste hierarchy in England can be found here: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_da ta/file/69403/pb13530-waste-hierarchy-guidance.pdf Site Waste Management Plans (SWMP) are no longer a legal requirement, however, in terms of meeting the objectives of the waste hierarchy and your duty of care, they are a useful tool and considered to be best practice.	N	This advice has been noted by National Grid. A Site Waste Management Plan would be produced prior to construction which sets out the framework for the management of wastes generated during the construction of the Proposed Project. Further details are contained in **Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan**.
		Legislation and policy, agriculture and soils	**Advice to applicant - Waste** If materials that are potentially waste are to be used on-site, the applicant will need to ensure they can comply with the exclusion from the Waste Framework Directive (WFD) (article 2(1) (c)) for the use of, 'uncontaminated soil and other naturally occurring material excavated in the course of construction activities, etc…' in order for the material not to be considered as waste. Meeting these criteria will mean waste permitting requirements do not apply. Where the applicant cannot meet the criteria, they will be required to obtain the appropriate waste permit or exemption from us. A deposit of waste to land will either be a disposal or a recovery activity. The legal test for recovery is set out in Article 3(15) of WFD as: • any operation the principal result of which is waste serving a useful purpose by replacing other materials which would otherwise have been used to fulfil a particular function, or waste being prepared to fulfil that function, in the plant or in the wider economy. • We have produced guidance on the recovery test which can be viewed at https://www.gov.uk/guidance/waste-recovery-plans-and-permits#waste-recovery activities. You can find more information on the Waste Framework Directive here: https://www.gov.uk/government/publications/environmental-permitting-guidance-the-waste framework-directive More information on the definition of waste can be found here:	N	This advice has been noted by National Grid.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			https://www.gov.uk/government/publications/legal-definition-of-waste-guidance More information on the use of waste in exempt activities can be found here: https://www.gov.uk/government/collections/waste-exemptions-using-waste Non-waste activities are not regulated by us (i.e. activities carried out under the CL:ARE Code of Practice), however you will need to decide if materials meet End of Waste or By products criteria (as defined by the WFD). The 'Is it waste' tool, allows you to make an assessment and can be found here: https://www.gov.uk/government/publications/isitwaste tool-for-advice-on-the-by-products-and-end-of-waste-tests		
			Appendix L – Documents reviewed **Document name**: Preliminary Environmental Information Report, Volume: 1, Part 1 Introduction, Chapter 1 Introduction **Reference**: Version A, dated 24 October 2023 **Document name**: Preliminary Environmental Information Report, Volume 1, Part 1, Chapter 4: Description of the Proposed Project **Reference**: Version A, dated 24 October 2023 **Document name**: Preliminary Environmental Information Report, Volume 1, Part 2, Chapter 3: Ecology and Biodiversity **Reference**: Version A, dated 24 October 2023 **Document name**: Preliminary Environmental Information Report, Volume 1, Part 2 Suffolk Onshore Scheme, Chapter 5 Water Environment **Reference**: Version A, dated 24 October 2023 **Document name**: Preliminary Environmental Information Report, Volume: 1, Part 2 Suffolk Onshore Scheme, Chapter 6 Geology and Hydrogeology **Reference**: Version A, dated 24 October 2023	N	This comment has been noted by National Grid.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Document name: Preliminary Environmental Information Report, Volume: 3, Part 1 Introduction, Chapter 1 Figures **Reference**: Version A, dated 24 October 2023 **Document name**: Preliminary Environmental Information Report, Volume: 1 Part 4 Offshore Scheme Chapter 2 Physical Environment **Reference**: Version A, dated 24 October 2023 **Document name**: Preliminary Environmental Information Report, Volume: 1 Part 4 Offshore Scheme Chapter 3 Benthic Ecology **Reference**: Version A, dated 24 October 2023 **Document name**: Preliminary Environmental Information Report, Volume: 1 Part 4 Offshore Scheme Chapter 4 Fish and Shellfish **Reference**: Version A, dated 24 October 2023 **Document name**: Preliminary Environmental Information Report, Volume: 1 Part 5 Project Wide Effects Chapter 2 Combined Effects of Onshore and Offshore Elements of the Proposed Project **Reference**: Version A, dated 24 October 2023 **Document name**: Preliminary Environmental Information Report, Volume: 1 Part 5 Chapter 5 Water Framework Directive Screening Assessment **Reference**: Version A, dated 24 October 2023 **Document name**: Preliminary Environmental Information Report, PEIR Non-Technical Summary **Reference**: Version A, dated 24 October 2023 **Document name**: Preliminary Environmental Information Report, Volume: 1 Part 1 Introduction Chapter 4 Description of the Proposed Project **Reference**: Version A, dated 24 October 2023 **Document name**: Preliminary Environmental Information Report, Volume: 1 Part 4 Offshore Scheme Chapter 10 Other Sea Users **Reference**: Version A, dated 24 October 2023		

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Document name: Preliminary Environmental Information Report, Volume: 1 Part 3 Kent Onshore Scheme Chapter 6 Geology and Hydrogeology **Reference**: Version A, dated 24 October 2023		
			Document name: Preliminary Environmental Information Report, Volume: 2 Part 1 Introduction Appendix 1.4.A Outline Code of Construction Practice **Reference**: Version A, dated 24 October 2023		
			Document name: Preliminary Environmental Information Report, Volume: 1 Part 1 Introduction Appendix 1.4.F Outline Schedule of Environmental Commitments and Mitigation Measures **Reference**: Version A, dated 24 October 2023		
			Document name: Preliminary Environmental Information Report, Volume: 1 Part 3 Kent Onshore Scheme Chapter 3 Ecology and Biodiversity **Reference**: Version A, dated 24 October 2023		
			Document name: Preliminary Environmental Information Report, Volume: 2 Part 3 Kent Onshore Scheme Appendix 3.3.A Phase 1 Habitat Survey Report **Reference**: Version A, dated 24 October 2023		
			Document name: Preliminary Environmental Information Report, Volume: 1 Part 3 Kent Onshore Scheme Chapter 5 Water Environment **Reference**: Version A, dated 24 October 2023		
			Document name: Preliminary Environmental Information Report, Volume 1, Part 3 Kent Onshore Scheme, Chapter 13 Kent Onshore Scheme Intra-Project Cumulative Effects **Reference**: Version A, dated 24 October 2023		
			Document name: Preliminary Environmental Information Report Volume 2, Part 3 Kent Onshore Scheme, Appendix 3.12.A Kent Onshore Intra-Project Cumulative Effects Screening Tables **Reference**: Version A, dated 24 October 2023		

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			Appendix M - Index **BAP** Biodiversity Action Plan **BNG** Biodiversity Net Gain **CEMP** Construction Environment Management Plan **COCP** Code of Construction Practice **EA** Environment Agency **FRAP** Flood Risk Activity Permit **HDD** Horizontal Directional Drilling **HRA** Habitat Regulations Assessment **HyRA** Hydrogeological Risk Assessment **HVAC** High Voltage Alternative Current **HVDC** High Voltage Direct Current **LEMP** Landscape Ecological Management Plan **NPPF** National Planning Policy Framework **MMO** Marine Management Organisation **RSPB** The Royal Society for the Protection of Birds **ReMeMaRe** Restoring Meadows, Marsh and Reef **SMP** Shoreline Management Plan **TJB** Transition Join Bay **TRaC** Transitional and Coastal **WFD** Water Framework Directive	N	This comment has been noted by National Grid.

Table 1.8 Forestry Commission

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Landscape and visual, Legislation and policy inc. permits	As a Non-Ministerial Government Department, the Forestry Commission provide no opinion supporting or objecting to an application. Rather we provide advice on the potential impact that the proposed development could have on trees and woodland including ancient woodland. We note the presence of several small blocks of woodland within the proposed development order limits and some areas of ancient woodland adjacent to the order limits – Grove Wood ancient re-planted woodland and Great Wood, ancient semi natural woodland. Ancient woodlands are an irreplaceable habitat. They have great value because they have a long history of woodland cover, being continuously wooded since at least 1600AD with many features remaining undisturbed. This applies equally to Ancient Semi Natural Woodland (ASNW) and Plantations on Ancient Woodland Sites (PAWS). As highlighted in Paragraph 180 (c) of the National Planning Policy Framework, which states: “Development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists”. While Nationally Significant Infrastructure Projects are not subject to the NPPF, it sets out the importance of these habitats.	N	Information on the location and importance of ancient woodlands is included within **Application Document 6.10 Arboricultural Impact Assessment**. Information from the National Planning Policy Framework and the relevant National Policy Statements is included within the Arboricultural Impact Assessment.
	Landscape and visual, Water environment, Agriculture and soils	We note that your PEIR documents state that the construction swathe will not be located within the tree canopy or Root protection areas of the ancient woodlands. However, it is essential that the ancient woodlands are considered appropriately to avoid any direct or indirect impacts. Such as polluting the ground around them, changing the water table or drainage of woodland or individual trees. It is also essential that fuels, chemicals or waste materials such as topsoil are not stored on the ancient woodland soils or under the woodland canopy.	N	A 15 m buffer zone is shown on the Tree Constraints Plans and Tree Protection Plans as per standing advice from Natural England and the Forestry Commission. Direct and indirect impacts to trees and woodlands are considered within **Application Document 6.10 Arboricultural Impact Assessment**. All storage or mixing of materials will take place in agreed allocated areas at least 5 m from the edge of the RPA of retained trees and at least 5 m from the edge of an ancient woodland buffer zone. This commitment is contained within **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured via Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**).
	Landscape and visual, Air quality	Due to the irreplaceable nature of ancient woodland, most ‘temporary’ uses will result in irreplaceable damage. Therefore a buffer zone should be provided to protect these woodlands from any potential impacts of the development. For ancient woodlands, there should be a buffer zone of at least 15 metres to avoid root damage. Where assessment shows other impacts are likely to extend beyond this distance, you’re likely to need a larger buffer zone. For example, the effect of air pollution from	N	A 15 m buffer zone is shown on the Tree Constraints Plans and Tree Protection Plans as per standing advice from Natural England and the Forestry Commission. In Suffolk, no veteran or ancient trees are to be removed, and this commitment is secured via **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** via Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**).

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			development that results in a significant increase in traffic or dust. Appropriate fencing should be installed to prevent unintended incursions into the Root Protection Areas and track dampening can be used to minimize the potential for dust.		A total of 41 individual trees, six tree groups, four woodlands and ten hedgerows are likely to require RPA incursions to facilitate access and for the installation of new services. Providing the principles outlined in **Application Document 6.10 Arboricultural Impact Assessment** are adhered to, RPA incursions are considered unlikely to negatively impact the physiological or structural condition of the trees. Of the RPA incursions 14 will be required for veteran and ancient trees. This includes six veteran tree RPA incursions to facilitate proposed access routes and one ancient tree and five veteran tree RPA incursions to facilitate proposed monitoring and maintenance access routes. In addition, two veteran tree RPA incursions are required to facilitate both proposed access routes and monitoring and maintenance access routes. In Kent, no veteran or ancient trees are to be removed, and this commitment is secured via **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** via Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**). A total of 32 individual trees, 37 tree groups, two woodlands and nine hedgerows are likely to require RPA incursions to facilitate access and existing utility line diversions. All RPA incursions will be achieved in accordance with principles set out within **Application Document 6.10 Arboricultural Impact Assessment** and therefore RPA incursions are considered unlikely to negatively impact the physiological or structural condition of the trees. Of the RPA incursions two will be required for a veteran and ancient tree to facilitate monitoring and maintenance access. Providing the principles detailed in **Application Document 6.10 Arboricultural Impact Assessment** are adhered to, soil structure can be maintained, resulting in no likely adverse impact on the physiological or structural condition of the trees. Any impacts to Ancient Woodland are detailed within **Application Document 6.10 Arboricultural Impact Assessment**. The final level of arboricultural impacts will be assessed and recorded as part of an Arboricultural Method Statement which will be secured through Requirement 8 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Landscape and visual	There are also several fragmented woodlands within the proposed development order limits, it is unclear which of these are proposed to be removed. We would expect to see a thorough assessment of any loss of all trees and woodlands within the project boundary with the development of mitigation measures to minimise any risk of net deforestation as a result of the scheme. A scheme that bisects any woodland will not only result in significant loss of woodland cover but will also reduce ecological value and natural heritage impacts due to habitat fragmentation.	N	**Application Document 6.10 Arboricultural Impact Assessment** details the likely tree related impacts from the Proposed Project and mitigation measures required. Proposed woodland across the Kent Onshore Scheme and Suffolk Onshore Scheme is set out within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan – Suffolk and Application Document 7.5.7.2 Outline Landscape and Ecological Management Plan - Kent**. These documents set out the planting proposals and how this relates to species and habitats. The Proposed Project does bisect woodland in some locations and this is highlighted and assessed within **Application Document 6.10 Arboricultural Impact Assessment**. **I**n addition, **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity** and **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity** assess the impacts of habitat fragmentation.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		Landscape and visual, Terrestrial ecology	There may be ancient or veteran trees along the route, including within hedgerows, therefore any surveys should have regard to these to avoid any impact on the Ancient or veteran trees. Losses to connectivity should be avoided by retaining trees and hedgerows wherever possible with any compensatory planting placed to be of maximum benefit for biodiversity and connectivity between hedgerows, trees, woodland areas and other habitats. With the Government aspirations to plant 30,000 ha of woodland per year across the UK by 2025. The Forestry Commission is seeking to ensure that tree planting is a consideration in every development not just as compensation for loss. However, there are a number of issues that need to be considered when proposing significant planting schemes: Biosecurity of all planting stock needs to be considered to avoid the introduction of pests and diseases. Woodlands need to be climate and pest and disease resilient. Maximise the ecosystem services benefits of all new woodland wherever possible e.g. for flood reduction and also to ensure the planting contributes to a resilient treescape by maximising connectivity across the landscape. Plans are in place to ensure long term management and maintenance of woodland.	N	A tree survey in accordance with BS5837:2012 has been undertaken which included the identification of ancient or veteran trees and this information is included within **Application Document 6.10 Arboricultural Impact Assessment**. The landscape and visual team have been involved in the routeing and siting of the Kent Onshore Scheme and Suffolk Onshore Scheme, which involved avoiding impacting existing vegetation, including trees and hedgerows, wherever possible to avoid impacts such as connectivity. Following the construction of the Proposed Project, reinstatement to hedgerows that have been removed to facilitate the underground cables will be made where possible. The reinstatement measures as well as further information on maintenance and management and on biosecurity, climate and pest resilience is set out within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk and Application Document 7.5.7.2 Outline Landscape and Ecological Management Plan - Kent**. These documents also present the indicative landscape strategy for the Suffolk and Kent Onshore Schemes, illustrating the proposed mitigation measures such as woodland planting.
		Landscape and visual, Onshore route location	We would particularly draw your attention to an area of woodland approximately located at Grid Reference TM 3955 6209 that is within the order limits, it is part of a larger woodland, the majority of which stands outside the order limits. This woodland has received public money under a legacy grant scheme - the English Woodland Grant Scheme and is still under obligation. The landowner is expected to meet all of the Terms and Conditions of the agreement contract. Failure to do so is likely to require the Forestry Commission to seek to recover all of the relevant grant that has been paid. We hope these comments have been useful to you. If you require any further information, please do not hesitate to contact me.	N	National Grid would like to thank the Forestry Commission for bringing the presence of the English Woodland Grant Scheme to its attention. However, National Grid understand that the scheme comprises a private agreement and therefore at this point in time it does not hold the appropriate information to allow consideration of appropriate mitigation, although it is anticipated the landowner will be able to seek recovery of losses arising from delivery of the scheme through the compensation code as further details emerge.

Table 1.9 GridLink Interconnector Ltd

Date consulted	Response deadline	Consultation topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Needs case	**Feedback form question 1:** Do you support the principle of reinforcing the network in this location? **Response:** Yes.	N	National Grid acknowledges your support for the principle of network reinforcement.
		Design	**Feedback form question 2:** What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously? **Response:** I think the changes are neither positive nor negative.	N	This comment has been noted by National Grid.
		Onshore route location	**Feedback form question 3:** What do you think about our proposal to connect into the existing network via the proposed Friston substation? **Response:** I have no preference either way.	N	This comment has been noted by National Grid.
		Onshore route location	**Feedback form question 4:** What do you think about our proposed HVAC cable route in Suffolk? **Response:** I have no preference either way.	N	This comment has been noted by National Grid.
		Onshore route location	**Feedback form question 5:** What do you think about our proposed converter station, including its proposed location? **Response:** I have no preference either way.	N	This comment has been noted by National Grid.
		Onshore route location	**Feedback form question 7:** What do you think about our proposed HVAC cable route in Suffolk? **Response:** I have no preference either way.	N	This comment has been noted by National Grid.

Date consulted	Response deadline	Consultation topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		Landfall location	**Feedback form question 8:** What do you think about our proposed landfall between Aldeburgh and Thorpeness? **Response:** I have no preference either way.	N	This comment has been noted by National Grid.
		Coordination with other Projects	**Feedback form question 9:** Constructing additional ducts within the underground cable corridor to accommodate cables for up to two other projects. **Response:** I support co-location.	N	This comment has been noted by National Grid.
		Converter station location, Design	**Feedback form question 9:** Co-locating up to three converter stations at a single location near Saxmundham. **Response:** I support co-location.	N	This comment has been noted by National Grid.
		Coordination with other Projects	**Feedback form question 9:** Co-locating the landfall point of up to three projects at a location between Aldeburgh and Thorpeness. **Response:** I support co-location.	N	This comment has been noted by National Grid.
		Offshore route location, coordination with other projects	**Feedback form question 11:** Do you have any comments or issues you would like us to take into consideration regarding our marine proposals? **Response:** The Sea Link subsea cable route crosses the GridLink interconnector cable route. GridLink has pre-existing rights to install its cable by way of an Option Agreement for Licence with the Crown Estate and a Marine Licence granted by the MMO. Whilst GridLink is prepared to cooperate with Sea Link and recognises that Sea Link has already initiated preliminary discussions, we would like to re-state that a formal crossing agreement to the satisfaction of GridLink must be in place prior to the start of any route preparation or cable installation activities on behalf of Sea Link. GridLink should not be subject to any significant technical, consenting and financial costs or risks due to the design of the crossing or the conditions associated with the crossing agreement.	N	National Grid acknowledges the requirement for a crossing agreement. Costs arising as a result of the interaction of the Proposed Project with GridLink will form part of ongoing negotiations about the crossing agreement. National Grid and GridLink are in the early stages of negotiating the Crossing Agreement. GridLink has requested detailed technical information which is currently unavailable, due to the generic nature of the cable design, at this stage. After RfP Cable responses have been received and technical designs are available (providing the required technical detail), technical discussions will continue. This does not preclude further discussions / negotiations, especially with regard to the crossing agreement contents. Given that neither party has a secured date for the installation of the cables (2028/2029 proposed for the Proposed Project), the crossing agreement requires to address both crossing over a pre-installed GridLink, or GridLink crossing over a pre-installed Proposed Project. This has legal implications and technical implications, given that the crossing will take place in shallow waters and will be subject to restrictions on the height of the protection installed after installation. Note that this is an opportunity via co-operation in

Date consulted	Response deadline	Consultation topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					the design of the crossing to ensure both cable links comply with regulatory / 3rd Party restrictions.
		Landfall location	**Feedback form question 12:** What do you think about our proposed landfall at Pegwell Bay? **Response:** I have no preference either way.	N	This comment has been noted by National Grid.
		Onshore Route Location	**Feedback form question 13:** What do you think about our proposed HVDC cable route in Kent? **Response:** I have no preference either way.	N	This comment has been noted by National Grid.
		Converter station location	**Feedback form question 14:** What do you think about our proposed converter station and adjacent substation near Minster? **Response:** I have no preference either way.	N	This comment has been noted by National Grid.
		Onshore route location	**Feedback form question 16:** What do you think about our plans to use overhead lines to connect the proposed substation into the existing Richborough to Canterbury overhead line? **Response:** I have no preference either way.	N	This comment has been noted by National Grid.
		Consultation	**Feedback form question 22:** What did you think of the information we have published for this consultation in terms of how clearly it was presented and how easy it was to understand? Response: Good.	N	This comment has been noted by National Grid.
			Feedback form question 23: Response: None	N	This comment has been noted by National Grid.
			Feedback form question 27: Response: Prefer not to say	N	This comment has been noted by National Grid.
			Feedback form question 28:	N	This comment has been noted by National Grid.

Date consulted	Response deadline	Consultation topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Response: Prefer not to say		
			Q30. What is your age? Response: Prefer not to say	N	This comment has been noted by National Grid.

Table 1.10 Harwich Haven Harbour Authority

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Shipping and navigation	Harwich Haven Authority acknowledges the importance of developing the UK power network and is supportive of all initiatives that reduce carbon emissions and are aligned to net zero targets. As the Statutory Harbour Authority and Trust Port our core remit is to provide safety of navigation to vessels using the waters within our 150 square mile jurisdiction area. Our jurisdiction covers a 12-mile approach to Harwich Harbour, the River Stour, and parts of the River Orwell. We are responsible for the conservancy of the main navigation channel into the Haven, which requires an ongoing maintenance dredging programme to maintain the depth required to accommodate the very largest and deepest container vessels in operation. We operate a 24/7, 365 day a year service to provide pilotage services to five port operators in the Haven, Port of Felixstowe, Navyard, Harwich International Port, Port of Mistley and the Port of Ipswich. The continuous, and uninterrupted flow, of vessels into the Port of Felixstowe is critical to UK trade, with almost 40% of all containerised goods entering the UK via this gateway.	N	These details about Harwich Haven Authority are noted and factored into **Application Document 6.2.4.7 Part 4 Marine Chapter 7 Shipping and Navigation and Application Document 6.3.4.7.A ES Appendix 4.7.A Navigational Risk Assessment**.
		Shipping and navigation	**The largest trade gateway in the UK** In the early Autumn, 2023 we completed a £130m large-scale project to deepen the navigational approach channel into Harwich Harbour to 16.0m below chart datum. The purpose of the project is to accommodate the ever-growing breed of Megamax vessels in operation that (400 metres with a draught of 17.3 metres) call at the Haven ports. With a deeper navigational channel, and new deeper berths at the Port of Felixstowe, we envisage the combined value proposition will attract many more shipping lines to use the Port of Felixstowe and therefore vessels arriving and departing the Haven will increase. The worldwide maritime industry trend for less ship movements but larger vessels carrying equivalent tonnage looks set to continue. The Haven trade gateway is critical to UK PLC and our pilotage services cannot be interrupted. Delayed or missed Megamax arrivals would cause significant cost implications to Harwich Haven Authority. The ports industry is highly competitive and dissatisfied shipping lines are highly likely to look for an alternative port, potentially in Europe, if they do not receive the service standards they require.	N	These details about Harwich Haven Authority are noted and factored into **Application Document 6.2.4.7 Part 4 Marine Chapter 7 Shipping and Navigation and Application Document 6.3.4.7.A ES Appendix 4.7.A Navigational Risk Assessment** in particular the comments on implications of potential disruption.
		Shipping and navigation, Legislation	**Harwich Haven Authority's Trust Port stakeholder values** As a Trust Port we operate commercially but we do not have shareholders, which allows us to reinvest a percentage of our surplus profits back into the Haven for the benefit of	N	This comment has been noted by National Grid.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		and policy inc. permits	stakeholders. We define a stakeholder as anyone that uses, or has an interest in, the Haven and/or our operations. Harwich Haven Authority acts as a custodian of the Haven, and we have responsibility to Protect, Conserve and Improve our area of jurisdiction. We understand that regulatory bodies such as Natural England and the Environment Agency will have been included within your consultation. We would therefore echo any concerns they may have raised in relation to the legally protected and designated areas that exist within the Haven.		
		Timescales / programme, Coordination with other Projects	Our formal responses to your consultation documentation are as follows: We request that no works conducted by the Sea Link project should run concurrently with works already planned by the Five Estuaries and North Falls project operators in the area. It is our opinion that this would cause an unacceptable level of navigational risk. Therefore, we insist that the Sea Link project liaise with other planned project teams and ourselves to avoid this situation.	N	Communication with other stakeholders and projects is highlighted in **Application Document 6.2.4.7 Part 4 Marine Chapter 7 Shipping and Navigation and Application Document 6.3.4.7.A ES Appendix 4.7.A Navigational Risk Assessment**. National Grid has initiated discussions with the respondent. These discussions will explore in more detail the issues raised, which will subsequently be addressed in **Application Document 7.4.9 Draft Statement of Common Ground Harwich Haven Authority**.
		Shipping and navigation	Exclusion zone(s) must not be put in place in the Sunk area or channel that would restrict 24/7/365 vessel access requirements or pilot boarding operations etc.	N	National Grid confirms that no exclusion zones would be sought for either installation or operation of the HVDC cable system. This is specified in **Application Document 6.2.4.7 Part 4 Marine Chapter 7 Shipping and Navigation and Application Document 6.3.4.7.A ES Appendix 4.7.A Navigational Risk Assessment**.
		Shipping and navigation, Safety	Safety zone(s) will not be able to impede vessel traffic movements within the Sunk area or normal operations such as pilot boarding.	N	Rolling 500 m radius Safety Zones will be in place around operation fleet vessels, to protect both operation fleet vessels (restricted in their ability to manoeuvre) and passing vessels from collision, as standard practise. This would not appear to impact the Pilot boarding station at the Sunk, as the DF3 Marine Scheme is over 2 km distant from the Sunk pilot station at all points along the route. However, these will nonetheless be in force by guard vessel at all times during the operation including whilst passing through the Sunk Traffic Separation Scheme. Safety zones would be established with communication to stakeholders and advanced notice to all and in liaison with Harwich and Sunk Vessel Traffic Services. This is detailed in **Application Document 6.2.4.7 Part 4 Marine Chapter 7 Shipping and Navigation and Application Document 6.3.4.7.A ES Appendix 4.7.A Navigational Risk Assessment**.
		Offshore route location, Design, Alternative solutions	We suggest that no cable joints to be in locations in the Sunk area, due to extra work required in this busy shipping area, leading to increased navigational safety risk.	Y	This suggestion has been factored into routing, and noted in **Application Document 6.2.4.7 Part 4 Marine Chapter 7 Shipping and Navigation and Application Document 6.3.4.7.A ES Appendix 4.7.A Navigational Risk Assessment**. This is included in Design Freeze 3 after discussions with Harwich Haven. The number of campaigns is currently projected to be 2, each of c. 60 km. The jointing point of the cables will be outside the SUNK area and the higher risk area to the cables in this heavily trafficked portion of the route. If a single

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					lay campaign is proposed by the Installation Contractor, there will be no need for a joint (only if the cable is accidentally damaged or suffers a technical failure within the SUNK area (i.e. post installation campaign) will a repair joint will be required).
		Offshore route location, Design, Shipping and navigation	In the Sunk area, cable depth needs to consider that the world's largest vessels may anchor and dredge anchors in emergency scenario. The cable depth must take into account the draught of current and future vessels and future dredging. Consider a maximum draught of 20m plus 10% UKC, as such minimum depth required 22m below chart datum.	N	Noted, cables depths are considered in **Application Document 6.2.4.7 Part 4 Marine Chapter 7 Shipping and Navigation**). **Application Document 6.3.4.7.A ES Appendix 4.7.A Navigational Risk Assessment** identifies regions where deep draught vessels are present and considers the risk of anchoring in detail in the assessment process. Consideration of this issue is given in **Application Document 6.2.4.7 Part 4 Marine Chapter 7 Shipping and Navigation and Application Document 6.3.4.7.A ES Appendix 4.7.A Navigational Risk Assessment**. **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** should be referred to for specifications on burial depth for the Proposed Project.
		Shipping and navigation	Suggest that no project vessels with restricted ability to manoeuvre (cable laying, UXO clearance, survey etc) are to operate in the wider Sunk area when visibility below nautical 2 miles.	N	This is included as an additional risk control measure in **Application Document 6.2.4.7 Part 4 Chapter 7 Shipping and Navigation** and **Application Document 6.3.4.7.A ES Appendix 4.7.A Navigational Risk Assessment**.
		Offshore route location, Design, Alternative solutions	Due to the location of the Sunk Pilot station and the large vessel transiting the Sunk area, we require that the cable installation (and associated works) is north of both the Storm Buoy and the W1 buoy, and south of the charted Sunk deepwater anchorage. Moving south of the Storm or W1 buoys would not be considered safely achievable and would add an unacceptable level of navigational risk (not ALARP).	Y	Through discussion with Harwich Haven Harbour Authority, the route has been refined to route north of the W1 buoy. This is discussed in **Application Document 6.2.4.7 Part 4 Marine Chapter 7 Shipping and Navigation and Application Document 6.3.4.7.A ES Appendix 4.7.A Navigational Risk Assessment**. Concerns over proximity to the charted Sunk deepwater anchorage are noted. This matter will be discussed further and be addressed in the Statement of Common Ground. While routing is currently highlighted in the comment, the route does not enter the Sunk Deepwater Anchorage. However, given the risk from the vessels in the Anchorage, National Grid is in discussions with the relevant authority to understand the possibility of moving the southern boundary of the SUNK DW Anchorage north, to reduce the anchor drag risk to the cable in this high risk area. This discussion is expected to take time but it is highly recommended that this is undertaken to further mitigate accidental damage to the cable from the anchor risk. At Design Freeze 3, the route of the corridor is in compliance with the HHA limits as described.
		Major accidents and disasters, Shipping and navigation, Offshore environmental impact	It must be considered that should a serious incident occur, there may be a significant irreversible environmental harm. As the risk of the worst credible outcome is not precisely calculable in advance, the precautionary principle alongside the ALARP principle must be used when considering navigational risk assessment.	N	The consequence of the worst-case outcome (collision) has been identified as the highest consequence category and the likelihood of collision has also been considered remote (note that the true likelihood of a major spill would be considerably more remote). This is based largely upon stakeholder hazard identification and consultation process. Calculating the numerical risk of such a Major Environmental Incident for this project scenario is impracticable as it depends on the details and actions of numerous unidentifiable vessels. The process is therefore qualitative, based on the judgement of a number of expert mariners, stakeholders and collision risk specialists.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					Given the control and monitoring at the Traffic Separation Scheme, the level of ordered and disciplined vessel movement patterns in general and the safety zones, guard vessel presence and other measures, the risk has been identified as “Tolerable if ALARP (As Low As Reasonably Practicable)” and applying the precautionary principle is not considered necessary.

Table 1.11 Health and Safety Executive

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Major accidents and disasters, DCO process, Consultation	HSE's land use planning advice: **Will the proposed development fall within any of HSE's consultation distances?** According to HSE's records, the proposed DCO application boundary for this Nationally Significant Infrastructure Project is not within the consultation zones of any major accident hazard sites or major accident hazard pipelines. This is based on the scheme boundary 'redline' in drawings 'NSIP - EN020026 - Sea Link - Sea Link general arrangement plans' downloaded from https://www.nationalgrid.com/electricity-transmission/document/150991/download which is a section of the Preliminary Environmental Information Report (PEIR) Volume 1 Version A dated 24/10/2023 (PEIR).	N	This comment has been noted by National Grid.
		Needs case, DCO process	HSE's Land Use Planning advice is dependent on the location of areas where people may be present within HSE's land-use planning zones. As the project area 'redline' is not within any of HSE's land-use planning zones, under HSE's existing policy for providing land-use planning advice, HSE would not advise against the development. HSE's advice in response to a subsequent planning application may differ should HSE's policy or the scope of the development change by the time the Development Consent Order application is submitted.	N	This comment has been noted by National Grid.
		Safety, Legislation and policy inc. permits	**Would the Hazardous Substance Consent be needed?** Based on Sea Link Project overview document and PEIR, it is not clear whether the applicant has considered the hazard classification of any chemicals that are proposed to be present at the development. This may be because there are no relevant hazardous substances. Hazard classification is relevant to the potential for accidents. For example, hazardous substances planning consent is required to store or use any of the Categories of Substances or Named Hazardous Substances set out in Schedule 1 of The Planning (Hazardous Substances) Regulations 2015 as amended, if those hazardous substances will be present on, over or under the land at or above the controlled quantities. There is an addition rule in the Schedule for below-threshold substances. If hazardous substances planning consent is required, please consult the relevant Hazardous Substance Authority (usually the Local Planning Authority) on the application.	N	Typically on this type of project this is not a requirement. However, comments are noted and National Grid will review the schedule of substances with their supply chain to ensure that, if necessary, suitable consent is applied for in accordance with the Hazardous Substance Regulations 2015.
		Legislation and policy inc. permits, Major accidents and	**Consideration of Risk Assessments** Regulation 5(4) of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 requires the assessment	N	This comment has been noted by National Grid. As noted in **Application Document 6.14 Environmental Scoping Report 2022**, it was determined that Major Accidents and Disasters can be mitigated or reduced by the processes and standards in place. It also outlined that the Proposed Project is

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		disasters, Safety	of significant effects to include, where relevant, the expected significant effects arising from the proposed development's vulnerability to major accidents. HSE's role in NSIPs is summarised in Advice Note 11 'working with public bodies in the infrastructure planning process' Annex G on the Planning Inspectorate's website [Advice notes | National Infrastructure Planning (planninginspectorate.gov.uk)] - Annex G – The Health and Safety Executive. This document includes consideration of risk assessments under the heading "Risk assessments". In the PEIR it was not clear if there was consideration of risk assessments arising from the development's vulnerability to major accidents. We would advise this is considered further in line with Advice Note 11 Annex on the Planning Inspectorate's website - Annex G – The Health and Safety Executive taking account of the following: "it may be beneficial for applicants to undertake a risk assessment as early as possible to satisfy themselves that their design and operation will meet the requirements of relevant health and safety legislation as design of the Proposed Development progresses."		unlikely to generate any potential significant effects on the environment if a major accident or disaster were to occur.
		Safety	**Explosives sites** Explosives Inspectorate response remains the same as of 2nd November 2022: no comment to make as the proposed development does not fall into the safeguarding zones of the HSE licenced explosive sites in the area. Please send any further communication on this project directly to the HSE's designated e-mail account for NSIP applications at nsip.applications@hse.gov.uk.	N	This comment has been noted by National Grid.

Table 1.12 Historic England

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	22 December 2023	Consultation	**Summary** Historic England is the Government's lead advisor on the historic environment, and we are a non-departmental public body sponsored by, and reporting to the Secretary of State for Culture, Media and Sport. For the purposes of Section 42 of the Planning Act 2008 and Regulation 11 of Infrastructure Planning (Environmental Impact Assessment) Regulations 2009, we are a statutory a consultee. In addition to our responsibilities within the terrestrial landscape, the National Heritage Act (2002) enabled Historic England to assume responsibility for maritime archaeology in the English area of the UK Territorial Sea. This consultation relates to the Sea Link Project ('the Project'), which is defined as a Nationally Significant Infrastructure Project in relation to Section 15(3) of the Planning Act 2008 (as amended) (the Act). The consultation is accompanied by a full suite of documents, including the main PEI Report. Our response is provided based on the information provided at this time. Please find Historic England Advice below, all references to section, paragraph and table numbers relate to the main Chapters of the PEIR. Our response has been put together by a team of specialist within our organisation, who form our project team.	N	This comment has been noted by National Grid.
	Cultural heritage, Marine archaeology, Terrestrial ecology	**Historic England Advice** **General comments** Broadly speaking we support the approach taken by the applicant towards the historic environment. We appreciate it is a complicated scheme which encompasses both marine and terrestrial elements and multiple different heritage environments. We are therefore pleased with the way the terrestrial and marine archaeological assessment presented within the PEIR chapters are progressing, and we acknowledged there are gaps in the data and analysis that has been presented, and that this is to be anticipated at this stage.	N	This comment has been noted by National Grid.
	Onshore mitigation, Offshore mitigation, Legislation and	We note mitigation measures are presented within the both the Marine and terrestrial chapter, for example the Outline Marine Archaeology Written Scheme of Investigation (Volume 2, Part 4, Appendix 4.7.B), the Outline Schedule of Environmental Commitments and Mitigation Measures (Volume 1, Part 1,	N	This comment has been noted by National Grid. Mitigation required specific to each technical environmental assessment is outlined within the corresponding ES chapter. The mitigation required has been outlined within **Application Document 7.5.3.2 CEMP Appendix A**

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		policy inc. permits	Appendix 1.4.F), and the Outline Code of Construction Practice (Volume 2, Part 1, Appendix 1.4.a). We Recommend that all proposed mitigation are secured through an appropriate mechanism. For the marine elements this would be a deemed marine licence (dML) within the DCO supported by the Outline Marine WSI. For the terrestrial environment the key document would be a suitable worded requirement within the DCO supported by an Outline WSI, REAC and CoCP documents.		**Outline Code of Construction Practice and Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**, **Application Document 7.5.4.1 Outline Onshore Overarching Written Scheme of Investigation (OWSI) - Suffolk**, **Application Document 7.5.4.2 Outline Onshore Overarching Written Scheme of Investigation (OWSI) - Kent and Application Document 7.5.5 Outline Offshore Overarching Written Scheme of Investigation (OWSI)**. **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** is secured via Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**).
		DCO process, Cultural heritage	We recommend Historic England is a named party with the DCO and that we are consulted on the DCO wording in due course. Please note that also we recommend further archaeological evaluation is undertaken in the terrestrial environment prior to the submission of the full ES and with enough detail to inform the DCO application. We appreciate there can be factors that limit access and availability of land however there are several key locations along within your proposal where it would be sensible to target your resources. These are areas where there is a high archaeological potential, where the cable route is highly constrained and where there are limited mitigation options available. Specifically, cable landing areas in Kent and Suffolk, the substation areas and key pinch point locations along the cable routes.	N	Since submission of the PEIR, further works were undertaken including a geophysical survey, a review of aerial photographs and LiDAR data, and evaluation trenching (all of which form appendices to the Cultural Heritage assessment (**Application Documents 6.3.2.3.A-6.3.2.3.F**). While there are no designated assets within the Order Limits, and designated assets in the wider 2 km Study Area adopted for the setting assessment are largely Grade II listed, Historic England were provided with updates relating to the assessment work through regular thematic group meetings. A full detailed assessment is provided in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage and Application Document 6.2.3.2 Part 3 Kent Chapter 3 Cultural Heritage** and is based on the project design as detailed within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Design, DCO process, Consultation	**Specific Comment by Volume and Chapter** **Volume 1, Part 1, Chapter 4: Description of the Proposed Project** We appreciate that the design of the various elements of the proposed scheme have not yet been finalised, but in addition to the size of the various elements of the scheme, we would need details of foundation designs and depths to fully appreciate the potential impacts (Section 1.4.2.37, Section 1.4.5.34). The PEIR is based on the selected route SL2 and limited archaeological investigative works. The following comments are limited by these factors. We understand that the route may yet change, and that additional investigative works are going to inform the ES. Overall, the PEIR is a good preliminary assessment and we agree on the need for further works to improve the heritage baseline, calculations of the Significance of Effects and mitigation strategies. We look forward to reviewing the ES prior to the submission of the DCO.	N	It is noted that the references provided by the respondent relate to the Preliminary Environmental Information Report. A full detailed assessment is provided in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage and Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage** and is based on the Proposed Project design as detailed within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. Although a draft version of the Cultural Heritage chapter was not shared with Historic England between Statutory consultation (PEIR) and the DCO submission, ongoing dialogue between National Grid and Historic England was held prior to DCO submission. National Grid look forward to ongoing engagement with Historic England post submission. Further detail is contained in **Application Document 7.4.3 Draft Statement of Common Ground Historic England**.

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		Coordination with other projects, Onshore mitigation	1.4.2.7 Co-location options for cabling would potentially reduce the flexibility of the scheme to avoid any significant archaeological remains that might be identified in the subsequent surveys, which have not been undertaken yet. Even though co-location would be subject to separate consents the overall lack of flexibility an opportunity to mitigate through design may cause significant effect and this needs to be balanced against the benefits of co-location.	N	National Grid is seeking consent for its own HVDC and HVAC cables only; however, the cable route selection has ensured that there is scope for other developers to co-locate additional infrastructure outside of the Proposed Project's red line boundary. Each project will be responsible for their own constraints assessment. The Proposed Project's work to identify archaeological assets will be undertaken jointly with the local authority heritage specialists.
		Cultural heritage, Construction – general, Onshore mitigation	1.4.5.9 It is clear that a number of the construction activities have the potential to impact the historic environment (e.g. vegetation clearance, topsoil stripping, drainage works, fencing, foundations, cable trenches, construction of culverts etc.).The impact that these works may have on the historic environment needs to be considered and mitigated appropriately.	N	This comment has been noted by National Grid. A full detailed assessment and the proposed mitigation is provided in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage** and **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**, which includes assessment of the construction phase impacts, and is based on the Proposed Project design as detailed within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Agriculture and soils, Design	1.4.5.15 outlines the different types of access tracks that could be used, which includes the use of stone, interlocking panels and subsoil stabilisation. It is noted that stabilisation will include mixing chemical treatments into the subsoil. It is stated that following the completion of the works, additional chemicals will be added to "return it to its original state".	N	
		Cultural heritage, Agriculture and soils	1.4.5.18. It is important to note that the addition and mixing of chemicals into the subsoil is likely to have a negative impact on any buried archaeological and palaeoenvironmental remains, and that this impact will be permanent. We recommend potential impacts are assessed and addressed in Cultural Heritage chapter.	N	
		Water environment, Design, Onshore mitigation	1.4.5.47 outlines the open-cut approach to the proposed underground HVAC and HVDC cables, which will include the excavation a trench into which the cables are directly laid. It is stated that dewatering and protection from surface water runoff are specific constraints on this method. It is important to note that dewatering may impact the local groundwater levels, which may in turn impact any waterlogged organic archaeological remains that may be preserved in adjacent areas. The zone impacted by dewatering would need to be defined so that any heritage assets which may be at risk from this technique are identified and impacts mitigated. This may involve assessing the water environment using a staged approach, following the principles outlined in the Historic England document 'Preserving Archaeological Remains' (2016): https://historicengland.org.uk/images books/publications/preserving-archaeological-remains/.	N	This comment has been noted by National Grid. A full detailed assessment and the proposed mitigation is provided in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage** and **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**, which includes assessment of the construction phase impacts, and is based on the Proposed Project design as detailed within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Design, Construction –	1.4.5.57 & 1.4.5.66 state that trenchless crossings may be used where cables would need to cross obstacles (such as major watercourses, roads, railway lines, flood defences etc.) as well	N	This comment has been noted by National Grid.

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		general, Cultural heritage	as at the Landfall locations. This would be achieved using a drill. It should be noted that these approaches could physically impact any buried archaeology, which would need to be investigated.		The potential for impacts resulting from trenchless installation techniques has been considered, with consultation also undertaken with the GI team and engineers. The results of this engagement was taken into account when considering the presence of archaeological remains, or the archaeological potential of the areas where trenchless solutions will be used. A full detailed assessment and the proposed mitigation is provided in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage and Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**, which includes assessment of the construction phase impacts, and is based on the Proposed Project design as detailed in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Design, Construction – general, Cultural heritage	1.4.5.62 & 1.4.5.67 In addition, the potential direct and indirect impacts associated with the lubricants used in these sorts of drilling approaches (e.g. bentonite slurry outbreak) will need to be considered. It is noted that issues of bentonite slurry outbreak have been discussed in Section 1.4.5.70), but the potential impacts to buried archaeological remains would also need to be considered, such as changing the preservation conditions of the archaeological site. This should be refenced and referred back to in the main heritage chapter of the ES.	N	Protocols for dealing within breakouts of drilling fluids during drilling activities are included within **Application Document 7.5.2 Outline Offshore Construction Environmental Management Plan** and **Application Document 6.3.2.5.B ES Appendix 2.5.B Qualitative Groundwater Risk Assessment**. To mitigate the risk of potential breakouts of drilling fluid, a Frac Out Management Plan will be developed by the specialist drilling contractor (once appointed) in accordance with commitment GH10 of **Application Document 7.5.3.1 CEMP Appendix A Code of Construction Practice**. The Frac Out Management Plan will be informed by sufficient appropriate ground investigation to provide information on the strata that will be encountered during any drilling, and the nature/properties of the strata. A full detailed assessment is provided in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage and Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage** and is based on the project design, and construction methods being used.
		Construction – general, Shipping and navigation, Offshore mitigation	1.4.5.92 to 1.4.5.99 A range of vessels will need to be utilised to carry out work in the marine area. We are pleased to see that heritage will be considered in terms of the activities carried out by the vessels but also their anchorage (anchors and jack-up feet). This will help mitigate impacts to any buried or near-surface archaeological remains (Appendix 4.7B, Outline WSI, Section 4.7.B.7.15).	N	This comment has been noted by National Grid. **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** outlines the parameters for vessel anchoring considered in the Marine Archaeology assessment.
		Cultural heritage, Offshore physical environment, Geology and hydrogeology	1.4.5.100 & 1.4.5.101 It is noted that multiple seabed surveys (e.g. Multi-beam Echo Sounder (MBES), Side Scan Sonar (SSS), Sub-bottom Profiler (SbP), magnetometry and ROVs) will need to be carried out prior to installation activities to reconfirm existing geotechnical and geophysical information about the seabed conditions.	N	Results from the marine geophysical surveys and further work undertaken in the intertidal area of the landfalls are incorporated into **Application Document 6.2.4.6 Part 4 Marine Chapter 6 Marine Archaeology**.
		Offshore ordnance / UXO, Design, Geology and hydrogeology	1.4.5.106 In addition, high-resolution geophysical surveys will be carried out to investigate the potential for unexploded ordinance (UXO) to be present. All of these data, including existing geotechnical and geophysical is of value to assess the archaeological potential of the proposed development area. We are therefore pleased to see that archaeological specialists will be included in the design and implementation of these surveys,	N	This comment has been noted by National Grid. Input into and results of the geophysical and geotechnical surveys are provided and incorporated into **Application Document 6.2.4.6 Part 4 Marine Chapter 6 Marine Archaeology**. The UXO survey has not yet been undertaken, but available geophysical and geotechnical survey datasets will be made available and utilised for this survey.

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			and that the resulting data will be shared (Appendix 4.7.B, Outline WSI, Sections 4.7.B.7.37-40). We recommend a joined-up, collaborative approach is taken that will ensure that opportunities are maximised for analysis during the survey campaigns, whilst reducing the risk of duplication of effort.		
		Cultural heritage, Offshore route location, Offshore mitigation	1.4.5.104 It is stated that pre-sweeping may be required in areas of large sand waves within the cable corridor. These activities have the potential to directly impact any buried or near-surface archaeological remains. We would recommend that the potential impact to the historic environment is considered so that an appropriate mitigation strategy can be developed.	N	This comment has been noted by National Grid. The impacts from pre-sweeping have been assessed in **Application Document 6.2.4.6 Part 4 Marine Chapter 6 Marine Archaeology**. Mitigation measures relevant to the marine archaeology assessment are contained within **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured via Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**).
		Offshore Physical Environment	1.4.5.134 The potential use of cable protection is discussed. It should be noted that the use of cable protection has the potential to change the local coastal processes, which in turn may result in localised areas of scour. If scour occurs it could directly impact any buried or near-surface archaeological remains located in the area, which could lead to their damage and loss.	N	This comment has been noted by National Grid. The indirect impacts caused by cable protection are assessed within **Application Document 6.2.4.6 Part 4 Marine Chapter 6 Marine Archaeology**.
		Cultural Heritage	We are pleased to see that the potential indirect impacts to heritage have been discussed in the Outline WSI (Appendix 4.7.B, Section 4.7.B.8.2), and that Post Construction monitoring will assess whether the impacts are being managed as expected.	N	This comment has been noted by National Grid.
		Cultural Heritage	1.4.6.9 discusses the need for regular monitoring surveys offshore following construction as part of the Inspection, Maintenance and Repair inspection programme. These surveys at the same time would provide an opportunity to carry out monitoring of any archaeological sites or other anthropogenic remains identified within the development that were avoided (for example through the establishment of an Archaeological Exclusion Zone, AEZ). We are therefore pleased to see that the Post-Construction monitoring would include archaeological input and be agreed with the Archaeological Curator(s) and the Regulator (Outline WSI, Appendix 4.7.B, Section 4.7.B.8.1-8.3).	N	This comment has been noted by National Grid.
		Legislation and policy inc. permits, Landscape and visual, Cultural heritage	**Volume: 1 Part 2 (Onshore) Chapter 2 Landscape and Visual** Table 2.2.3 'NPPF requirements relevant to landscape and visual'. References to paragraphs in Chapter 16 concerned with setting of heritage assets are omitted. We recommend they should be included and cross referenced to part of the	N	Whilst cultural heritage is a key discipline that interfaces with landscape and visual matters, the disciplines work closely together, particularly regarding the iterative design process and cultural heritage assets that influence landscape value, however, effects arising from the Proposed Project on the setting of heritage assets are solely assessed within **Application Document 6.2.2.3**

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			document that addresses impact and mitigation on setting of heritage assets. National Planning Practice Guidance for Historic Environment should also be referenced where it deals with setting of heritage assets. Reference should also be made to our guidance GPA3 in appropriate places.		**Part 2 Suffolk Chapter 3 Cultural Heritage and Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**. Therefore, it is not appropriate to reference such sections of the NPPF and NPPG for Historic Environment or GPA3 in the landscape and visual ES chapter. The Landscape and Visual ES Chapter refers to the Historic Landscape Character context, which is considered to be appropriate and is referred to within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**.
		Legislation and policy inc. permits, Landscape and visual, Cultural heritage	Table 2.2.4 'Local Planning Policies relevant to landscape and visual'. Policies dealing with Historic Environment are omitted. Elements of Suffolk Coastal Local Plan dealing with setting of heritage assets should be referenced and appropriately cross referenced.	N	Whilst cultural heritage is a key discipline that interfaces with landscape and visual matters, the disciplines work closely together, particularly regarding the iterative design process and cultural heritage assets that influence landscape value, however, effects arising from the Proposed Project on the setting of heritage assets are solely assessed within **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage and Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**.
		Landscape and visual, Cultural heritage	Inspector comment 3.1.11 (as shown in Table 2.2.4). The heritage specific viewpoints have not been agreed with Historic England for the Suffolk onshore part of the scheme. We do not consider that historic environment has been adequately addressed in the assessment. We would welcome further engagement and inclusion of the agreed heritage specific viewpoint in the assessment.	N	Assets for which there is the potential for significant impacts on their setting have been discussed with relevant stakeholders, with viewpoint photography agreed with both East Suffolk Council and Historic England in January 2024, and captured in summer 2024. Winter photography was also captured in February 2025. The summer visualisations are provided in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**, while the winter visualisations will form part of a supplementary submission. A full detailed assessment is provided in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage and Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**.
		Landscape and visual, Cultural heritage	Figure 2.2.7 Showing location of viewpoints. Although we are aware this is party to on-going discussion, we are concerned by lack of heritage specific viewpoints at this stage. Lack of viewpoints on key heritage assets such as Buxlow Manor, Wood Farm, Hill Farm, Hurst Hall, Church of St John the Baptist in case of Converter Station and High House, Little Moor Farm, Friston House, Friston Hall, Woodside Farmhouse, Church of St Mary's in case of Friston Substation.	N	Heritage Viewpoint photography was agreed with the East Suffolk Council Conservation Officer and Historic England in January 2024, and forms a key part of the assessment of potential setting impacts. Locations where the Suffolk Onshore Scheme has the potential to result in a significant impact on the setting of an asset, and therefore where viewpoint photography was required for heritage, comprise Wood Farm, Hurts Hall and Hill Farm.
		Landscape and visual, Cultural heritage	Paragraph 2.2.8.24 states that LVIA will not consider effects on listed buildings and scheduled monuments as this has been addressed in Cultural Heritage Chapter. Identified effects should be considered when considering overall impacts on the receptors. Whilst we note this approach, in our view appropriate assessment is not possible without visualisations from heritage specific viewpoints and heritage receptors play a role in landscapes particularly in an isolated and rural setting. We recommend this is revised and an integrated approach to landscape is adopted that recognises time-depth and the positive role heritage receptors have on landscapes.	N	Whilst cultural heritage is a key discipline that interfaces with landscape and visual matters, the disciplines work closely together, particularly regarding the iterative design process and cultural heritage assets that influence landscape value, however, effects arising from the Proposed Project on the setting of heritage assets are solely assessed within **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage and Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**. **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual** makes reference to the interface between the two disciplines. This includes that heritage specific viewpoints are included within the Cultural Heritage Chapter.

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		Landscape and visual, Cultural heritage	Table 2.2.23 and 2.2.47: Preliminary assessment of Viewpoint 1 – Preliminary magnitude assessment does not take into account impact on the listed Woodside Farm. This should be addressed. Generally, in assessment of all viewpoints impacts on heritage assets are not specified. This should be amended after assessment of setting of heritage assets have been revised based on analysis of appropriate heritage specific viewpoints.	N	Whilst cultural heritage is a key discipline that interfaces with landscape and visual matters, the disciplines work closely together, particularly regarding the iterative design process and cultural heritage assets that influence landscape value, however, effects arising from the Proposed Project on the setting of heritage assets are solely assessed within **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**. This includes an assessment of the potential impacts on the setting of Wood Farm Grade II listed buildings, and this assessment was informed by a heritage specific viewpoint (CH1). **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual** makes reference to the interface between the two disciplines. This includes that heritage specific viewpoints are included within the Cultural Heritage Chapter. The baseline description for Viewpoint 1 notes Wood Farm (Grade II listed building); however, the assessment focuses on the changes that the Suffolk Onshore Scheme will result on visual amenity. The listed building is not the receptor. This can be referred to within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**.
		Landscape and visual, Geology and hydrogeology, Cultural heritage	**Volume 1, Part 2, Suffolk Onshore Scheme Chapter 4: Cultural Heritage** Table 2.4.1 'NPS EN-1 requirements relevant to cultural heritage' indicates that results of desk-based assessment, geophysical survey and trial trenching will inform ES. Historic England would want to highlight the need for appropriate assessment prior to preparation of ES to enable understanding of significance of the affected heritage assets and degree of any harm. The extent of the surveys should be agreed with Historic England and other stakeholders. The area covered by the surveys should be enough to enable flexibility and mitigation through avoidance of impact, in case of encountering previously unknown archaeological remains of demonstrably equal significance to designated heritage assets. We would expect to be consulted on the Written Schemes of Investigations (WSIs) for any elements of work. The paragraph also states that the requirement for visualisations will be agreed through ongoing consultation with heritage stakeholders. We welcome this approach and would expect further engagement. So far heritage specific viewpoints for the Suffolk onshore part of the scheme have not been agreed.	N	Since submission of the PEIR, further works were undertaken including a geophysical survey, a review of aerial photographs and LiDAR data and evaluation trenching. Historic England were provided with updates relating to this work through regular thematic group meetings. All works were undertaken in line with an appropriate WSI which was approved by Suffolk County Council. Viewpoint photography locations were also agreed with East Suffolk Council and Historic England in January 2024. A full detailed assessment is provided in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage** and is based on the project design as detailed in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Cultural heritage, geology and hydrogeology	Table 2.4.3 We note the statement that no designated heritage assets are present within the draft Consent Order boundary and there will be no direct impacts. This statement is correct; however, we would like to stress that archaeological surveys are required to rule out possibility of presence of previously	N	After submission of the PEIR further works were undertaken including a geophysical survey, a review of aerial photographs and LiDAR data, and evaluation trenching (**Appendices 6.3.2.3.A-6.3.2.3.F**). Historic England were provided with updates relating to this work through regular thematic group meetings. A full detailed assessment is provided in **Application**

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			unknown archaeological remains of demonstrably equal significance to designated heritage assets. If such remains are identified they would need to be considered according to policies for designated heritage assets (as specified by footnote 68 of NPPF). This consideration is recognised in Table 2.4.6.		**Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage and Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage** and is based on the project design as detailed in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Cultural heritage, geology and hydrogeology	2.4.3.6 Historic England would like to highlight that the desk-based assessment and geophysical survey would not be sufficient to establish with certainty 'areas of high risk and potential' as certain categories of buried archaeological remains are not readily detectable through use of these methods. Trial trench evaluation would be necessary to ground truth the results of geophysical survey and provide adequate heritage baseline information for the ES. Use of desk-based assessment and geophysical survey results might be helpful to identify priority areas and to decide order in which different areas within the project boundaries are subject to subsequent trail trenching, however all surveys should be undertaken prior to preparation of ES.	N	
		Cultural heritage, geology and hydrogeology	2.4.4.9 does not identify results of trial trench evaluation as informing preparation of the ES. We assume this is clear error as preceding paragraphs refer to inclusion of this source of information. Trial trenching is mentioned also in paragraph 2.4.7.2. This will need to be clarified.	N	Since submission of the PEIR further works were undertaken including evaluation trenching which targeted previously recorded features as well as blank areas. Historic England were provided with updates relating to this work through regular thematic group meetings. A full detailed assessment is provided in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage and Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage** and is based on the final project design as detailed in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Cultural heritage, DCO process	2.4.4.21 we understand that all archaeological surveys as outlined in Table 2.4.1 will be finalised before submission of the DCO application and will inform ES. This is necessary to accurately assess significance of the heritage assets and impact of the scheme.	N	This comment has been noted by National Grid. All surveys have been completed as part of the baseline collection and assessment stage, with the exception of the evaluation trenching. While the majority of the evaluation trenching is completed (Phases 1 and 2a), a limited number of areas (Phase 2b) will not be subject to trenching until March 2025, and as such the reporting on these areas will be submitted after the DCO has been submitted.
		Cultural heritage	2.4.5.4 and Table 2.4.9 We welcome assumption of maximum flexibility within LoD for conducting assessments. We would recommend taking the same approach to forthcoming archaeological survey and analysis i.e. geophysical surveys, archaeological trial trenching, etc. to allow modifications to the scheme at a later date and within entire LoD.	N	The areas covered by the geophysical survey, as well as the LiDAR and aerial photo review are detailed in the individual reports reproduced as appendices (6.3.2.3.D and 6.3.2.3.E). This work was followed by evaluation trenching which targeted the main areas where there was the potential for physical impacts and covered all areas of the LoD in these areas to allow for flexibility. The scope of this work was agreed with stakeholders including Historic England.
		Cultural heritage	Paragraphs 2.4.6.2- 2.4.6.3 and Table 2.14.2.1 Study Areas for environmental topics indicate assessment being limited to 500	N	The final assessment of setting impacts was based on consultation with the landscape and visual impact assessment team and informed by the zone of

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			m from draft Order Limits for baseline, and 2 km for impacts on setting. Historic England supports the proposal to refine the study area from that used in the Scoping Assessment but cannot confirm if 2 km is enough. The applicant should clearly demonstrate that the extent of the proposed study area is of the appropriate size to ensure that all heritage assets likely to be affected by this development have been included and can be properly assessed.		theoretical visibility as presented within the Landscape and Visual assessment, as well as continued consultation with Historic England and East Suffolk Council. This consultation included agreeing the assets where photomontages/full detail assessment would be required in January 2024. Details of the consultation undertaken to agree viewpoints are detailed in Table 3.7 of **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**.
		Cultural heritage	Figure 2.2.8-2.2.11 show for example that scheduled monument of Leiston Abbey is located outside of the study area but within Zone of Theoretical Visibility. This asset should be assessed and the ZTV used as the basis for the assessment rather than 2 km limit addressed in the document.	N	The final assessment of setting impacts was based on consultation with the landscape and visual impact assessment team and informed by the zone of theoretical visibility as presented within the Landscape and Visual assessment, as well as continued consultation with Historic England and East Suffolk Council. This consultation included agreeing the assets where photomontages/full detail assessment would be required. Leiston Abbey was not included in the final assessment due to its distance from the Order Limits, and as it was over 4 km from the nearest permanent above ground infrastructure. This distance, as well as intervening screening from the built environment and woodland, removed the potential for significant impacts on its setting.
		Cultural heritage, Coordination with other projects, Consultation	2.4.7.1 It is noted that existing geophysical data produced as part of the SPR East Anglia 1 and East Anglia 2 projects have been utilised. We would recommend that the SPR East Anglia teams should also be approached to discuss the evaluation works if possible, as this would add to the understanding of the archaeological potential of the proposed development areas, the possible risks and the lessons learned form some of this work.	N	National Grid has worked collaboratively with the SPR scheme with data shared throughout.
		Cultural Heritage	2.4.7.1 and 2.4.7.2 note that a series of surveys and investigations will be carried out to characterise and understand the archaeological potential of the draft Order Limits, which will include a review of aerial photography and Lidar data, a geophysical survey, a desk-based assessment, the historic mapping, a walkover survey, as well as a series of intrusive archaeological investigations (assessment of GI works, evaluation trenching etc.). We are pleased to see that this work will be carried out to inform the ES and look forward to reviewing the reports in due course. We would recommend that a geoarchaeologist is included in the GI works from the beginning and will be able to have direct access to the cores when necessary. This is because it is better, more effective and potentially most cost efficient to record and assess continuous core sequences rather than isolated deposits as this allows for greater reliability and confidence in the resulting conclusions.	N	A review of Ground Investigation works was undertaken, with archaeological monitoring of trial pits. The method of borehole works undertaken resulted in it not being possible for a geo-archaeologist to review, and as such it was agreed with Suffolk County Council that geo-archaeological monitoring would not be required.

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			We would also recommend that field-walking is added to the evaluation approaches used to investigate the Order Limits.		
		Cultural heritage, Design, Timescales / programme	2.4.7.2. We are pleased to see that geophysical survey will be carried out to inform the ES, but we would recommend that the choice of survey approaches are considered carefully. For example, while magnetometry is generally applied across most archaeological sites, it may not be the most effective technique over areas of peat and alluvium, and may not identify certain types of remains, such as the ephemeral structural remains. We recommend alternative approaches are considered in order to maximise the evidence available to inform the design and siting of elements of the scheme, and to reduce the risks of unexpected remains being discovered that could disrupt the construction timetable.	N	The geophysical survey was followed by evaluation trenching, and this confirmed that the geophysical survey had worked successfully throughout the Order Limits. Details of the geophysical survey can be found in **Application Document 6.3.2.3.D ES Appendix 2.3D Geophysical Survey**, while the Phase 1 trenching report is included as **Application Document 6.3.2.3.F ES Appendix 2.3 F Archaeological Trial Trenching Reports**.
		Cultural heritage, Coordination with other projects	2.4.7.2 In addition to listed sources an effort should be made to obtain the results of archaeological works undertaken in the study area for other infrastructural projects. These results might not yet be incorporated into local Historic Environment Records. The relevant data should also be taken into account when conducting an assessment.	N	Data from other schemes, including the SPR and Sizewell works, has been obtained and incorporated into the baseline report. Further details are contained in **Application Document 6.2.2.3.A ES Appendix 2.3.A Archaeological Baseline Report** for Suffolk and **Application Document 6.3.3.3.A ES Appendix 2.3.A Archaeological Baseline Report** for Kent.
		Cultural heritage	2.4.7.10 We understand that this paragraph relates also to remains datable to Anglo Saxon period (early medieval remains are mentioned). If this is the case then the assumption for presence of remains predominantly within build up areas is not entirely correct. The nature of these remains makes them hard to detect without intrusive investigations. Extensive and previously unknown Anglo-Saxon remains have been identified in recent years in the wider area of coastal Suffolk during intrusive archaeological works.	N	The baseline has been updated based on data from the final study area, as well as investigations undertaken as part of the Proposed Project including geophysical survey and evaluation trenching. These have not identified any Anglo-Saxon remains.
		Water environment, Construction – general, Cultural heritage	2.4.7.14 considers the changes to the baseline conditions that may occur during the time period over which the Proposed Project will be in place. It concludes that the changes are likely to be minimal, but it is assumed that this statement does not consider the direct and indirect impacts to the historic environment through the construction of the proposed development. It is not clear if this statement considers the potential of the proposed development to alter the local groundwater environment. It should be noted that even temporary dewatering could result in a change to the preservation conditions present on a waterlogged archaeological site. We would also recommend that the Historic England document ‘Preserving Archaeological Remains’ (2016) is referred to.	N	The final impact assessment is based on additional design information, as well as information gained from evaluation trenching. The final assessment takes into account the potential for dewatering resulting from construction activities. Further details are contained in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage and Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage** and is based on the project design as detailed in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.

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		Construction – compound areas, Onshore mitigation, Cultural heritage	2.4.8.2 We welcome inclusion of embedded measures to avoid harm to heritage assets. We would like to stress that results of archaeological surveys would need to be considered, therefore undertaking these surveys early in the process is crucial to inform the design of the scheme. We note that the easternmost construction compound is located partially on and partially adjacent to area of high archaeological sensitivity at Gorse Hill (figure 1.4.16). Early archaeological surveys (including intrusive evaluation) are needed to establish extent of the archaeological site and its significance, before the embedded mitigation measures can be applied.	N	The baseline has been updated based on data from the final study area, as well as investigations that were undertaken for the Proposed Project assessment including geophysical survey and evaluation trenching. This information was used to undertake the impact assessment based on the final design which is based on the project design in **Application Document 6.2.4.1 Part 1 Introduction Chapter 4 Description of the Proposed Project**. Works proposed in the Gorse Hill area have been reduced in scale to reduce the physical impacts, and the evaluation trenching has been used to inform the mitigation developed. These works have also confirmed the remains at Gorse Hill are not considered to be of National Significance, and this has been agreed with Stakeholders.
		Onshore mitigation, Landscape and visual, Cultural heritage	2.4.8.2 also refers to 'Volume 2, Part 1, Appendix 1.4.F: Outline Schedule of Environmental Commitments and Mitigation Measures'. These measures are also referred to in tables 2.427-2.4.30. We are concerned that no cultural heritage specific embedded mitigation measures for onshore Suffolk part of the scheme have been identified at this point even though it would be possible for example in case of an impact on the setting of the designated heritage assets. Only 'enhancing the historic setting of Wood Farm' listed building is mentioned in table 1.4.F.5 (and additionally paragraph 2.2.9.4). It is however unclear how this is to be achieved and what the magnitude of the harmful impact would be. Due to lack of heritage specific viewpoint level of impact cannot be established, however available viewpoints indicate that the magnitude of impact can be significant in this case. The mitigation of the harmful impact on the setting is not mentioned in this case and it should be a priority. A clear outline of the embedded mitigation measures for specific heritage assets should be provided.	N	Work undertaken since submission of the PEIR has been used to inform the baseline and develop the impact assessment and mitigation strategy. This has included impacts on the setting of heritage assets. Where significant impacts on setting were predicted, these were discussed with stakeholders including Historic England and East Suffolk Council, with photomontage locations agreed. Mitigation was also developed in co-ordination with the landscape and visual impact assessment team. Further details are contained in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage and Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**.
		Onshore mitigation, Construction – general, Cultural heritage	2.4.8.2 & 2.4.8.3 We are pleased to see that avoidance of archaeological remains where possible forms the basis of the embedded mitigation strategy and that heritage has been included in the Code of Construction Practice (CoCP). The approaches that will be included in the CoCP seem sensible and appropriate (HO1-HO6). It is stated that any archaeological remains that cannot be avoided will be excavated, recorded and published, which we support.	N	This comment has been noted by National Grid.
		Cultural heritage, Geology and hydrogeology	2.4.8.3 We also support the use of deposit modelling in areas with palaeoenvironmental potential but recommend that HO6 includes provision for a geoarchaeologist to be included in this work.	N	This comment has been noted by National Grid. Any geo-archaeological works required as mitigation will be undertaken by a suitably qualified geo-archaeologist.

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		Construction – general, Cultural heritage	2.4.9 The potential impacts identified during the construction phase includes the direct physical impacts on heritage assets within the Suffolk Onshore Scheme Boundary resulting from construction works. The dewatering activities mentioned in Chapter 4 have not been included in the discussion, but it is important to note that any changes to preservation conditions of an archaeological site are classed as a direct impact.	N	The potential for dewatering has been discussed with the engineering team as well as stakeholders and the results are considered as part of the final assessment as set out in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage and Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**.
		Design, Cultural heritage	2.4.9.5 It is stated that 62 non-designated assets on the Suffolk HER have not been included in the preliminary assessment of the cultural heritage effects as a trenchless technique will be used in these areas. It is important to note that there will be the potential for additional, more deeply buried archaeological remains to be present beneath the known heritage recorded on the Suffolk HER. 2.4.9.5 In addition, the full extent of the 62 non-designated assets may not be well understood. We would therefore recommend that the archaeological potential is assessed on a case-by-case basis. It cannot be assumed that there will be no impacts, as sated in this section. We recommend this is reconsidered.	N	Please refer to **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage** for more details of the final assessment. Assets within the Order Limits are discussed in the baseline report (**Application Document 6.2.2.3.A ES Appendix 2.3.A Archaeological Baseline Report** for Suffolk), with assets taken forwards to full assessment where there is the potential for the Suffolk Onshore Scheme to result in impacts. Furthermore, since Scoping and PEIR the Order Limits have been reduced and as a result a number of non-designated assets now fall outside of the Order Limits.
		Landfall location, Onshore mitigation, Cultural heritage	2.4.9.5 also states that impacts on several archaeological sites near the landfall site have not been assessed as no impacts are predicted. The lack of impact is not supported by the information contained in paragraphs 1.4.5.67-1.4.5.72 which discuss Horizontal Directional Drilling. Possible loss of drilling fluid has been identified as one of the risks. Historic England's response to scoping report also highlighted need for assessment of such scenario in context of cultural heritage. The assets which can be directly affected should be included in the assessment and heritage specific mitigation measures should be identified.	N	The potential for chemical/liquid breakout has been discussed with the engineering team as well as stakeholders and the results are included in the final assessment as set out in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage and Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**.
		Agriculture and soils, Cultural heritage	2.4.12 to 2.4.26 present the preliminary assessment of direct physical impacts on non-designated heritage assets, which includes a statement of preliminary sensitivity and likely significance of effect. It is not clear how these aspects were determined as no report appears to have been included as part of the PEIR. For example, the cropmarks described in Table 2.4.23 have not been excavated so it is unclear how it has been determined that the remains are of low sensitivity and therefore that the effect of the potential loss of the feature would be low. We recommend that the evidence behind these decisions is clearly presented, and each asset is assessed on a case-by-case basis.	N	The impacts presented within the PEIR were based on current information and assumptions made based on aspects such as their form and other similar examples in the area. Many of these have now been updated on the results of further works such as geophysical survey and evaluation trenching.

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		Cultural heritage	2.4.9.11 We are pleased to see that it is acknowledged that there is the potential for previously unrecorded archaeological remains to survive throughout the proposed development area, but that based on current knowledge any remains are likely to be of local or regional sensitivity. We would recommend that this conclusion is reassessed as more information becomes available. It should also be noted that large parts of the proposed development area have not been investigated in the past; limited evidence does not mean that the potential is low, but rather unknown. We would recommend that if the potential of a feature is unknown, then they should be classed as being of high sensitivity and high value until further evidence is obtained.	N	The impacts in the PEIR were based on current information and assumptions made based on aspects such as their form and other similar examples in the area. Many of these have now been updated on the results of further works such as geophysical survey and evaluation trenching. No assets of National Significance have been identified within the Order Limits.
		Onshore mitigation, Cultural heritage	Table 2.4.13 Suggest that engagement with stakeholders have identified that remains present at Gorse Hill are of national significance. Historic England position is that these remains should be subject to geophysical surveys and intrusive evaluation as a matter of priority to establish their significance. This must in turn inform mitigation measures. At present the preliminary likely impact is identified to be significant. Magnitude of the impact can be reduced by embedded design solutions, for example cable routing avoiding most sensitive part of the site and/or re-location of the works compound.	N	The Gorse Hill area has now been subject to geophysical survey and evaluation trenching, while the proposed construction works have also been reduced. The trenching confirmed that the remains in this area were not of National Significance as set out in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage and Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**.
		Cultural heritage	Paragraph 2.4.9.14 Provides list of assets scoped out of the initial assessment. It is unclear at the moment what was the basis of the decision in each case. The evidence base for scoping out for each asset should be provided.	N	A rationale for the scoping out of heritage assets from construction phases is provided in **Application Document 6.3.2.3.A Appendix 2.3.A Cultural Heritage Baseline Report**. The assessment of impacts is contained in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage and Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**.
		Landscape and visual, Cultural heritage	Paragraph 2.4.9.15 Visualisations form heritage specific viewpoints should be used to inform the preliminary assessment. They should be provided in appendices. Without reviewing the evidence base it is not possible to verify if the level of harm has been appropriately assessed.	N	Locations for viewpoint photography was agreed through consultation with stakeholders including Historic England and East Suffolk Council. This is set out in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage and Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**.
		Inter-Project cumulative effects, Cultural heritage	Table 2.4.29 It has yet to be established if the proposed development would be visible from the upper storeys of the Buxlow Manor. This might influence assessment of harm from changes to its setting and decision on the mitigation measures. The cultural heritage chapter does not consider effects associated with construction of the Friston Substation as part of the consented scheme. This is addressed in Chapter 14 - Suffolk Onshore Scheme Inter-Project Cumulative Effects. Table 2.14.32 Historic Environment CEA. It has been stated	N	Locations for viewpoint photography was agreed through consultation with stakeholders including Historic England and East Suffolk Council, and photography from Buxlow Manor was scoped out at this stage as set out in **Application Document 6.4.2.1 Landscape and Visual**.

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			that no significant setting impacts during the operations phase are expected. Integrating cumulative effects into the onshore assessment would be appropriate.		
		Landscape and Visual, Cultural heritage	**Volume: 1 Part 2, Chapter 13 Suffolk Onshore Scheme Intra-Project Cumulative Effects** Table 2.13.1 Landscape and Visual effects have not been identified in context of designated and non-designated sites. We note that paragraph 2.13.2.4 signposts to relevant chapter to for detailed description of Landscape and Visual effects, however, we recommend the effects on the cultural heritage should be indicated in this table for clarity and consistency.	N	Landscape and Visual effects have been identified in context of designated and non-designated landscapes within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. Therefore, there is no requirement to reassess this relationship within the intra-project cumulative effects assessment. However, this relationship has now been highlighted within Table 2.12.1 in **Application Document 6.3.2.12 Part 2 Suffolk Chapter 12 Suffolk Onshore Scheme Intra-Project Cumulative Effects**.
		Intra-Project cumulative effects, Cultural heritage	Table 2.13.2 ‘Preliminary assessment of intra-project cumulative effects. Loss of archaeological remains and ‘direct loss of site’ have been identified. It has been assessed as a not significant effect. The appropriate archaeological surveys have not been undertaken yet, so there is potential for presence of undesignated archaeological remains within Draft Order Limits that would be of equivalent significance to designated sites. Complete loss of any such site would be a significant effect. We recommend this section is amended to reflect this risk.	N	The impacts in the PEIR were based on current information and assumptions made based on aspects such as their form and other similar examples in the area. Many of these have now been updated on the results of further works such as geophysical survey and evaluation trenching, and no assets on National Significance were recorded within the Suffolk Order Limits, although the remains on the Ebbsfleet Peninsula in Kent are considered to be of National Significance. The assessment is contained in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage and Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**.
		Geology and hydrogeology, Cultural heritage	**Volume 1, Part 3 Kent Onshore Scheme Chapter 4: Cultural Heritage** We welcome that the PEIR clearly states that further archaeological investigative works will be detailed in the ES in agreement with consultees. We are encouraged to see that Historic England consultees will be informed of other assessments, such as Geology and Hydrology.	N	This comment has been noted by National Grid.
		Cultural heritage	3.4.2.9, Table 3.4.1 & 5.8.9: we recommend walkover surveys are added to the approaches used to inform evaluation trenching.	N	This comment has been noted by National Grid. Trenching was based on results of geophysical survey data, as well as LiDAR and aerial photographs, and a walkover survey.
		Cultural heritage	3.4.3.4: we recommend you change “palaeo-archaeologist” to “geoarchaeologist”.	N	This comment has been noted by National Grid. Terminology has been revised as recommended.
		Cultural heritage	Table 3.4.9: The title of the table should be Criteria for Assessing the effect on the Significance of Heritage Assets.	N	This comment has been noted by National Grid.
		Onshore mitigation, Cultural heritage	3.4.4.10 In addition to the further data gathering exercises listed in this paragraph, archaeological evaluation trenching and test pits will be needed as advised and agreed by the local authority archaeological advisor. We recommend evaluation works proposed at the Roman site north of Ebbsfleet Farm and Wood be undertaken at the earliest opportunity	N	The baseline has been updated based on data from the final study area, as well as investigations as part of the Proposed Project including geophysical survey and evaluation trenching. This information was used to undertake the impact assessment based on the final design.

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			The results of these works should be used to inform the ES and support the potential for further mitigation measures. If significant archaeological remains which are determined to be demonstrably of national significance are identified, we would expect retention in situ to be the appropriate mitigation.		The evaluation trenching was all agreed through consultation with the Kent Archaeological Advisor, with trench locations and the WSI approved prior to works commencing.
		Geology and hydrogeology, Cultural heritage	3.4.7.2: Geoarchaeological investigations are not mentioned in the list of prospection works. We would recommend geoarchaeological boreholes are collected as part of the pre-determination works, and that a geoarchaeologist is given direct access to geotechnical cores in order to assess archaeological potential.	N	A review of the borehole and trial pit data was undertaken, with a focus on the Minster Marshes area. This was agreed with the Kent Archaeological Advisor and used to inform the impact assessment. This assessment focused on the GI factual report, as well as geo-archaeological works undertaken in the surrounding area for the Richborough Connection Scheme and the Weatherlees Pumping Station Scheme. The results of this assessment is provided in **Application Document 6.3.3.3.G ES Appendix 3.3.G Geo-Archaeological Baseline Report**. Further detail is contained in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage and Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**.
		Cultural heritage	3.4.8.3, H06: we recommend you change the first sentence to “Geoarchaeological modelling/profiling in areas of potential archaeology and palaeoenvironmental records.	N	National Grid acknowledges this feedback and the recommendation for the change has been made within the ES.
		Onshore mitigation, Cultural heritage	3.4.8.4: the use of the past tense in this section suggests mitigation measures have already been put in place, but more details are needed to clarify this. Please add that further site-specific mitigation measures may be necessary once the investigative works, to take place for the ES, have made the heritage and archaeology baselines more comprehensive.	N	National Grid acknowledges this feedback and the request for the change has been made within the ES.
		Cultural heritage	3.4.9.5: the use of a trenchless technique does not guarantee no impacts to heritage assets. Details of the approach and the potential for the presence and type of archaeology will need to be assessed on a case by case basis before the level of impact can be ascertained. We therefore recommend that the 105 non-designated assets are not removed from this preliminary assessment.	N	This comment has been noted by National Grid. The final impact assessment is based on additional design information, as well as information gained from evaluation trenching. The final assessment takes into account the potential for dewatering and chemical breakout during cable construction operations. **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage** and **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage** contains further details.
		Cultural heritage	Table 3.4.13: the calculated significance of effect to ‘Not Significant’ may not reflect the value of potential archaeology; the effect may be significant. Although the size of the impacted area may be considered small, this does not guarantee that significant buried archaeology will not be present. For example, the Ebbsfleet area has a high potential for significant archaeology of all periods such that the effects could be significant. Levels of effects cannot be determined until informed by further evaluation.	N	The final impact assessment is based on additional design information, as well as information gained from evaluation trenching which has been used to define significance/value. Further detail is contained in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage** and **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**.

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		Cultural heritage	Table 3.4.16: the same comment as above is pertinent here; the sensitivity cannot be assumed to be low when the nature and type of archaeology associated with the cropmarks is unknown.	N	
		Onshore mitigation, Cultural heritage	Table 3.4.19: we cannot agree with the 'Not Significant level of effect' without understanding the impact on Abbots Wall. If directly affected, the effect will be significant and mitigation measures will need to be determined in agreement with stakeholders.	N	Impacts on the Abbotts Walls based on the design presented in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** and is covered in the final impact assessment. **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage and Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage** contains further details.
		Cultural heritage	Table 3.4.23: we cannot agree with the 'Not Significant level of effect'. Although the size of the impacted area may be considered small, this does not guarantee that significant buried archaeology will not be uncovered. We agree that the effect to palaeoenvironmental remains will not be significant, as they are likely to be preserved to the same level across a larger area. However, the exact location of archaeological remains is unknown. These remains are likely to be very well preserved within the channel and may be of national or higher significance.	N	The final impact assessment is based on additional design information, as well as information gained from evaluation trenching and a review of GI data by a geoarchaeologist which has been used to define significance/value. **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage and Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage** contains further details.
		Landscape and visual, Cultural heritage	Table 3.4.24 Preliminary assessment of impacts on the setting of Richborough Castle & Volume 3 Part 3 Chapter 2 Figures Viewpoint 8: Richborough Roman Fort, viewing tower (Figure 3.2.8-H) We recognise that due to access restrictions, views from the viewing platform within the site have not been undertaken at this stage. It is proposed that the summer views will be taken from height, which we would welcome. We considered this is necessary in order to gain an understanding of the full extent of the harm to the significance of this monument through development within its setting. This development may also potentially affect the monuments relationship with the potential Roman Port north of Ebbsfleet Farm (in this document referred to as AECOM Kent 001) through physical harm to the non-designated site. We consider that the magnitude of impact cannot be fully understood until the view from height is provided. We therefore recommendation that viewpoints from height are provided from the viewing platform at Richborough fort in line with the way in which the site can be experiences. This should be presented as part of an assessment that sets out heritage specific viewpoints. We also recommend winter and summer views are taken in line with our guidance. Furthermore, a more comprehensive understanding of the significance of the Roman site north of Ebbsfleet Farm and Wood and its relationship to Richborough Roman Fort is required in order to understand its relationship to the fort.	N	Viewpoint photography locations were agreed in consultation with Historic England and the Kent Archaeological Advisor. Visualisations from the viewing platform at Richborough Fort have been carried out as included within **Application Document 6.4.2.1 Landscape and Visual** (specifically **Application Document 6.4.3.1.8 Representative Viewpoint Visualisations**), which has been used to inform the assessment contained within **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**. Geophysical survey and evaluation trenching has also been undertaken across the Ebbsfleet Land site to help assess its value/significance, and assess the potential level of impact. **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage and Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage** contains further details.

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			We also recommend further evaluation works are undertaken at the Roman site north of Ebbsfleet Farm and Wood. Our view is this work should be undertaken at the earliest opportunity and prior to the delivery of the ES so that the results can be incorporated into the Environmental Statement and used to inform the assessment of impact on Richborough Fort.		
		Construction – general, Cultural heritage	Table 3.4.14 Preliminary assessment of direct physical impacts during construction on non-designated (possible Roman port) near Ebbsfleet Farm. We agree with the recognition that these non-designated remains may be of national significance and therefore 'high' sensitivity. Further details of the design information in relation to the identified archaeological remains will be required in the ES in order to substantiate the claim that the magnitude of impact is 'small'. We consider that total removal of even a small percentage of the total area of archaeological remains could still result in a 'high' magnitude of impact; for example, if it were to remove key features.	N	Geophysical survey and evaluation trenching has also been undertaken across the Ebbsfleet Land site to help assess its value/significance, and assess the potential level of impact. This information was used to undertake the impact assessment based on the project design in **Application Document 6.2.4.1 Part 1 Introduction Chapter 4 Description of the Proposed Project Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage and Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage** contains further details.
		Water environment, Onshore mitigation, Cultural heritage	**Volume 1, Part 3, Chapter 13, Appendix 3.13A: Kent Onshore Intra-Project Cumulative Effects; Volume 2, Part 2, Appendix 2.13A: Suffolk Onshore Intra Project Cumulative effect.** Tables 2.13.A.4 & 2.13.A.5 (Suffolk) and 3.13.A.4 & 3.13.A.5 (Kent) could include cultural heritage as one of the relevant topics since prospection and mitigations strategies may impact upon, and be limited by, ecological receptors. Tables 2.13.A.6 & 2.13.A.13 (Suffolk) and 3.13.A (Kent) should include cultural heritage as one of the relevant topics. Changes to water levels, even is only temporary, may have adverse effects on heritage assets. Significance of effects should consider known and unknown heritage assets within the full extent of the affected zone (this may be larger than the project boundaries).	N	Within **Application Document 6.3.3.12.A ES Appendix 3.12.A Kent Onshore Intra-Project Cumulative Effects Screening Tables**, cultural heritage is considered as a relevant topic within Table 3 Designated/non-designated heritage assets receptors – Summary of environmental information. It has not been considered within Table 4 Designated and non-designated sites – Summary of environmental information and Table 5 Ecological receptors – Summary of environmental information, as these receptor groups are not referred to within the residual assessments assessment of **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**. Within **Application Document 6.3.2.12.A ES Appendix 2.12.A Suffolk Onshore Intra-Project Cumulative Effects Screening Tables**, cultural heritage is considered as a relevant topic within Table 3 Designated/non-designated heritage assets receptors – Summary of environmental information. It will not be considered within Table 4 Designated and non-designated sites – Summary of environmental information and Table 5 Ecological receptors – Summary of environmental information as these receptor groups are not referred to within the residual assessments assessment of **Application Document 6.2.3.3 Part 2 Suffolk Chapter 3 Cultural Heritage**. Within **Application Document 6.3.2.12.A ES Appendix 2.12.A Suffolk Onshore Intra-Project Cumulative Effects Screening Tables**, cultural heritage will not be considered as a relevant topic within Table 6 Water resources (existing abstractions and discharges) – Summary of environmental information and Table 13 Human Health – Summary of environmental information as these receptor groups are not referred to within the residual assessments assessment of **Application Document Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**.

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					Changes to water levels has not been deemed to have an adverse residual effect on heritage assets. Within **Application Document 6.3.3.12.A ES Appendix 2.12.A Kent Onshore Intra-Project Cumulative Effects Screening Tables**, cultural heritage will not be considered as a relevant topic within Table 6 Water resources (existing abstractions and discharges) – Summary of environmental information and Table 13 Human Health – Summary of environmental information as these receptor groups are not referred to within the residual assessments assessment of **Application Document Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**. Changes to water levels has not been deemed to have an adverse residual effect on heritage assets. Within **Application Document 6.2.3.12 Part 3 Kent Chapter 12 Kent Onshore Intra-Project Cumulative Effects and Application Document 6.2.2.12 Part 2 Suffolk Chapter 12 Suffolk Onshore Scheme Intra-Project Cumulative Effects** increased run off rates, impacts to land drainage, the temporary loss of floodplains and increased flood risk is judged to have Negligible to Minor adverse (not significant) effects on floodplains, watercourses, land drains and existing land uses. No changes to heritage asset would be expected.
		Marine archaeology, Offshore physical environment, DCO process	**Volume: 1 Part 4 Offshore Scheme Chapter 7 Marine Archaeology** We understand that the Offshore scheme is based on survey work done to date but that additional investigative works are going to inform the ES. We welcome the approach that “cultural heritage receptors are therefore considered to be of high sensitivity and high value, until further information is available to refine this”. We look forward to reading the ES. The marine assessment of archaeological potential is further ahead compared to the terrestrial areas of the scheme. For example, a Stage 1 geoarchaeological assessment of 65 vibrocores has already been carried out (Section 4.7.4.7), the known maritime and aviation archaeology have been reviewed (Section 4.7.4.8), and an initial programme of marine geophysical surveys have been completed (Section 4.7.4.12). It is imperative this assessment work is completed and submitted with the ES. It would therefore be useful for confirmation that this chapter, the Outline Marine WSI and the Marine Archaeological Technical report will be updated with this information prior to the DCO submission. Similarly, we understand no intertidal walkover surveys have been conducted yet and were also planned for summer 2023. We recommend confirmation is given as to whether this will be included within the Technical report or reported separately.	N	Confirmation was provided to Historic England, during an online meeting on 27 March 2024, that the Marine Archaeological Technical Report and draft Written Scheme of Investigation will be updated and appended to the ES, although the PEIR chapter will remain unchanged. Additional available datasets have been incorporated into these reports, including geophysical assessment results, geotechnical investigation results, and walkover survey data. Further details are now available within **Application Document 7.5.5 Outline Offshore Overarching Written Scheme of Investigation (OWSI), Application Document 6.3.4.6.A ES Appendix 4.6.A Marine Archaeological Technical Report and Application Document 6.2.4.6 Part 4 Marine Chapter 6 Marine Archaeology**.

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			We note the gaps in both geophysical and geotechnical data coverage acknowledged within this chapter, and appropriately within the Outline Marine Written Scheme of Investigation (WSI) and other PEIR documents.		
		Geology and hydrogeology, Marine archaeology	4.7.4.14 & 4.7.4.55 It is for example noted that the initial Geophysics reports have not been included as part of the PEIR and so it has not been possible to review the work done to date. In particular, the resolution of the survey work carried out so far has not been clearly stated. It is further noted that the geophysical surveys do not cover the entire area of the proposed Order Limits, but that additional survey work was planned for Summer 2023. It would be useful to know if this work already been carried out.	N	The results of the initial geophysical survey were integrated into the Technical Report (4.7.A), which was appended to the PEIR. Equipment specifications are in table 4.7.A.4: Summary of survey equipment: line spacing information for nearshore (variable between approx. 10 - 30 m) and offshore (50 m spacing for geophysical main lines; 2000 m spacing for geophysical cross lines). Additional marine geophysical survey data was obtained in 2024 and has been archaeologically assessed and the results are included in **Application Document 6.2.4.6 Part 4 Marine Chapter 6 Marine Archaeology**.
		Marine archaeology	4.7.4.18 & 4.7.4.51 It is noted that the 65 vibrocores were collected in 2021 and initially assessed for their geoarchaeological potential (Stage 1 assessment). The cores were subsequently used for engineering purposes and so were not available for further archaeological assessments.	N	This comment has been noted by National Grid.
		Marine archaeology	4.7.4.19 We are pleased to see that despite this, additional cores (including some duplicates from the original campaign) will be collected and assessed for their archaeological potential.	N	The Stage 1 results of the archaeological assessment of these cores are included in the ES. Details are contained in **Application Document 6.2.4.6 Part 4 Marine Chapter 6 Marine Archaeology**.
		Marine archaeology	4.7.4.32 – 46 the 'Assessment Criteria' only includes details of the value of maritime heritage assets. There is no detail provided in the text regarding the criteria for aviation or prehistoric heritage assets. This should be addressed in the full ES.	N	Table 4.7.9 (Criteria to assess the archaeological value of heritage assets) contains criteria for maritime, aviation and submerged prehistory heritage assets. Accompanying text within this section has been reviewed for the ES to ensure all assets are referred to proportionately. Details are contained in **Application Document 6.2.4.6 Part 4 Marine Chapter 6 Marine Archaeology**.
		Intra-Project cumulative effects, Marine archaeology	4.7.4. 10 Whilst there is consideration for transboundary effect provided within Section, there is no consideration for cumulative or in-combination impacts from this project considered. This should be considered for inclusion in the ES or a rationale presented for its exclusion.	N	Cumulative and in-combination impacts are dealt with in separate chapters to the Marine Archaeology ES chapter. Further details are contained in **Application Document 6.2.4.10 Part 4 Marine Chapter 10 Intra-Project Cumulative Effects and Application Document 6.2.4.11 Part 4 Marine Chapter 11 Inter-Project Cumulative Effects**.
		Marine archaeology	4.7.4.48 It is acknowledged that the data sources used to assess the historic environment offshore are incomplete, and so there is the potential for previously unknown remains to be present, in particular the potential for buried archaeological remains.	N	This comment has been noted by National Grid and relates to data accessed from archival organisations (including the UKHO, NMHR and local HERs) not being refreshed during the timeline of the Proposed Project. It is possible that additional records have been included in these archives since the data was requested which will not be included in the latest archaeological assessment. It was agreed with the onshore and offshore cultural heritage teams that data would not be refreshed as stakeholders have not suggested there have been significant changes in the data. Furthermore, marine geophysical and geotechnical survey work has been undertaken to better understand the marine archaeological nature of the seabed, and the results have been

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					integrated into **Application Document 6.3.4.6.A ES Appendix 4.6.A Marine Archaeological Technical Report**.
		Marine archaeology	4.7.4.56 It is stated that some of the SSS and Magnetometer geophysical data was considered to be of 'average' quality. It would be useful to understand the implications of this for the archaeological assessment and the confidence that can be held in the conclusions drawn at this stage.	N	Table 6.8 within **Application Document 6.2.4.6 Part 4 Marine Chapter 6 Marine Archaeology** shows the criteria for assigning data quality rating - the average quality data rating for the SSS data was primarily due to weather noise visible in the data, given the SSS data overlap and the MBES data quality of 'Good'; confidence that the data is suitable for archaeological assessment is good.
		Marine archaeology	4.7.7.4, 4.7.7.6 & 4.7.7.7 It was noted that the palaeogeographic and ground investigation work has identified a few potential features of archaeological value, including channels that may contain deposits such as peat. These sorts of features and deposits have been classed as being of high palaeoenvironmental potential and very high sensitivity, which we would agree with.	N	This comment has been noted by National Grid. These features have been taken forward for inclusion within **Application Document 6.2.4.6 Part 4 Marine Chapter 6 Marine Archaeology**.
		Offshore mitigation, Construction – general, Marine archaeology	4.7.8.2 & 4.7.8.3 We are pleased to see that avoidance will be the primary mitigation approach for marine heritage and that mitigation options for heritage have been included in the Outline Code of Construction Practice (CoCP). The mitigation approaches outlined in the Outline CoCP seem sensible and appropriate and include the option to investigate potential sites in more detail, protect known sites using an exclusion zone and apply a reporting protocol for any unexpected finds.	N	This comment has been noted by National Grid. These mitigation approaches have been taken forward within **Application Document 6.2.4.6 Part 4 Marine Chapter 6 Marine Archaeology**.
		Marine archaeology	4.7.8.4 It is further stated that methods of ground truthing should include diver and/or ROV surveys in conjunction with other surveys. We are pleased to see that all of the data will be shared with appropriate specialists and that specialists will be involved in the development of the different survey campaigns.	N	This comment has been noted by National Grid. These methods have been taken forward within **Application Document 6.2.4.6 Part 4 Marine Chapter 6 Marine Archaeology**.
		Offshore physical environment, Offshore mitigation, Marine archaeology	4.7.8.4 We are pleased to see that indirect impacts to marine heritage have also been considered, such as impacts from erosion or scour. It is stated that physical buffers may be applied to mitigate these sorts of impacts.	N	This comment has been noted by National Grid. Indirect impacts have been assessed within **Application Document 6.2.4.6 Part 4 Marine Chapter 6 Marine Archaeology**.
		Offshore mitigation, Marine archaeology	4.7.8.5 All of the mitigation approaches will be set out in a method statement which will be approved by Historic England. We look forward to seeing these method statements in due course.	N	This comment has been noted by National Grid. Method Statements will be prepared as necessary throughout the Proposed Project, to support the overall marine WSI.
		Offshore physical environment, Offshore	Table 4.7.19 states that there will be no significant effect on heritage receptors on the seabed, the sub-seabed heritage and in the intertidal zone following the implementation of the relevant mitigation measures. Given the full assessment has not	N	This comment has been noted by National Grid.

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		mitigation, Marine archaeology	been completed and surveys are on-going we do not agree this is the case and this will need to be revisited in the ES		**Application Document 6.2.4.6 Part 4 Marine Chapter 6 Marine Archaeology** has included all the survey results, covering the entirety of the offshore development area. Following implementation of embedded and additional mitigation measures and enhancement measures presented in **Application Document 6.2.4.6 Part 4 Marine Chapter 6 Marine Archaeology**, the residual effects of all potential impacts should be reduced to between negligible adverse and minor beneficial, which are considered not significant in terms of EIA.
		Construction – general, Offshore physical environment, Marine archaeology	**Volume 2, Part 1, Appendix 1.4.A Outline Code of Construction Practice** H01 could be reworded to be more applicable to marine works that cannot be 'fenced off'. H03, H05, and H06 should be considered for inclusion within the marine chapter, as they may also be relevant. MA05 states that "… will agree a solution that protects the significance of the new discovery, so far as is practicable, within the project parameters." We request that further detail is required to explain this statement.	N	National Grid acknowledges this feedback H01 has been amended as follows: Locations of known archaeological interest/value, or areas where archaeological work is planned, will be signposted/fenced off (onshore cultural heritage) or avoided using AEZs visible in project GIS mapping and micro-siting (offshore marine archaeology) to avoid unintentional damage. H01 is covered by MA07 and MA08; H05 is covered by MA07 and MA10; and H06 is covered in MA02. MA05 has been re-worded as follows: Where a previously unknown heritage asset is discovered, or a known heritage asset proves to be more significant than foreseen at the time of application, the project will inform the MMO, as advised by Historic England, and will agree a solution that protects the significance of the new discovery, utilising agreed mitigation measures such as AEZs and avoidance.
		Construction – general, Cultural heritage, Marine archaeology	Table 1.4.A.2 outlines the control management measures, including those for cultural heritage and marine archaeology. The measures seem sensible and appropriate and we look forward to seeing the detailed method statements for each of the different measures.	N	Method Statements will be prepared as necessary throughout the Proposed Project, to support the overall marine WSI. Please refer to **Application Document 7.6 Marine Archaeological Method Statements** for further details. Outline Overarching Written Schemes of Investigation form part of the DCO application (**Application Document 7.5.4.1 Outline Onshore Overarching Written Scheme of Investigation (OWSI) – Suffolk, Application Document 7.5.4.2 Outline Onshore Overarching Written Scheme of Investigation (OWSI) and Application Document 7.5.5 Outline Offshore Overarching Written Scheme of Investigation (OWSI)**. These will be followed by detailed Overarching Written Schemes of Investigation as well as Site Specific Written Schemes of Investigation.
		Marine archaeology	**Volume 2, Part 4, Appendix 4.7.A: Martine Archaeological Technical Report** The document is a good overview of known and unknown heritage assets. It correctly identifies the limitations of the data utilised so far and takes a welcome precautionary approach.	N	This comment has been noted by National Grid.
		Marine archaeology	4.7.A.3.8 It is good to see that the known and potential unknown archaeological receptors dating from the Palaeolithic period onwards are considered in this document.	N	This comment has been noted by National Grid.

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		Marine archaeology	4.7.A.3.26 presents the geophysics survey methodology, but no information has been provided about the resolution of the surveys. For example, it would be useful to state the line spacings used for the different geophysical techniques as this would indicate whether it was possible to resolve certain types of archaeological features and the confidence that could be held in the resulting conclusions. 4.7.A.3.44 Only the line spacings used for the magnetometry data have been stated here and it has been concluded that smaller ferrous features which weren't directly covered by a line of magnetic data may not have been picked up in the data. 4.7.A.3.87 It was noted that the MBES and SbP data was classed as being of 'Good' quality, while the SSS and Magnetometry data was classed as being of 'Average' Quality. It would have been useful to include a statement of how average quality data impacts the interpretation of the archaeological and other evidence.	N	The results of the initial geophysical survey were integrated into the Technical Report (document reference: 4.7.A), which was appended to the PEIR. Equipment specifications are in table 4.7.A.4: Summary of survey equipment: line spacing information for nearshore (variable between approx. 10 - 30 m) and offshore (50 m spacing for geophysical main lines; 2000 m spacing for geophysical cross lines). Table 4.7.A.6 shows the criteria for assigning data quality rating - the average quality data rating for the SSS data was primarily due to weather noise visible in the data, given the SSS data overlap and the MBES data quality of 'Good' confidence that the data is suitable for archaeological assessment is good. An additional marine geophysical survey was completed in 2024 and the datasets have been archaeologically assessed and the results are integrated with the original 2021 survey and are presented in **Application Document 6.2.4.6 Part 4 Marine Chapter 6 Marine Archaeology**.
		Geology and Hydrogeology, Marine archaeology	4.7.A.4.30 It is acknowledged that 12 palaeochannel features have been identified within the study area that have the potential to contain Pleistocene and Holocene sediments. The geophysical survey has identified gas blanking that may be indicative of organic material, and the initial geoarchaeological assessment identified alluvium and peat (for example, Sections 4.7.A.4.31 & 4.7.A.4.54). These features are of high archaeological and palaeoenvironmental potential and so we are pleased that they will be investigated in more detail (see Section 4.7.A.5.4).	N	This comment has been noted by National Grid. A Stage 1 geoarchaeological assessment of these features has been taken forward within **Application Document 6.2.4.6 Part 4 Marine Chapter 6 Marine Archaeology** and a Stage 2 geoarchaeological assessment of high potential deposits has been undertaken and the assessment report will be formally submitted at Deadline 1, due to a delay in the 2024 geotechnical survey.
		Marine archaeology	Table 4.7.A.11 A total of 837 anomalies of archaeological potential have been identified within the study area. Although several unknown wrecks have potentially been identified, the largest category of anomalies recorded relates to A2 features, in particular magnetic anomalies (496 in total). The A2 anomalies will need to be investigated in more detail in order to determine the most appropriate mitigation strategy.	N	The primary mitigation measure is avoidance. Where the Proposed Project cannot avoid A2 features, further investigative work will be undertaken to better understand the nature, extent and significance of the anomaly and an appropriate mitigation strategy put in place.
			4.7.A.6.17 We are pleased to see that the potential for buried archaeological remains dating from the Palaeolithic period onwards has been recognised for the intertidal zone.	N	This comment has been noted by National Grid. These features have been taken forwards within **Application Document 6.2.4.6 Part 4 Marine Chapter 6 Marine Archaeology**.
		Marine archaeology	4.7.A.8.5 & 4.7.A.8.7 We agree that any palaeogeographic features and peat should be considered to be of high archaeological and palaeoenvironmental potential.	N	This comment has been noted by National Grid. These features have been taken forwards within **Application Document 6.2.4.6 Part 4 Marine Chapter 6 Marine Archaeology**.
		Marine archaeology, Legislation and	**Volume: 2 Part 4 Offshore Scheme Appendix 4.7.B, Outline Written Scheme of Investigation**	N	Reference to this document has been updated to 'draft OWSI' throughout the DCO application.

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		policy inc. permits	The WSI should be referred to in the title as either Outline or Draft, to avoid confusing with the final Marine WSI to be agreed post-consent with the licensing authority and their advisors.		
		Marine archaeology, DCO process	Table 4.7.B.1 Reference is made here that the Outline Marine WSI will be agreed with archaeological curators prior to commencement. This should be secured with appropriate requirements in the DCO wording in this Outline Marine WSI and other project documentation with a clear timeframe for delivery.	N	This comment has been noted by National Grid. A Written Scheme of Investigation (WSI) including a Protocol for Archaeological Discoveries will be agreed with the Archaeological Curator via the Regulator and implemented (**Application Document 7.5.5 Outline Offshore Overarching Written Scheme of Investigation (OWSI)**) prior to works commencing. This is set out within **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured via Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**).
		Marine archaeology	Table 4.7.B.1 We note research framework themes that could be addressed are set out here. This is primarily derived from 'People and the Sea'. It should also include themes from the updated North Sea Prehistory Research and Management framework.	N	Relevant themes from the updated North Sea Prehistory Research and Management framework have been taken forwards within **Application Document 6.2.4.6 Part 4 Marine Chapter 6 Marine Archaeology**.
		Marine archaeology, Timescales / programme	4.7.B.4.1 timescales are required for the delivery of method statements to archaeological curators for review. This is to ensure clarity between all parties, enough time to review documents, and for any comments to be implemented prior to commencement.	N	This has been discussed with Historic England at an online meeting 27 March 2024. At this meeting it was stated that a minimum of 20 working days is required to review documents. This will be included in relevant documents, including updates to the draft WSI and any method statements.
		Consultation	4.7.B.4.17 Specific contacts details for Historic England should be removed from the paragraph, reference to the Marine Planning Unit, London and South East and East of England regions is sufficient.	N	These sections have been updated within **Application Document 7.5.5 Outline Offshore Overarching Written Scheme of Investigation (OWSI)**.
		Timescales / programme	4.7.B.4.19 relating to method statements for archaeological works (surveys) and work packages impacting heritage interests (construction) should set out timeframes	N	This has been discussed with Historic England at an online meeting 27 March 2024. At this meeting it was stated that a minimum of 20 working days is required to review documents. This has been included in relevant documents, including **Application Document 7.5.5 Outline Offshore Overarching Written Scheme of Investigation (OWSI) and Application Document 7.6 Marine Archaeological Method Statements**.
		Marine archaeology	4.7.0B.4.12 -16 The retained archaeologist should also have responsibilities to provide awareness training to contractors to facilitate the application of a PAD as set out in paragraph 4.7.B.7.28. Additionally, a PAD should be appended to the Outline Marine WSI submitted for the DCO application. The summary of the baseline included within the Outline Marine WSI is enough for the PEIR, but it should be noted that further detail may be required later so the Marine WSI can act as a standalone document post consent.	N	These comments have been updated within **Application Document 7.5.5 Outline Offshore Overarching Written Scheme of Investigation (OWSI)**. An outline of the Protocol for Archaeological Discoveries has been presented in the OWSI along with flow charts showing how the Protocol will operate. The Retained Archaeologist will prepare the bespoke Protocol for Archaeological Discoveries document for the Proposed Project along with providing awareness training for relevant contractors based on the outline presented in the OWSI once information regarding project work requiring the Protocol is confirmed. The baseline summary has been updated with the latest available archaeological assessment results.

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		Marine archaeology, Timescales / programme	4.7.B.7.32 - 36 Within the mitigation measures presented within the Outline Marine WSI, provision should also be included within for method statements for work packages, including timeframes for delivery.	N	This has been discussed with Historic England at an online meeting 27 March 2024, at this meeting it was stated that a minimum of 20 working days is required to review documents. This has been included in relevant documents, including **Application Document 7.5.5 Outline Offshore Overarching Written Scheme of Investigation (OWSI) and Application Document 7.6 Marine Archaeological Method Statements**.
		Marine archaeology	4.7.B.7.44 - 57 should consider all relevant dating techniques for stage 4 analysis, not just radiocarbon dating.	N	Table 4.7.B.4 has been amended to cover additional scientific dating techniques including Luminescence dating.
		Offshore ordnance / UXO	4.7.B.7.58 - 65 & 4.7.B.7.66 - 68 “Archaeological assessment of UXO ROV survey data gathered for non-archaeological purposes” and “Archaeological Investigations Using Divers and/or ROVs” should be reviewed as the two sections seem to overlap and be confused in part.	N	These sections have been reviewed and updated within **Application Document 7.5.5 Outline Offshore Overarching Written Scheme of Investigation (OWSI)**.
		Marine archaeology	4.7.B.11.1 we recommend the reference to washing finds is removed as it can remove surface residues prior to archaeological assessment.	N	These sections have been reviewed and updated within **Application Document 7.5.5 Outline Offshore Overarching Written Scheme of Investigation (OWSI)**.
		Marine archaeology, Timescales / programme	4.7.B.11.9 - 11 The reporting section must include timeframes for submission of reports to the archaeological curators for comment.	N	This has been discussed with Historic England at an online meeting 27 March 2024. At this meeting it was stated that a minimum of 20 working days is required to review documents. This has been included in relevant documents, including **Application Document 7.5.5 Outline Offshore Overarching Written Scheme of Investigation (OWSI) and Application Document 7.6 Marine Archaeological Method Statements**.
		Consultation	**Volume 2, Part 4, Appendix 4.7B: Outline WSI** 4.7.B.2.5: please note that AONBs are now known as National Landscapes	N	This comment has been noted by National Grid. This has been reviewed and updated within **Application Document 7.5.5 Outline Offshore Overarching Written Scheme of Investigation (OWSI)**.
		Marine archaeology	4.7.B.7.33 It is acknowledged that this document represents an Outline WSI, and that detailed method statements will be produced for each package of works.	N	This comment has been noted by National Grid.
		Marine archaeology	Table 4.7.B.1 The Maritime Archaeological Research Agenda is referenced in the WSI, however we would recommend that the North Sea Prehistoric Research and Management Framework and associated research questions and themes are also referred to (https://researchframeworks.org/nsprmf/).	N	Relevant themes from the updated North Sea Prehistory Research and Management framework have been incorporated into **Application Document 6.2.4.6 Part 4 Marine Chapter 6 Marine Archaeology**.
		Marine archaeology	Table 4.7.B.1 It is clear from the research themes and questions that the development of a robust chronology will be important.	N	This comment has been noted by National Grid.
		Marine archaeology	4.7.B.7.48 we are pleased to see that cores will be collected using light-proof sleeves and will be split and stored under safe-light laboratory conditions, in order to allow techniques such as OSL dating to be applied to the sampled material. It may also	N	This comment has been noted by National Grid. This has been reviewed and updated within **Application Document 7.5.5 Outline Offshore Overarching Written Scheme of Investigation (OWSI)**.

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			be useful to consider the application of Bayesian approaches to aid the construction of a robust and precise chronology.		
		Marine archaeology	4.7.B.6.3 & 4.7.B.6.7 We are pleased to see that direct and indirect impacts are being considered, and that archaeological remains will be avoided through the use of Archaeological Exclusion Zones, AEZs.	N	This comment has been noted by National Grid.
		Marine archaeology	4.7.B.7.8 It is noted that the size, shape and extent of the exclusions zones as more information becomes available, and after discussion with Historic England.	N	This comment has been noted by National Grid.
		Marine archaeology	4.7.B.7.15 It is also good to see that heritage is being considered for activities that utilised vessels such as jack-up vessels and or platforms.	N	This comment has been noted by National Grid.
		Marine archaeology	4.7.B.7.5 We recommend that the geomorphological units are added to the deposit model figures in Appendix 4.7.A.	N	This comment has been noted by National Grid.
		Marine archaeology	4.7.B.5.10 The initial work carried out to date has identified many anomalies within the proposed development area. The largest category of remains relates to A2 features of likely or possible anthropogenic origin, and it is concluded that there is potential for additional, previously unknown remains to be present offshore and in the intertidal zone.	N	This comment has been noted by National Grid.
		Marine archaeology	4.7.B.7.16 It is stated that AEZs have not been recommended for A2 anomalies, but that the features will be avoided by micrositing where possible.	N	This comment has been noted by National Grid. This has been taken forward to **Application Document 6.2.4.6 Part 4 Marine Chapter 6 Marine Archaeology**.
		Marine archaeology	4.7.B.7.18 Additional surveys will be carried out on a case-by-case basis in order to accurately position the elements of the site, which is good to see.	N	This comment has been noted by National Grid.
		Marine archaeology, Offshore mitigation	Section 4.7.B.7.19 A robust strategy to investigate the A2 anomalies is particularly important considering the large number of remains identified to date. It is also acknowledged that in some cases it may not be possible to avoid the A2 anomalies and so appropriate mitigation would be needed. This could include the survey, recording and/or excavation. The additional survey and mitigation approaches cited are what we would expect to see, but we look forward to reviewing the subsequent detailed method statements.	N	Further method statements will be prepared as required, where A2 anomalies cannot be avoided. Please refer to **Application Document 7.6 Marine Archaeological Method Statements**.
		Marine archaeology	4.7.B.7.21 It is stated that Protocol for Archaeological Discoveries (PAD) will be developed to address any unexpected archaeological material recovered during the lifetime of the project.	N	This comment has been noted by National Grid.

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		Marine archaeology	4.7.B.7.28 The application of the PAD will include training to the Project Staff from the Retained Archaeologists, which is good to see. We look forward to reviewing this document in due course.	N	This comment has been noted by National Grid.
		Marine archaeology, Construction - general	4.7.B.7.37 & 4.7.B.8.4 It is stated that additional geophysical surveys will be carried out in areas that have not been surveyed thus far, for various pre-construction activities and for post-construction monitoring during Operation and Maintenance phases.	N	This comment has been noted by National Grid.
		Marine archaeology	4.7.B.7.37, 4.7.B.7.39, 4.7.B.7.60 & 4.7.B.8.5 We are pleased to see that archaeological specialists will be involved in the design of these survey campaigns and in the review of the data. This will ensure that the resolution of any surveys will be enough in order to maximise the opportunities to identify any archaeological remains.	N	This comment has been noted by National Grid.
		Marine archaeology	4.7.B.7.40 We are also pleased to see that provision will be made to include an archaeological specialist on-board the survey vessel during the acquisition of the data.	N	Consideration will be given to the provision of an archaeologist or geophysicist on-board a survey vessel.
		Marine archaeology	4.7.B.7.46 It is acknowledged that additional cores will be recovered for geoarchaeological assessment, including duplicate cores to replace the ones that were used for engineering purposes following the Stage 1 assessment.	N	This comment has been noted by National Grid.
		Marine archaeology	4.7.B.7.47 & 4.7.B.7.48 We are pleased to see that a geoarchaeologist will be involved in the design of the sampling campaign to ensure that cores are recovered and stored appropriately, and that detailed method statements will be submitted for review prior to this work taking place.	N	This comment has been noted by National Grid.
		Marine archaeology	4.7.B.7.49 Provision will also be made for a geoarchaeologist to be on the vessel if material is to be assessed on-board, an approach we support. We would recommend that where possible the geoarchaeologist is given direct access to the cores themselves in addition to the core logs, as it is better to record and assess continuous core sequences as this allows for greater reliability and confidence in the resulting conclusions.	N	This comment has been noted by National Grid.
		Landscape and Visual	4.7.B.3 It is also good to see that the potential complexity of the landscape is acknowledged and addressed through the research questions is discussed.	N	This comment has been noted by National Grid.
		Cultural heritage, Marine archaeology	4.7.B.7.54 It is stated that the results of any terrestrial, intertidal and offshore works will be shared between the different teams. This will ensure a consistency of approach but also allow the data to be interpreted at the landscape level.	N	This comment has been noted by National Grid.

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		Cultural heritage, Marine archaeology	Table 4.7.B.4 We are pleased to see that the marine and intertidal zone samples will be assessed following a staged approach.	N	This comment has been noted by National Grid. This survey will be undertaken in the summer of 2025.
		Cultural heritage, Marine archaeology	Section 4.7.B.8.2 We are pleased to see that a programme of post-construction monitoring will be implemented to confirm and demonstrate that impacts have been as negligible as impacted.	N	This comment has been noted by National Grid.
		Cultural heritage, Marine archaeology	4.7.B.10 & 4.7.B.11.5 summarises the work that will be carried out on the environmental samples. These sections read as if it is talking about a terrestrial site, and not the sort of samples outlined earlier in the document. For example, it discusses the collection of 40L bulk samples, kubiena and monolith samples and the assessment of cremations. Can this section be checked to ensure that it discusses the sort of samples recovered from the offshore and intertidal zones? We would also recommend that samples are recovered to assess micro-remains that can provide information about past wet environments (e.g. foraminifera, ostracods etc.). We would also recommend that separate samples are recovered for plant macrofossils, insect remains, pollen and other paleoenvironmental proxies.	N	This comment has been noted by National Grid. This has been reviewed and updated within **Application Document 7.5.5 Outline Offshore Overarching Written Scheme of Investigation (OWSI)**.
		Cultural heritage	4.7.B.12.6 A reference should be included to the CIFA Dig Digital toolkit when discussing the data management plan.	N	This comment has been noted by National Grid. This has been reviewed and updated within **Application Document 7.5.5 Outline Offshore Overarching Written Scheme of Investigation (OWSI)**.
		Consultation, DCO process	**Summary** Thank you for sharing the PEIR and associated documents with Historic England. We have provided comments above both detailed and more generic in nature. Where appropriate we have also made recommendations to improve the final ES and DCO application and we also recommend further engagement with Historic England before the ES if finalised.	N	This comment has been noted by National Grid. There has been ongoing dialogue between National Grid and Historic England prior to DCO application submission, and National Grid look forward to ongoing engagement with Historic England post submission.

Table 1.13 Joint Nature Conservation Committee

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Consultation, Offshore Environmental Impact	Please find below our comments which relate to Question 11 “Do you have any comments or issues you would like us to take into consideration regarding our marine proposals”. **General Comments:** JNCC is not the statutory SNCB for marine operations within territorial waters and therefore we shall not be commenting on general environmental impacts of this project. We are joint site managers with Natural England for the Outer Thames Estuary SPA and the Southern North Sea SAC so we request to remain involved in the consultation process so that we may review the project in relation to these two MPAs. Our comments below are therefore entirely related to those sites.	N	National Grid notes that the Joint Nature Conservation Committee is not the Statutory Nature Conservation Body for marine operations within territorial waters. The ES includes an assessment of the Outer Thames Estuary SPA and the Southern North Sea SAC in **Application Document 6.6 Habitats Regulations Assessment Report**.
		Offshore ordnance / UXO, Legislation and policy inc. permits, Offshore mitigation	**Marine Mammal Comments:** **Volume 1 Part 4 Chapter 5 Marine Mammals** Page 4, Table 4.5.2 – JNCC agrees with the decision to apply for a separate marine licence for Unexploded Ordnance (UXO) detonation, as this means that the application will be for a definite (or close estimate) number of UXOs to be cleared, as opposed to a potentially unrealistic, worse-case scenario. Page 14, Paragraph 4.5.4.5 – we highlight that the SCANS programme recently published the results of the SCANS IV survey (Gilles et al. 2023). We encourage the use of these results in addition to SCANS III. Paragraph 4.5.8.4 – While we understand the reasons for not including mitigation for geophysical surveys in this document, we highlight that due to the proposed works being within the winter area of the Southern North Sea (SNS) SAC, undertaking the works in the summer months (April - September inclusive), would avoid the peak abundance of harbour porpoise within this area of the site. We agree that mitigation for UXO clearance should be discussed in that licence application if one is needed. Page 33, Table 4.5.17 – underwater sound from UXO: we highlight the UK Governments joint position statement (UK Government 2022) on UXO clearance which states that low-noise alternatives to high order clearance, such as deflagration, are prioritised when planning UXO clearance. This should be considered if a licence is needed for UXO clearance. We also highlight the JNCC mitigation guidelines for explosive use and UXO clearance are currently under	N	This comment has been noted by National Grid. SCANS IV data and the most up to date mitigation have been included in **Application Document 6.2.4.4 Part 4 Marine Chapter 4 Marine Mammals**.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			review and the most up to date version should be considered when developing the mitigation plan.		
		Marine conservation zone assessment, Benthic ecology, Legislation and policy inc. permits	**PEIR Volume 1 Part 5 Chapter 3 HRA Screening Report** JNCC notes the potential impact pathways identified in this report for the Southern North Sea SAC (summarised in Table 5.3.16, page 93) and agree there may be a likely significant effect on the site. We agree with screening INSS and thermal emissions out of the assessment, and that increase in suspended sediment, will be an indirect effect. Section 5.3.10 – We would like to point out that Refs 3.42 and 3.43 are in fact JNCC documents, not Natural England.	N	These comments have been noted by National Grid. Referencing errors have all been addressed in **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**.
		Ornithology, Offshore mitigation, Coordination with other Projects	**Offshore Ornithology Comments:** **PEIR Part 4 Offshore Scheme Chapter 6 Ornithology Version A October 2023, Table 4.6.14, page 53-54:** The Likely Significant Effect (LSE) test is a course filter of likely impact, and would usually be failed (i.e. further Appropriate Assessment (AA) is required), where an impact pathway can be established. Where an impact pathway exists, only where the impact could be demonstrated to be so small as to be inconsequential for the conservation objectives of the site, could it be confidently concluded that no LSE exists. In the People Over Wind judgement (Case c-323/17 Peter Sweetman v Coillte Teoranta [2018]), the CJEU concluded that mitigation measures designed to reduce or avoid impact should not be considered at the LSE stage, but should be considered within any AA. The judgement went further and considered that the very fact that mitigation measures were proposed at the screening stage by the developer confirms that the proposed project would have a significant effect. That mitigation is proposed in 4.6.8 to counter disturbance impacts, and that this table states that further mitigation measures may be incorporated suggests that there is not confidence that there would be no LSE. It should also be noted that the LSE test applies both to the project alone and in-combination with other Plans or Projects.	N	These comments have been noted by National Grid. **Application Document 6.6 Habitat Regulations Assessment Report** has not considered any mitigation measures, such as seasonal restrictions, at the Likely Significant Effect (LSE) test. These are considered as mitigation and dealt with at the Appropriate Assessment stage.
		Inter-Project cumulative effects, Ornithology	**Volume: 1 Part 5 Project Wide Effects Chapter 3 Habitat Regulations Screening Report Version A** October 2023 para 5.3.9.6 explicitly states ""... it is not possible to screen out ‘in combination’ effects at this stage. Impact pathways that may arise ‘in combination’ with the Proposed Project include ... disturbance of red-throated diver of Outer Thames Estuary SPA ...”" Given that this project may add additional disturbance to red-throated diver of Outer Thames Estuary SPA, we cannot therefore currently agree with the conclusions presented in this table, i.e. “The preliminary assessment concludes that the	N	These comments have been noted by National Grid. For red-throated diver, the Proposed Project is committing to a full seasonal restriction (1 November – 31 March) for offshore cable installation activities in the Outer Thames Estuary SPA and a reduced seasonal restriction (1 January – 31 March) for landfall cable installation activities at the Suffolk landfall in Aldeburgh. **Application Document 6.6 Habitat Regulations Assessment Report** and **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** reflect this mitigation

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			displacement of red-throated diver during construction of the offshore scheme alone only result in temporary displacement that is not significant."		measure. The REAC is secured by Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Ornithology, Construction – general, Inter-Project cumulative effects	We agree that "There are high levels of shipping activity and recreational use in the Outer Thames Estuary and southern North Sea, with this part of the North Sea being busy with fishing vessels, cargo vessels and increasingly, vessels associated with the offshore renewables industry". However, the boundary of the SPA reflected the situation in regards to anthropogenic disturbance and consequences for distribution at the time of survey, and was defined to exclude the shipping routes to/from Harwich, Felixstowe and Ipswich ports as the levels of shipping result in red-throated diver densities that did not meet the maximum curvature threshold established for inclusion. Any development will be in the context of a background level of impact. It is not satisfactory to merely state an existing impact as justification for a conclusion of no adverse effect on integrity. An assessment needs to establish whether the project will meaningfully add to that existing background level of disturbance, either alone or in-combination with other plans or projects.	N	These comments have been noted by National Grid. For red-throated diver, the Proposed Project is committing to a full seasonal restriction (1 November – 31 March) for offshore cable installation activities in the Outer Thames Estuary SPA and a reduced seasonal restriction (1 January – 31 March) for landfall cable installation activities at the Suffolk landfall in Aldeburgh. **Application Document 6.6 Habitat Regulations Assessment Report** and **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** reflect this mitigation measure. The REAC is secured by Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Timescales / programme, Ornithology	The PEIR Non-technical Summary states that works will be occurring over the course of 4 calendar years (Table 3-1). Therefore, while the works will be transitory, they will be repeated over a number of seasons during which red-throated diver are present. Diving birds may not return for several hours, so depending on the duration and frequency of activity, this may not be considered 'temporary and short term'. There is an existing high level of activity within and around the SPA, and surveys have shown densities shifted away from windfarms within the SPA, i.e., there is less 'optimal' habitat available for the birds to move into when disturbed, so it is increasingly not the case that 'Birds are therefore likely to find alternative feeding/loafing grounds in the short term'. This is reflected in the 'Reduce' target for the Conservation Objective on disturbance.	N	These comments have been noted by National Grid. For red-throated diver, the Proposed Project is committing to a full seasonal restriction (1 November – 31 March) for offshore cable installation activities in the Outer Thames Estuary SPA and a reduced seasonal restriction (1 January – 31 March) for landfall cable installation activities at the Suffolk landfall in Aldeburgh. **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** reflect this mitigation measure. The REAC is secured by Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Construction – general, Ornithology	**Further clarification required.** Table 4.6.14 states "During the construction phase, there would be several vessels present within the marine environment". Clarity will be needed on the number of vessels as each one will be additive in their disturbance effect on red-throated diver.	N	The requirement for further clarity on the number of vessels during construction is noted and further clarification provided in **Application Document 6.6 Habitat Regulations Assessment Report**. For red-throated diver, the Proposed Project is committing to a full seasonal restriction (1 November – 31 March) for offshore cable installation activities in the Outer Thames Estuary SPA and a reduced seasonal restriction (1 January – 31 March) for landfall cable installation activities at the Suffolk landfall in Aldeburgh. This commitment is listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured by Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		Ornithology, Construction – general,	**Displacement assessment.** To carry out a full assessment of red-throated diver and common scoter disturbance by vessel activity, we advise that a buffer of 2km for red-throated diver (Burt et al., 2017, Burger et al., 2019) and 2.5km for common scoter (Fliessbach et al., 2019) is applied around vessels, and 100% of the birds within this buffer assumed to be displaced. Density distribution maps should be used to overlay the location of the vessel and relevant buffer to determine the number of birds displaced. This value can then be calculated as a proportion of the SPA population. The area of impact can also be calculated and again as a proportion of the SPA area. We recommend that the APEM 2013 and Irwin et al 2019 distribution maps of red-throated diver are used as the baseline environment to use for a vessel disturbance assessment. These provide a range of distributions and abundances. Therefore, JNCC advise that a disturbance assessment is carried out using each of the distribution maps, and from this a range of minimum and maximum number of birds disturbed can be presented. This can then be compared to the mean population estimates presented in the site Supplemental Advice on Conservation Objectives (available here: Outer Thames SPA - UK9020309A (naturalengland.org.uk)) (this estimate was derived from the results of two sets of APEM (?) surveys). We suggest contacting Natural England for access to APEM 2013. Please contact me with any questions regarding the above comments.	N	The requirement for displacement assessment to red-throated diver is noted and further clarification provided in **Application Document 6.6 Habitat Regulations Assessment Report**. For red-throated diver, the Proposed Project is committing to a full seasonal restriction (1 November – 31 March) for offshore cable installation activities in the Outer Thames Estuary SPA and a reduced seasonal restriction (1 January – 31 March) for landfall cable installation activities at the Suffolk landfall in Aldeburgh. This commitment is listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured by Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).

Table 1.14 Kent and Essex Inshore Fisheries and Conservation Authority

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Consultation, Legislation and policy inc. permits	KEIFCA's role is to manage inshore fisheries and seek to ensure that Marine Protected Areas (MPAs) achieve their Conservation Objectives in the Kent and Essex district 0 - 6 NM offshore (from 1983 fishery baseline). In addition, the Marine and Coastal Access Act (MaCCA) requires KEIFCA to balance a sustainable thriving fishery and marine environment. As part of our duties, we manage the Thames Estuary Cockle Fishery Order 1994 (TECFO) and the Cockle Fishery Flexible Permit Byelaw (CFFPB), combined, the most valuable fishery in the district. The management of the cockle harvesting beds is currently at a critical point in time with the introduction of the new T24 Regulating Order that will take over management from September 2024 for the next 28 years, within which the cockle beds of Pegwell Bay are of vital importance.	N	Cockle harvesting is acknowledged as an important regional industry governed by KEIFCA byelaws. Further information is presented in **Application Document 6.2.4.8 Part 4 Marine Chapter 8 Commercial Fisheries**.
		Offshore physical environment, Fish and shellfish ecology, Onshore environmental impact	We are concerned about the impacts of the planned works on: Sabellaria reefs (including processes and supporting habitats) and lack of recovery of designated features in the Goodwin Sands MCZ to cable laying; and habitat, shellfish beds and supporting habitats of Pegwell Bay (Thanet Coast & Sandwich Bay SACs, and Thanet Coast and Sandwich Bay SPA and RAMSAR site, hereafter MPA* for ease of reading).	Y	The re-routing of the Offshore Scheme to avoid Goodwin Sands MCZ will reduce direct impacts to the known and potential benthic receptors located within the area, including Sabellaria reef. See **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**. The impact on the shellfish beds (specifically cockle and whelk fisheries) and supporting habitats with statutory designations in Pegwell Bay have been considered further in **Application Document 6.2.4.8 Part 4 Marine Chapter 8 Commercial Fisheries**, **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology** and associated assessments. **Application Document 6.2.4.8 Part 4 Marine Chapter 8 Commercial Fisheries** concludes that with additional mitigation, no significant effects on any commercial fisheries receptors are to be expected in UK waters. **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology** assesses that there is no additional mitigation required because there are no likely significant effects to benthic ecology identified. Mitigation is secured within **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured via Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**).
		Fish and shellfish Ecology, commercial fisheries	Furthermore, we are concerned about potential impacts on: protected cockle beds in Pegwell Bay; and permanent restrictions imposed on drift net fishing over the cable route.	N	Cockle harvesting is acknowledged as an important regional industry governed by KEIFCA byelaws. Further information is presented in **Application Document 6.2.4.8 Part 4 Marine Chapter 8 Commercial Fisheries**. Communication of the timings and locations of installation activities and exclusion zones will also be provided; the Fisheries Liaison Officer will also disseminate information and maintain dialogue with fishers. This commitment is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and**

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					Actions (REAC) which is secured by Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Drift nets have some potential to unintentionally overlap in range with the Offshore Scheme if the environmental conditions and deployment location are not carefully considered. However, most drift nets hang vertically near the surface or in mid water, usually avoiding the seabed where the snag risks are present. While no defined restrictions on fishing over the buried cable have been proposed during the operational phase, current guidance advises the avoidance of demersal trawling (and anchoring) in the vicinity of subsea cables.
		Fish and shellfish ecology, Alternative solutions, Offshore mitigation	We are in the process of developing management for the Goodwin Sands MCZ as part of our statutory role under MaCAA, and we are concerned that the impacts of the works to the site would undermine our efforts to limit fishing impacts to the seabed in this site. We feel there is a need for greater consideration of alternative options that would not require going through two highly esteemed MPAs, namely, Goodwin Sands MCZ and Pegwell Bay MPA*. Our comments highlight areas requiring clarification or mitigation to minimize our concerns of effects on designated protected areas and the local fishing industry.	Y	The re-routing of the Offshore Scheme to avoid Goodwin Sands MCZ will reduce direct impacts to the known and potential benthic receptors located within the area, including Sabellaria reef, subtidal sand and subtidal coarse sediment, see **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**. This follows the mitigation hierarchy, avoiding impacts to the features and conservation objectives of Goodwin Sands MCZ. The cable makes landfall in Pegwell Bay. The impact on the shellfish beds (specifically cockle and whelk fisheries) and supporting habitats with statutory designations in Pegwell Bay have been considered further in **Application Document 6.2.4.8 Part 4 Marine Chapter 8 Commercial Fisheries**, **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology** and associated assessments. No likely significant effects have been identified.
		Offshore physical environment, Benthic ecology, Offshore route location	**The Offshore Scheme** Goodwin Sands MCZ Impacts on designated features. Goodwin Sands MCZ has some of the best examples of Sabellaria reefs in the District (note it is a recent (November 2023) addition to the National Marine Evidence Base maintained by Natural England). The Evidence Base now includes a substantial inshore Sabellaria reef based on ground truthed sidescan sonar surveys carried out by KEIFCA in 2021 and 2022. This health of this biogenic reef is underpinned by the availability of sand and coarse sediment as reef building materials and the circulation patterns within this insular unit. Impacts to any of these features or processes could therefore undermine the site integrity of Goodwin Sands MCZ (Figure 1). Furthermore, we have recent (2021 and 2022) sidescan sonar imagery evidence to support our concerns about the lack of recovery of subtidal sand and subtidal coarse sediments in the Goodwin Sands MCZ and lasting impacts from previous cable laying. This site-specific evidence of lasting impacts from cable laying in the MCZ should be taken into account as a	Y	The re-routing of the Offshore Scheme to avoid Goodwin Sands MCZ will reduce direct impacts to the known and potential benthic receptors located within the area, including Sabellaria reef, subtidal sand and subtidal coarse sediment, see **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**. This follows the mitigation hierarchy, avoiding impacts to the features and conservation objectives of Goodwin Sands MCZ. No likely significant effects have been identified.

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			precautionary approach over and above standard (MarESA) sensitivity assessments to provide a realistic sensitivity assessment of the designated features to pressures from cable laying activities.		
		Fish and shellfish ecology, Marine archaeology, commercial fisheries	In addition to potential impacts on designated habitats we are also concerned about the disturbance to shipwrecks that form an important habitat supporting a wide variety of marine life within the MCZ as well as the commercial fisheries benefits derived from enhanced richness around shipwrecks.	Y	The Offshore Scheme has been re-routed to avoid the Goodwin Sands MCZ and will therefore reduce potential impacts to receptors within the area. This has been considered within **Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish Ecology and Application Document 6.2.4.8 Part 4 Marine Chapter 8 Commercial Fisheries**.
		Commercial Fisheries, Socio-economic. recreation and tourism, Construction - general	Impacts on fisheries around Goodwin Sands MCZ. Fishing activity within the Goodwins Sands MCZ is conducted by vessels with home ports of Ramsgate, Deal, Dover and Folkestone and supports half a dozen fishing vessels throughout various times of the year. The cable route will impact on potting and netting within the Goodwin Sands MCZ and may lead to the displacement or permanent loss of preferred and valuable fishing grounds which could severely impact the livelihoods of local fishers. KEIFCA welcome the appointment of a Fisheries Liaison Officer (FLO) and fisheries working groups and ask that timely communications are maintained with the commercial fishing industry during the construction phase and clear information is provided via notice to mariners throughout the duration of the installation. In addition, we seek greater clarity regarding the inclusion of bottom drifting nets being regarded as mobile gear use of which would be restricted in the vicinity of the cable route, while not making a clear distinction from anchored nets. The outcome of the impact assessment to the mobile gear fishery as "medium" sensitivity but later on then downrated to "not significant" (apparently because of the vast amount of space available to fishers) is unsatisfactory because it represents a displacement and permanent loss of fishing ground to some fishers who rely on the use of this area for drift netting. We suggest it is critical that there is better liaison with the fishing industry to avoid unnecessary loss of key fishing grounds.	Y	There are ongoing communications via the Fisheries Liaison Officer with Thanet Fishermen's Association and other regional fisheries stakeholders, see **Application Document 6.2.4.8 Part 4 Marine Chapter 8 Commercial Fisheries**. The Offshore Scheme has been re-routed to avoid the Goodwin Sands MCZ and will therefore reduce potential impacts to fisheries receptors within the area. With regard to the grouping of fixed and drift nets as mobile fishing gears in the PEIR, this was based on the Marine Management Organisation's data categorisation, whereby fixed and drift nets are not separated from one another within the available datasets. How gear types are grouped and subsequently assessed has been carefully considered in **Application Document 6.2.4.8 Part 4 Marine Chapter 8 Commercial Fisheries**. Drift nets have been assessed as static gears within this assessment.
		Commercial fisheries	Figure 1. Gear and.fishing vessel (of all lengths) sightings in Goodwin Sands MCZ area from 2017 to 2023 using KEIFCA patrol data. Sabel/aria reefs (Ross worm reef) and other designated habitat shown on map.	N	This comment has been noted by National Grid.
		Landscape and visual, Commercial fisheries, Ornithology	Pegwell Bay MPA * Pegwell Bay has multiple overlapping MPA designations and is a site of international importance including the most important landward sand dune and grassland system in the Southeast of	N	Pegwell Bay and the overlapping nature of its designated features has been carefully considered as part of **Application Document 6.11 Marine Conservation Zone Assessment**.

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			England as well as sand and mudflats supporting rich marine invertebrate life that sustains nationally and internationally protected bird species and serve as a vital food supply to underpin commercially important fisheries.		
		Fish and shellfish, ecology, Marine mammals, Ornithology	In addition to this important landfall for birds, the Stour and adjacent saltmarsh is important for the recruitment of and a juvenile nursery for commercially valuable fish species like sea bass; the river is also used by grey and harbour seals during haul out and feeding.	N	The importance of the Stour and adjacent saltmarsh to important receptors has been considered as part of: • **Application Document 6.2.4.8 Part 4 Marine Chapter 8 Commercial Fisheries;** • **Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish Ecology; and** • **Application Document 6.2.4.4 Part 4 Marine Chapter 4 Marine Mammals.**
		Construction – general, Fish and shellfish, ecology, Benthic ecology	Penetrative and abrasive pressures from vessel scouring during installation. We are concerned about abrasive impacts from vessels that would be operating in the vicinity of Pegwell Bay to conduct the works such as drilling and cable laying. Vessels on anchor that are moved by in-tidal streams while over the shallow seabed may abrade and penetrate (deep abrasion) the substrate and thereby impact on the designated features, supporting habitats and cockle beds. We are concerned about the abrasive and penetrative impacts arising from towing the grapnel chain and cable ploughing equipment owing to the sensitivity and slower than expected recovery of site-specific features, and ask for better evidence regarding expected recovery periods, and greater consideration of alternative route options that would avoid these sites. While we appreciate horizontal directional drilling (HDD) will minimise impacts on the seabed, we would be concerned on any breaches of the landward chalk and sand dune system and chalk berm could lead to drowning of saltmarsh habitat (given its importance to juvenile fisheries habitat) that may arise indirectly from the works - such as equipment used to install the duct/pipe for the trenchless solution on the landward side requiring access. We would like greater clarity in terms of what equipment and what process will be used at various points along the route to better understand the level and likelihood of these impacts.	N	Upon approach to Pegwell Bay, the Order Limits have been widened in order to accommodate temporary construction activities (anchors, jack-up legs, and vessels). Ground investigations have confirmed the use of trenchless solutions at both landfalls. In Pegwell Bay, due to the extent of the intertidal area, impacts during cable trenching will affect both intertidal and subtidal habitats until it reaches the exit pit. Therefore, impacts to intertidal habitats such as mudflats including temporary and physical disturbance, temporary increased suspended sediment concentrations during construction, operation and decommissioning are scoped back into the ES. An assessment of impacts associated with installation have been provided in **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**, and no likely significant effects have been identified. Embedded mitigation measures and commitments for benthic ecology are included in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** (BE01, BE02, BE03 and BE04). The REAC is secured by Regulation 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Fish and Shellfish Ecology, Offshore Mitigation	Impacts on Pegwell Bay area fisheries. As stated, Pegwell Bay is an important and valuable cockle harvesting area which overlaps with the proposed works. The southern section of the Offshore Scheme, including the southern landfall at Pegwell Bay - ICES 31F1 - passes through the cockle fishery bed. We therefore ask that the appropriate mitigation	N	Upon approach to Pegwell Bay, the Order Limits have been widened in order to accommodate temporary construction activities (anchors, jack-up legs, and vessels). Ground investigations have confirmed the use of trenchless solutions at both landfalls. In Pegwell Bay, this technique will avoid the sensitive saltmarsh habitats in the upper intertidal area. However, due to the extent of the intertidal area at Pegwell Bay, impacts during cable

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			measures are applied to limit the disturbance of cockles and the impact on the fishery.		trenching will affect both intertidal and subtidal habitats until it reaches the exit pit. Therefore, impacts to intertidal habitats and species such as mudflats including temporary and physical disturbance, temporary increased suspended sediment concentrations during construction, operation and decommissioning are scoped back into the ES. An assessment of impacts on cockles and the fishery associated with installation have been provided in **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology** and **Application Document 6.2.4.8 Part 4 Marine Commercial Fisheries**, where no likely significant effects have been identified. Mitigation measures are provided in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** (CF01 – CF08, and BE01 – BE04) and **Application Document 7.5.3.2 CEMP Appendix A Outline Code of Construction Practice**. These are secured by Regulation 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Offshore route location, Commercial fisheries, Socio-economic. recreation and tourism	As well as a cockle fishery, Pegwell Bay is also an important fishing ground for the local fishing fleet as a key area for potting and netting activity. KEIFCA are concerned that the proposed cable route will lead to the displacement or potential loss of preferred and valuable fishing grounds and impact on the livelihoods of local fishers. The overlap and proximity of the works to important fishing grounds means precautionary measures must be taken, wherever possible, to ensure site integrity. If you require any further information on any of the above, please to not hesitate to contact KEIFCA.	N	Upon approach to Pegwell Bay, the Order Limits have been widened in order to accommodate temporary construction activities (anchors, jack-up legs, and vessels). Ground investigations have confirmed the use of trenchless solutions at both landfalls. In Pegwell Bay, this technique will avoid the sensitive saltmarsh habitats in the upper intertidal area. However, due to the extent of the intertidal area at Pegwell Bay, impacts during cable trenching will affect both intertidal and subtidal habitats until it reaches the exit pit. Therefore, impacts to intertidal habitats such as mudflats including temporary and physical disturbance, temporary increased suspended sediment concentrations during construction, operation and decommissioning are scoped back into the ES. An assessment of impacts associated with installation have been provided in **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**, where no likely significant effects have been identified. An assessment of impacts on the local fishing fleet has been provided in **Application Document 6.2.4.8 Part 4 Commercial Fisheries**, where no likely significant effects have been identified.

Table 1.15 Kent Downs AONB

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Landscape and visual	Thank you for your notification of the current non-statutory consultation for the Sea Link Project. On 22 November 2023, all designated Areas of Outstanding Beauty (AONBs) in England and Wales became 'National Landscapes' (NLs). As such, the Kent Downs AONB is now the Kent Downs National Landscape. Its legal designation and policy status remain the same.	N	This comment has been noted by National Grid.
		Legislation and policy, landscape and visual	However, on 26th October 2023, the Levelling-Up and Regeneration Bill received Royal Assent and is now the Levelling-Up and Regeneration Act 2023.[1] The Act amends the Countryside and Rights of Way Act, replacing the current Duty of Regard in AONBs set out above with a new, strengthened requirement that: 'In exercising or performing any functions in relation to, or so as to affect, land in an area of outstanding natural beauty in England, a relevant authority other than a devolved Welsh authority must seek to further the purpose of conserving and enhancing the natural beauty of the area of outstanding natural beauty'. (Part 12 - Miscellaneous; Section 245. Protected Landscapes; paras (5) - (10). This new duty will come into legal effect on 26th December 2023 and clearly places a much stronger duty on relevant authorities (including local authorities, the Planning Inspectorate and other Government Departments, Statutory Undertakers etc) to ensure that their actions and decisions seek to conserve and enhance AONBs, marking a significant change to the legal context of AONB policy. This important change is supported by various provisions in the Act which enable secondary legislation for compliance with the new duty. Having assessed the relevant documentation, the Kent Downs National Landscape Unit has no particular observations or concerns to raise in respect of the Project and potential impacts to the Kent Downs National Landscape. I hope this is of assistance to you.	N	National Grid thanks the respondent for its response and notes the feedback.

Table 1.16 Kent Fire & Rescue Service

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Consultation	Thank you for sharing the consultation documentations on the planned works to reinforce the electricity transmission network between Suffolk and Kent (project Sea Link). We have reviewed the documents provided and would like to provide the below feedback.	N	These comments have been noted by National Grid.
		Construction – general, Safety	The construction phase of the project will involve various temporary construction activities, including working areas for construction equipment and machinery, site offices, storage, accesses, bellmouths, and haul roads, as well as watercourse crossings and the diversion of public rights of way (PROWs). Site-Specific Risk Information (SSRI) should be made available for these temporary sites, to allow effective Emergency Response Planning.	N	These comments have been noted by National Grid. **Application Document 7.5.3 Onshore Construction Environmental Management Plan** provides details relating to the incident procedure and response. It should be noted that in advance of construction, contractors will develop and implement an Incident Response Plan which will detail their response in the event of any incident on site. As detailed within **Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan**, National Grid is committed to ensuring the health and safety of people working on projects is maintained in accordance with the Construction (Design and Management) Regulations 2015 (CDM) and the principles and philosophy behind them. The contractors will prepare a construction phase Safety, Health and Environment (SHE) Plan prior to construction works commencing. A construction phase SHE Plan will be prepared by the contractors for each element of the Proposed Project.
		Safety, Design, Landfall location	The project includes a landfall point on the Kent coast at Pegwell Bay, a transition joint bay approximately 800 metres inshore to transition from offshore high voltage direct current (HVDC) cable to onshore HVDC cable, before continuing underground for approximately 2 km to a proposed new converter station and a 2 GW HVDC converter station, up to 26 metres high, plus external equipment (such as lightning protection and railings for walkways), which is near Minster. Further information to inform our emergency response plans would need to be provided, as factors such as site access, water provisions, and firefighting systems would need to be considered before, during, and after construction.	N	National Grid acknowledges your comments. As part of National Grid's standard design and consultation processes they are required to consider the impact of all constructed assets with regard to fire risk as part of their duties under CDM, and they will ensure that suitable liaison with local fire services is carried out at appropriate stages of the design and build process.
		Traffic and transport	From a business continuity (BC) element, we would need to consider the impact these works have on the surrounding road network, and if there is a potential for increased traffic flows within the local areas effected by the project.	N	These comments have been noted by National Grid. **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network, with the mitigation identified within **Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan - Kent**.
		Consultation	Please ensure all future planning documents and detailed plans for the project are shared with our Fire Engineering Team via FET@kent.fire-uk.org and please feel free to contact me directly	N	These comments have been noted by National Grid.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			on the above details if you wish to discuss the matter in more detail.		

Table 1.17 Marine Management Organisation

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Legislation and policy inc. permits, DCO process	**The MMO's role in Nationally Significant Infrastructure Projects** The MMO was established by the Marine and Coastal Access Act 2009 (the 2009 Act) to make a contribution to sustainable development in the marine area and to promote clean, healthy, safe, productive and biologically diverse oceans and seas. The responsibilities of the MMO include the licensing of construction works, deposits and removals in English inshore and offshore waters and for Welsh and Northern Ireland offshore waters by way of a marine licence. Inshore waters include any area which is submerged at mean high water spring (MHWS) tide. They also include the waters of every estuary, river or channel where the tide flows at MHWS tide. Waters in areas which are closed permanently or intermittently by a lock or other artificial means against the regular action of the tide are included, where seawater flows into or out from the area. In the case of Nationally Significant Infrastructure Projects (NSIPs), the 2008 Act enables Development Consent Order's (DCO) for projects which affect the marine environment to include provisions which deem marine licences. As a prescribed consultee under the 2008 Act, the MMO advises developers during preapplication on those aspects of a project that may have an impact on the marine area or those who use it. In addition to considering the impacts of any construction, deposit or removal within the marine area, this also includes assessing any risks to human health, other legitimate uses of the sea and any potential impacts on the marine environment from terrestrial works. Where a marine licence is deemed within a DCO, the MMO is the delivery body responsible for post-consent monitoring, variation, enforcement and revocation of provisions relating to the marine environment. As such, the MMO has a keen interest in ensuring that provisions drafted in a deemed marine licence (DML) enable the MMO to fulfil these obligations. Further information on licensable activities can be found on the MMO's website3. Further information on the interaction between the Planning Inspectorate and the MMO can be found in our joint advice note4.	N	National Grid notes the Marine Management Organisation's role in relation to DCO applications and will continue to liaise with the Marine Management Organisation as the Proposed Project develops. **Application Document 3.1 draft Development Consent Order** includes a deemed marine licence.
		Design, Consultation, DCO process	1. Sea Link 1.1. The Proposed Project is required to accommodate additional power flows generated from renewable and low carbon energy generation, as well as additional new interconnection with mainland Europe. NGET owns, builds and maintains the	N	These comments have been noted by National Grid.

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			electricity transmission network in England and Wales. Under the Electricity Act 1989, NGET holds a transmission licence under which it is required to develop and maintain an efficient, coordinated, and economic electricity transmission system. 1.2. The Proposed Project involves the reinforcement of the electricity transmission system in the south east of England and East Anglia. This would be achieved by reinforcing the network with a predominantly HVDC Link between the proposed Friston substation in the Sizewell area of Suffolk and the existing Richborough to Canterbury 400 kilovolts (kV)overhead line close to Richborough in Kent. This reinforcement would be approximately145 km long, comprising of a principally offshore HVDC link. 1.3. The MMO has reviewed the consultation documents received 23 October 2023 in consultation with our scientific advisors at the Centre for Environment, Fisheries and Aquaculture Science (CEFAS) and sets out our initial comments below. The MMO has focused on 'Part 4' of the PEIR and all other related sections and appendices. 1.4. The MMO reserves the right to make further comments on the Project throughout the preapplication process and may modify its present advice or opinion in view of any additional information that may come to our attention.		
		Legislation and policy inc. permits	2. Part 1, Chapter 2: Regulatory and Planning Policy Context 2.1. Section 1.2.7 correctly identifies that the proposed development is within the East and South East Marine Plan areas and the MMO welcomes the developer's commitment to produce a marine plan technical assessment. 2.2. The MMO requests that all policies are reviewed to ensure compliance. This must be produced as the Secretary of State must use the East and South East Marine Plan when making planning decisions for the sea, coast, estuaries and tidal waters, as well as developments that impacts these areas, such as infrastructure. 2.3. The Marine Plan policies can be accessed using Explore Marine Plans: https://www.gov.uk/guidance/explore-marine-plans.	N	A Marine Plan Policy Assessment is presented in **Application Document 6.13 Marine Plan Policy Assessment**.
		Construction – general, Offshore mitigation, Benthic ecology	3. Part 4, Chapter 3: Benthic Ecology 3.1. The MMO notes that the introduction and spread of Invasive Non-Native Species (INNS) has been scoped out. Regarding the relevant mitigation measures included in Section 4.3.8.3 of the PEIR, it is noted that the Applicant commits to "where possible, cable protection materials will be selected to match the environment". The MMO agree with and welcome this approach	N	The mitigation measure "where possible, cable protection materials will be selected to match the environment" is also included in the assessment within **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**.

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			which acts to minimise the opportunity for recruitment of INNS and taxa not normally present within the environment where cable protection is deployed by reducing the variation between the receiving physical habitat and that altered through cable protection works, should this mitigation be implemented.		
		Benthic ecology, Offshore route location, Offshore environmental impact	3.2. “Disturbance to benthic habitats and species due to subsea cable thermal emissions” is acknowledged as a potential impact from the Project. However, the heating of sediment above the buried cable may result in the “direct loss of subtidal benthic habitats and species” and the MMO recommend that this impact is included in any assessment of thermal emissions because of the cable installation works.	N	An assessment of the impact of thermal emissions on marine ecological receptors is included in **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology and Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish Ecology**.
		Intra-Project cumulative effects, Inter-Project cumulative effects, Benthic ecology	3.3. The MMO is content there is adequate description of the potential cumulative and interrelated impacts on the benthic environment, which are discussed in chapter 12 of the PEIR. The MMO notes that a study area of 10km from the offshore scheme Boundary is used for the benthic ecology assessment, which is deemed appropriate. Table 4.12.3 in Chapter 12 of the PEIR considers the cumulative impact of Sizewell C Nuclear Power Plant and the Proposed Project and states that “the Proposed Projects will not physically overlap and are located over 5 km apart”. This appears to contradict the use of a 10 km boundary around the Offshore Scheme, and the MMO recommends this is clarified.	N	The study area and Proposed Project scoping boundary for cumulative effects in relation to benthic ecology is now 10 km and included in **Application Document 6.2.4.10 Part 4 Marine Chapter 10 Intra-Project Cumulative Effects and Application Document 6.2.4.11 Part 4 Marine Chapter 11 Inter-Project Cumulative Effects**.
		Fish and shellfish ecology, Offshore route location, Timescales / programme	4. Part 4, Chapter 4: Fish and Shellfish - Fish 4.1. The MMO agree with the proposed approach to the assessment set out in the PEIR, however there are some concerns in respect to Herring and Sandeel. Cable laying is currently proposed to be carried out year-round from 2028 to 2029 so there is potential for the proposed works to occur during the Herring and Sandeel spawning seasons. Some additional information and data are required in order to better interrogate the mapped data layers and more accurately determine whether the cable route crosses herring spawning habitat and Sandeel habitat, and if so, to what degree. This will enable the MMO to consider in more detail the likelihood of potential impacts to Herring and Sandeel, and whether any additional temporal or spatial mitigation is necessary. Details of the presentation of data required for the final Environmental Statement (ES) are outlined in points 4.3 – 4.6 for Herring and 4.7 – 4.8 for Sandeel below. Details regarding the preferred methods of determining potential Herring spawning habitat and Sandeel habitat are outlined in points 4.9 – 4.10 below.	N	A full herring and sand eel spawning assessment, including potential effects to these receptors has been undertaken in **Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish Ecology**. Responses to 4.3 - 4.10 are provided below.

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		Geology and hydrogeology, Benthic ecology	4.2 The MMO notes that sediment sampling has been carried out at 37 stations along the proposed cable corridor with particle size analysis (PSA) carried out on each sample. These were classified according to the modified Folk (1954) scale and combined with a drop-down camera to provide broadscale habitat mapping. Whilst the use of a drop-down camera can be used to make observations on general seabed sediments and habitats, it isn't effective for determining the component fractions of sediments in detail, for example whether the percentage of mud/silt present in a sand/gravel sample is greater than 5% / 10%. British Geological Survey (BGS) data can provide appropriate broadscale information on the sediment types in the study area and should be used as a background layer with which to compare the ground-truthed sediment samples and make observations on correlations between the two data sets.	N	The benthic habitat mapping comprises a combination of side-scan sonar (SSS), drop-down video (DDV), and grab samples (37 in total). The resulting backscatter from SSS, in combination with the other data collection methods, can determine the broad sediment type (i.e. the presence of mud, fine sand, coarse sand and coarse sediment). This can then be used to inform the habitat mapping at locations where grab samples have not been taken. This approach follows the approach detailed within the JNCC (2018) monitoring guidance for marine benthic habitats. Although DDV is not effective for determining the component fractions of sediment (i.e. the presence of mud), the habitat mapping is based on the Folk 7 classifications. Therefore, this is considered to be an over representation of the sediment present, in the context of herring and sand eel spawning; i.e. if an area is identified as coarse sediment then presence of mud (0-5%) would make it unsuitable to herring. If an area is identified as mud then the presence of gravel or sand (0-5%) would not make it suitable for herring (mud always has to be <10%). However, in order to inform the herring and sandeel assessment, BGS data has been included to allow for observations and correlations between the two datasets.
		Geology and hydrogeology, Fish and shellfish ecology, Benthic ecology	4.3 Of the 37 sediment samples collected, only 2 sites, (S026 and S037) contained sediments considered suitable as spawning habitat for herring, based on the Reach et al., (2013) criteria which classifies sediment suitability as potential herring spawning habitat. However, Figure 4.4.7 indicates that multiple sections of the cable route are comprised of 'preferred' or 'marginal' habitat. It would be useful if you could re-present these figures by using a base layer of BGS data, overlaid with their own ground-truthed sediment classifications, including the point data along the cable route where the grab samples consisted of 'preferred' or 'marginal' spawning habitat type sediments.	N	The figures presented within the herring and sandeel assessment **Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish Ecology** have been updated to include BGS data as a base layer. The project benthic survey data as well as the Cefas One Benthic data has been groundtruthed using the BGS data. However, it is important to note that the BGS data is based on a limited number of grab samples and is interpolated. Therefore, conformity between these datasets is mixed, noting that sediment classifications in the study area can be variable. National Grid considers the Proposed Project benthic survey data to be the most recent dataset and most representative of the current sediment conditions along the cable route.
		Fish and shellfish ecology, Offshore Route location, Timescales / programme	4.4 Ten years of International Herring Larvae Survey (IHLS) data for the years 2008 – 2017 has been presented. Whilst more recent data are available (up to 2022) and would have provided a more robust assessment, the MMO accept that due to recent changes with this survey (the discontinuation of one of the three Downs herring surveys in 2018 which took place between 16-31 January), making direct comparisons between the pre-2017 data and 2018 onwards would be difficult. Taking into account the nature of the proposed cable laying activities and timescale for this project, the MMO is content that the 10-year data set used is adequate to provide a broadscale picture of the extent and intensity of herring larvae in the study area.	N	The 2008 - 2017 IHLS data will continue to be considered within the herring and sandeel assessment, as the 10-year data set (rather than 2018-2022, which is not comparable with previous years).
		Fish and shellfish	4.5. The PEIR presents the broadscale herring spawning and nursery grounds according to Coull et al., (1998) and Ellis et al., (2012) in Figure 4.4.4. These maps indicate that the cable route	N	A full herring and sandeel spawning assessment, including potential effects to these receptors has been undertaken in **Application Document 6.2.4.3 Part**

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		ecology, Benthic ecology	does not cross the historic spawning grounds, as per Coull et al. (1998), which somewhat contradicts the sediment data and IHLS data. Much of the cable route is shown to pass through the herring nursery grounds as per Coull et al., (1998) and Ellis et al., (2012).		**4 Marine Chapter 3 Fish and Shellfish Ecology**. This assessment has considered the data sources of Coull et al., (1998) and Ellis et al., (2012).
		Fish and shellfish ecology, Offshore route location, Benthic ecology	4.6 For the ES, it is important you present the IHLS data (shown in Figure 4.4.6) as a mapped layer overlaid onto the sediment data layer (as outlined in point 13). This will help by providing a better visual representation of the areas of the cable route which have suitable sediments for herring spawning and have a consistent presence of herring larvae. Please indicate the kilometre point (KP) distances along the cable route on the map.	N	The IHLS data has been overlaid on the BGS data and Proposed Project benthic survey data to provide better context of the presence of herring larvae. The KP distances have now been added. Further details are contained in **Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish Ecology**.
		Fish and shellfish ecology, Benthic ecology	4.7 Of the 37 sediment samples collected, six sites (S023, S025, S026, S029, S035 and S037) contained sediments classified as 'preferred' Sandeel habitat and nine sites (S004, S014, S016, S019, S020, S022, S024, S030 and S036) were classified as 'marginal' habitat. The MMO notes the Greenstreet et al., (2010) has been used to classify sediment suitability for Sandeel. A more appropriate approach would have been to use the method from Latto et al., (2013) as this considers the strengths and limitations of Greenstreet et al., (2010) and Holland et al., (2005) and is therefore the method supported by the MMO and CEFAS Fisheries. Greenstreet et al., (2010) in isolation is considered to potentially overestimate habitat suitability, and therefore is not the method used by Latto et al., (2013). You should follow Latto et al., (2013) when characterising sediment suitability for Sandeel.	N	These habitats have now been reclassified based on the methods provided by Latto et al. (2013) for better comparison. Of the 37 sediment samples, there are now 15 sites classified as 'preferred' and one site classified as 'marginal'.
		Fish and shellfish ecology, Offshore route location, Benthic ecology	4.8 Figure 4.4.8 indicates multiple sections of the cable route are comprised of 'preferred' or 'marginal' Sandeel habitat. As with herring, for the ES it would be useful if the Applicant could re-present this figure by using a base layer of BGS data, overlaid with their own ground-truthed sediment classifications, including the point data along the cable route where the grab samples consisted of 'preferred' or 'marginal' Sandeel habitat type sediments. Please indicate the KP distances along the cable route on the map.	N	The figures presented within the herring and sandeel assessment within **Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish Ecology** have been updated to include BGS data as a base layer. The KP distances have also now been included.
		Fish and shellfish ecology, Benthic ecology	4.9 The MMO notes from paragraph 4.4.3.1 that detailed Herring and Sandeel spawning ground/habitat assessments will be undertaken for the ES, using multiple data layers including but not limited to; BGS, OneBenthic and IHLS data for the production of 'heat maps'. The production of heat maps following the MarineSpace (2013a) and (2013b) methods, for herring and Sandeel respectively, was suggested by CEFAS fisheries advisors at the scoping stage and in a meeting with CEFAS on 31st May 2023. As stated in the documents these methods use a suite of data to determine potential herring spawning habitat and potential Sandeel habitat this should include PSA data, BGS	N	The herring and sandeel spawning assessment has been updated so that it follows the Marine Space 2013 guidance, including the production of heat maps. The data considered includes: BGS sediment data, IHLS data, VMS fishing data, and Coull et al. (1998) important spawning areas. One Benthic data has been used for ground-truthing, but is not included within the heat map as it only comprises point data. The Regional Seabed Monitoring Plan (RSMP) data is considered to be encompassed within the One Benthic data. The Proposed Project benthic survey data has also not been included within the heat map, as it does not provide a regional perspective and provides too much weight on the cable route, without

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			data, Regional Seabed Monitoring Plan (RSMP) data, IHLS data (for herring assessments), as well as fishing fleet data and scientific publications. This data should then be methodically layered to generate a single 'heatmap' output. The result should show areas of 'heat' which represent areas with potential herring spawning habitat, and potential Sandeel habitat. Areas of 'heat' are assigned a score based on confidence of the data. The MarineSpace methods were developed in consultation with CEFAS and are considered appropriate for use for other offshore activities and have been widely used in Environmental Impact Assessments (EIA).		providing context on other available habitats present nearby (i.e. the extension of this data).
		Fish and shellfish ecology, Benthic ecology	4.10. You have calculated that 42.7% of the cable corridor is classified a suitable Herring spawning habitat and 51.6% of suitable and/or marginal Sandeel habitat (Tables 4.4.14 and 4.4.16). Please note that the MMO do not support the calculation of total spawning habitat as this approach can over or underrepresent spawning grounds and is solely based on either substrate suitability or broadscale historic spawning or nursery ground mapped data. The MMO has provided a summary of the reasons why we do not support the calculation of total spawning habitat below and recommend that the Applicant updates the ES to reflect MMO comments: Spawning areas can change over time or become recolonised. Whilst spawning and nursery ground maps are used to provide the most recent and appropriate information to identify spawning areas, they do not fully define/consider/identify the following: All potential areas of spawning, Any habituation that may occur i.e., identify areas where higher densities of spawning are present, Specific substrate requirements e.g., substrates which are most suitable within the wider broadscale sediments, More suitable topography e.g., ridges/edges of sandbanks where Sandeel may spawn or furrows where herring may spawn, Environmental factors that may influence spawning intensity such as temperature, oxygenation, natural disturbance, anthropogenic disturbance etc.	N	National Grid acknowledges the Marine Management Organisation's comments on the use of quantitative calculations to inform the spawning assessment. However, calculations are used to inform "potential spawning habitat". These calculations represent an over-representation of potential spawning habitat. Environmental factors will generally reduce the area used within areas of preferred habitat, such as temperature, oxygenation, natural disturbance, anthropogenic disturbance, etc. This is particularly true when considering the habituation of certain areas for spawning. These calculations do not inform the conclusions of the assessment, but contextualise the BGS data analysed. National Grid acknowledge that sediment types will vary over time (outside the BGS data temporal resolution), but consider these calculations to represent a worst-case.
		Fish and shellfish ecology, Offshore EMF,	4.11. The mitigation measures outlined in section 4.4.8.3 and 4.9.8.3 remain the same as those provided at the scoping stage and seem appropriate given the scope of the works. The MMO notes the Applicant has now committed to a cable burial depth of between 1.5 metres (m) – 2.5m (subject to local geology and	N	These comments have been noted by National Grid. The commitment to this burial depth has not changed as part of **Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish Ecology**.

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		Offshore mitigation	obstructions) (mitigation measure FSF01) in accordance with the Department of Energy and Climate Change Report (DECC 2011). The MMO welcome and support this measure which will reduce the effects of electric magnetic field (EMF) on fish receptors by increasing the distance between the electrical current and fish receptors. The proposed cable burial depth will also serve as mitigation for the effects of sediment heating (from heat emitted from the cables) on Sandeel which burrow in the sediment and lay eggs on the sediment, and for Herring eggs and larvae during their developmental stages.		
		Offshore mitigation, Fish and shellfish ecology	5. Part 4, Chapter 4: Fish and Shellfish - Shellfish 5.1. The MMO notes apart from embedded mitigation measures, there are no mitigation measured directly related to shellfish and shellfisheries. At this stage (PEIR), the impacts are only preliminary and mitigation measures, if required, will be presented in the ES.	N	This is correct, no additional mitigation measures are proposed as part of the fish and shellfish impact assessment in **Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish Ecology**.
		Marine mammals, Noise and vibration	6. Part 4, Chapter 5: Marine Mammals 6.1. The MMO notes no receptors have been scoped out of the PEIR. A preliminary assessment of the effects of the Offshore Scheme is provided in section 4.5.9 of Chapter 5 Marine Mammals, specifically Table 4.5.17. Several activities will be undertaken during the lifetime of the project that will generate underwater sound. The duration of the noise sources will be approximately one year (during construction and decommissioning), and intermittent during the operational phase. These sources will include: Pre-installation geophysical surveys comprising multi-beam echo sounder (MBES), side-scan sonar (SSS), sub-bottom profiler (SBP) and USBL (acoustic positioning); Geotechnical sampling (vibrocore/cone penetration test (CPT); Clearance of obstacles and debris (including unexploded ordnance [UXO] clearance); Sand wave sweeping; Cable trenching – may include various methods depending on seabed conditions (e.g., ploughing, jet trenching, and/or mechanical trenching); Cable protection placement (e.g., rocks, concrete mattresses); Cable repair or replacement; Cable and cable protection removal; and	N	Both impulsive and non-impulsive noise metrics are included within the impact assessment and the impact on marine mammals has been assessed, which is provided in **Application Document 6.2.4.4 Part 4 Marine Chapter 4 Marine Mammals**.

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			Vessel movements including vessels operating with dynamic positioning (DP). The MMO are content all potential noise generating sources have been appropriately identified. However, not all these sources have been fully considered in terms of their potential impacts on marine mammals. For instance, Table 4.5.17 refers to cable installation and cable lay vessels, rock placement and support vessels, which are all continuous or non-impulsive sources. In the case of non-impulsive sound, the Permanent Threshold Shift (PTS) / Temporary threshold Shift (TTS) thresholds are not explicitly defined for the Sound Pressure Levels peak (SPLpeak) metric. The thresholds are based on the cumulative sound exposure level (SELcum). National Marine Fisheries Service (NMFS) (2018) intends for the weighted SELcum metric to account for the accumulated exposure, i.e., over the duration of the activity within a 24-hour period. For any given activity and receptor, the accumulated exposure depends not only on the spatial distribution of the noise generated by the activity, but also on the position of the receptor in the field which might change over the duration of the activity within a 24-hour period.		
		Marine mammals, Noise and vibration, Intra-Project cumulative effects	6.2. It appears that the effects of underwater noise disturbance from pre installation and cable/ cable protection activities during the construction, maintenance and decommissioning phases have not been taken through to stage 2, on the basis that the preliminary assessment of effects indicates that there are no likely significant effects from project activities on marine mammals associated with the Offshore Scheme – see Table 4.11.5 in Chapter 11 Offshore Scheme Intra-Project Cumulative Effects. The MMO do not believe that the PEIR can confidently conclude that there are no likely significant effects from project activities based on the information (or lack of information) currently presented.	N	These activities have been assessed further in the impact assessment stage and a further detailed assessment is provided in **Application Document 6.2.4.4 Part 4 Marine Chapter 4 Marine Mammals**.
		Marine mammals, Noise and vibration	6.3. The following comments, in points 6.4 to 6.10 below, are specifically in relation to Table 4.5.17 in Section 4.5.9 of Chapter 5 Marine Mammals which presents a preliminary assessment of effects. 6.4 The MMO somewhat agree with the information presented in Table 4.5.17. The assessment refers to appropriate peer-reviewed noise exposure criteria for marine mammals (i.e., Southall et al., 2019): “The most up to date sound exposure criteria (Ref 5.73) for auditory injury defines thresholds for PTS based on instantaneous peak Sound Pressure Levels (SPLpeak) which are provided for each group below”. Note that the thresholds for PTS (and TTS) are dual criteria consisting of (i) both the peak sound pressure level (SPLpeak) and the cumulative sound exposure level (SELcum) for impulsive sources, and (ii) the SELcum for non-impulsive sources.	N	Underwater sound metrics for both impulsive and non-impulsive sources are now included within the assessment. Further details are contained in **Application Document 6.2.4.4 Part 4 Marine Chapter 4 Marine Mammals**.

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		Noise and vibration, Marine mammals, Construction - general	6.5 Table 4.5.17 refers primarily to continuous sources of noise, such as cable installation and cable lay vessels, rock placement and support vessels. Thus, as noted in point 6.2 above, the thresholds based on the SELcum for non-impulsive sources will be the most appropriate to apply.	N	Both impulsive and non-impulsive sound thresholds have been considered where appropriate and are now included within **Application Document 6.2.4.4 Part 4 Marine Chapter 4 Marine Mammals**.
		Marine mammals, Noise and vibration	6.6 For geophysical surveys such as SBP, one could argue that the peak pressure is likely to be the greater risk since even if the receptor is stationary the source will be passing by, so the exposure will probably be low. Therefore, presenting SPLpeak source levels is appropriate (and an assessment can be undertaken using appropriate SPLpeak thresholds for impulsive sources, as per NMFS (2018) and Southall et al., 2019)).	N	These comments have been noted by National Grid. This approach has been followed again in **Application Document 6.2.4.4 Part 4 Chapter 4 Marine Mammals**.
		Marine mammals, Noise and vibration	6.7 Please note that as per NMFS (2018), the generalised hearing rage for Phocid pinnipeds is 50 Hz to 86 kHz.	N	The correct hearing range is now included within **Application Document 6.2.4.4 Part 4 Marine Chapter 4 Marine Mammals**.
		Marine mammals, Noise and vibration	6.8 The MMO agree that certain project activities (e.g., MBES, SSS) will be operating at a frequency beyond hearing ranges for species of interest and are not assessed further. Project activities which are expected to operate at frequencies within the hearing range of harbour porpoise, harbour seal, and grey seal are provided in Table 4.5.17. While it is appropriate that information on the operating frequency and source level are provided for each source, it is not clear where this information has been obtained from. References or relevant data sheets should be provided.	N	References and equipment data sheets, as relevant, have been included in the description of the sound sources within **Application Document 6.2.4.4 Part 4 Marine Chapter 4 Marine Mammals**.
		Offshore ordnance / UXO, Noise and vibration, Marine mammals	6.9 “The PTS impact range is the most appropriate to use for an assessment of injury from UXO (e.g. permanent damage to hearing PTS). The distance at which the PTS SEL (sound exposure level) threshold for harbour porpoise, a [Very High Frequency] VHF cetacean with the most sensitive hearing, for the maximum assumed NEQ, has been calculated to be met at 3.6 km (based on the application of this formula for the East Anglia ONE assessment”. Please note that instantaneous auditory injury (PTS) based on the SPLpeak metric needs to be considered. For a charge size of up to 700 kg, one can expect an instantaneous PTS range of ~ 14 km for very high-frequency cetaceans using the (recommended) methodology from Soloway and Dahl (2014).	N	A separate marine licence application will be made for any unexploded ordinance (UXO) detonation in line with MMO advice to allow for appropriate consideration of potential UXO impacts once sufficient information is available to identify any potential UXO risk. Therefore, there will be no UXO assessment in the ES and comments will be taken forward to the UXO ML application process.
		Noise and vibration, Offshore ordnance /	6.10. Following on from the previous point, please note that the standard Joint Nature Conservation Committee (JNCC) UXO mitigation measures alone (i.e., the adoption of an observation zone, acoustic deterrent devices (ADDs) etc.) will not likely be sufficient to reduce the risk of auditory injury in marine mammals.	N	The necessary permissions, including a separate Marine Licence application for UXO clearance, will be submitted prior to UXO surveys and clearance.

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		UXO, Offshore mitigation	Appropriate low-order disposal methods will need to be considered in the first instance, with any high order detonation taking place by exception only, with evidence provided to demonstrate low order has not been successful. Further mitigation in the form of noise abatement must be considered for any proposed high-order clearance. Please note, all UXO clearance campaign activities will be subject to separate marine licence application/s. The MMO currently recommend the “two-licence” approach, where one licence should be obtained for surveying and a second licence for clearance.		
		Geology and hydrogeology, Offshore physical environment	7. Part 4, Chapter 2: Physical Environment 7.1. The MMO would like to highlight that whilst Coastal processes are normally considered as the pathway in the Source-Pathway-Receptor framework, they are also receptors especially in this area of the Suffolk coastline where sandbanks and alterations to sediment transport pathways can have wider impacts. Therefore, the impacts on sandbanks and the coastline should be considered.	N	An assessment of the impacts associated with changes to sediment transport patterns and regimes, including sandbanks and the coastline is now included in the assessment within **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment**.
		Geology and hydrogeology, Offshore physical environment, Timescales / programme	7.2 Table 4.11.12 – Until the source sediment particle size of any disturbed sediment can be characterised the horizontal footprint cannot be determined. Therefore, any alterations to the suspended sediment regime at Sizewell B and C cannot be determined. The MMO therefore suggest that these are taken through to a stage 2 assessment. This should entail estimating the plume “buffer” zone and the duration of these plumes as well as the timings in the construction.	N	In order to assess the impact of the Proposed Project on the Sizewell B and C sites, the scheduling of the two developments are considered. The sediment dispersion model also helps define a buffer/ ZOI associated with the Proposed Project. The results of which are assessed within **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment**.
		DCO process	7.3 Whilst the reference style e.g. (Ref 1.1.9) in the documents is logical and appears fully cross referenced, in terms of readability it is very poor as the reviewer is constantly needing to confirm the appropriateness of the reference. The traditional style of (e.g., Smith, 2010) gives a significantly better shorthand and an age.	N	Referencing style has been updated across the ES to Harvard.
		DCO process, Offshore physical environment, Offshore environmental impact	7.4 Part 4, chapter 2 has the following amendments required: Section 4.2.7.69 (and Figure 4.2.8) – A section of the Suffolk coast is missing. Section 4.2.71 – Please describe “Block 1” i.e., KP 0.0 to 14. Section 4.2.7.78 – Please describe the last section i.e., KP 113 to the shoreline. Section 4.2.7.83 - A map showing the rates of sediment transport and directions, and the proposed cable route would aid the discussion on scour and free spanning. Table 4.2.17 - Reference 2.68 appears to be an organisation not a document.	N	The Nearshore Blocks at Kent (Block 5) and Suffolk (Block 1) are described in the PEIR in sections: 'Suffolk Landfall Nearshore Geology' and 'Kent Landfall Nearshore Geology'. Ref 2.68 is: Rampion 2 Wind Farm Category 6: Environmental Statement. Volume 4, Appendix 9.5: Technical Note Cable Corridor area mitigation for sensitive features - the full reference is included within **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment**. The modelling of sediment dispersion is carried out for discrete locations along the cable route at intervals of 10-15 km allowing changes in dispersion characteristics along the cable route to be accounted for. The model uses sediment grain size distributions associated with material from within the trench. The results of the dispersion model are included within **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment**.

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			Table 4.2.17 – Establishing the footprint of any suspended sediment plume during installation will depend on the particle size distribution on the surface (and sub surface to the proposed depth of burial) in order to estimate the settling velocity and hence the horizontal footprint. Section 4.3.7.68 – The Southern North Sea Sediment Transport Study should also be referenced (see Southern North Sea Sediment Transport Study - Phase 2 - Sediment Transport Report (including executive summary, report figures and appendices) - https://eprints.hrwallingford.com/1461/) .		The Southern North Sea Sediment Transport Study is now referenced within **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment**.
		Offshore physical environment, Timescales / programme	7.5. As mentioned above in point 7.4, the impact of operations on GridLink should be demonstrated in terms of buffers and timings.	N	In order to assess the impact of the Proposed Project on the GridLink interconnector, the scheduling of the two developments is considered. The sediment dispersion model also helps define a buffer/ ZOI associated with the Proposed Project. The results of which are assessed within **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment**.
		Offshore physical environment, Offshore environmental impact	7.6. Table 4.2.14 as Suspended sediment plumes have been taken forward to phase 3 and 4, then logically changes in the geomorphology on the same projects should be included in Phase 3 and 4.	N	Changes to coastal and seabed geomorphology are assessed within **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment**.
		Ornithology	8. Part 4, Chapter 6: Ornithology 8.1. The MMO defers to Natural England and JNCC regarding the potential impacts to marine ornithology and will maintain a watching brief on anything that may fall within the MMO's remit – such as DML conditions.	N	These comments have been noted by National Grid.
		Marine archaeology	9. Part 4, Chapter 7: Marine Archaeology 9.1. The MMO defers to Historic England regarding the potential impacts to marine archaeology that may occur. 9.2 The MMO will maintain a watching brief on anything that may fall within the MMO's remit – such as DML conditions.	N	These comments have been noted by National Grid. Responses from Historic England have been integrated into the assessment relating to marine archaeology. Please refer to **Application Document 6.2.4.6 Part 4 Marine Chapter 6 Marine Archaeology** for further details.
		Shipping and navigation	10. Part 4, Chapter 8: Shipping and Navigation 10.1. The MMO defers to the Maritime and Coastguard Agency and Trinity House and relevant Harbour Authority's regarding the potential impacts on shipping and navigation that may occur because of the Projects. 10.2. The MMO will maintain a watching brief on anything that may fall within the MMO's remit – such as DML conditions.	N	These comments have been noted by National Grid. Consultation with the stakeholders identified has been conducted, and taken into account in **Application Document 6.2.4.7 Part 4 Marine Chapter 7 Shipping and Navigation and Application Document 6.3.4.7.A Appendix 4.7.A Navigational Risk Assessment**.
		Commercial fisheries	11. Part 4, Chapter 9: Commercial Fisheries	N	These comments have been noted by National Grid. Consultation is being undertaken with several local and national fisheries stakeholders, including the NFFO. Communication with a Fisheries Liaison Officer and fisheries

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			11.1. The MMO recommends early engagement with National Federation of Fishermen's Organisations (NFFO) and local harbour authorities, including the early appointment of a Fisheries Liaison Officer.		working groups is included as part of **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** (CF01). Further information is provided in **Application Document 6.2.4.8 Part 4 Marine Commercial Fisheries**.
		Marine Conservation zone assessment	12. Part 5, Chapter 4: Marine Conservation Zone Assessment (MCZ) 12.1. The MMO defers to the statutory advice provided by the relevant Statutory Nature Conservation Body's (SNCB's) regarding the potential impacts to the protected features of the identified nature conservation areas that may occur because of the Projects.	N	All potential impacts on MCZs have been assessed in **Application Document 6.11 Marine Conservation Zone Assessment**.
		Fish and shellfish ecology, Marine conservation zone assessment, Offshore environmental impact	12.2. Three MCZs which fall within the 15km buffer are designated for the protection of blue mussel (Mytilus edulis) or native oyster (Ostrea edulis) beds. Goodwin Sands MCZ partially falls within the offshore scheme boundary and is designated for the protection of blue mussel beds. Furthermore, blue mussels were recorded during the benthic characterisation surveys carried out for the Offshore Scheme by Ocean Infinity Company and was one of the top ten most abundant species recorded with a total of 4003 individuals recorded at an occurrence frequency of 15% across the survey area. Due to their importance, the MMO would expect blue mussel (Mytilus edulis) and native oyster (Ostrea edulis) to be assessed at species level. The PEIR doesn't seem to have assessed the impacts of the works on blue mussel and native oyster as they do not feature in the preliminary assessment of the effects of the Offshore Scheme (Chapter 4).	N	Impacts on blue mussel and native oyster have been assessed at species level in **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology, Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish Ecology** and **Application Document 6.11 Marine Conservation Zone Assessment**.
		Fish and shellfish ecology, Construction – general, Offshore mitigation	12.3. The MMO notes there will be a potential three degree increase in sediment temperature because of subsea cable installation (calculated based upon a maximum seabed ambient surface sediment temperature of 15°C). Noting this, and the general management approach of "Recover to a favourable condition" for blue mussel beds and Ross worm reefs (Sabellaria spinulosa), the MMO would consider the installation of the HVDC cable to negatively affect this conservation measure as the benthic assemblage may avoid these conditions and thus the area directly over the HVDC cable may become significantly altered and unable to recover to blue mussel beds or Ross worm reef.	N	An assessment of the impact of thermal emissions on marine ecological receptors is included in **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology** and **Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish Ecology**. **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology** assesses that based on the low sensitivity of benthic ecological receptors, the impact of disturbance from thermal effects has been assessed as having a negligible magnitude which results in a **negligible effect**, which is not significant. **Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish Ecology** assesses that considering the low sensitivity of diadromous species to localized and minor thermal emissions, and the negligible magnitude of impact, the overall significance of the effect on these species is considered to be negligible and not significant. Thermal heating is expected to be minimal in upper sediment depths greater than 50 cm, where sandeel are expected to be buried (or herring egg mats on the surface). Overall, the effect is considered to be **negligible** and not significant. Any thermal effects to the sediment as a result of the cables, will be limited to depths very close to the cable (target burial depth of 2 m and minimum burial depth of 1.5 m) and will be contained to the location of the cable route only. Thus, for all shellfish species, the effect

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					of thermal emissions is considered to be negligible and therefore Not Significant.
		Marine conservation zone assessment, Offshore environmental impact	12.4. The mapping of candidate MCZs (Figure 5.4.1) was not presented with mapping of process pathways and areas of impact which would be helpful support for the screening out of MCZ from further assessment (i.e., Orford Inshore, Dover to Deal and Foreland MCZs, which are described as outside the Zone of Influence (ZoIs) of impact pathways).	N	This has been taken into consideration, with greater clarity regarding the relationship between the Study Area, ZoIs, and the MCZs screened out of assessment provided within **Application Document 6.11 Marine Conservation Zone Assessment**.
		Marine conservation zone	12.5. The MMO will maintain a watching brief on anything that may fall within the MMO's remit – such as DML conditions.	N	Anything that falls within the Marine Management Organisation's remit has been included in the MLA and supporting ES. Additionally, impacts on the designated features of the MCZs screened into assessment have been considered in: • **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**; • **Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish** Ecology; • **Application Document 6.2.4.5 Part 4 Marine Chapter 5 Marine Mammals; and** • **Application Document 6.6 Habitats Regulations Assessment**.
		Habitat regulations screening	13. Part 5, Chapter 3: Habitat Regulations Screening Report 13.1. The MMO defers to the statutory advice provided by the relevant SNCB's regarding the potential impacts to the protected features of the identified nature conservation areas that may occur because of the Projects.	N	These comments have been noted by National Grid. National Grid is in discussion with Natural England over the Habitat Regulations Assessment for the Proposed Project. Further details are contained in **Application Document 6.6 Habitat Regulations Assessment Report**.
		Habitat regulations screening, Construction - general	13.2. The Habitats Regulations Assessment (HRA) should consider the possibility of re-work (e.g., reburial of cable exposures, fault-fixing etc) during the operational period, particularly for any habitats or areas with a significant sensitivity to disturbance affecting its re-establishment.	N	These comments have been noted by National Grid. This is being considered in the Habitat Regulations Assessment; for example, a fourth duct is being installed in order to avoid the need for surface excavation in areas where trenchless solutions are employed. Further details are contained in **Application Document 6.6 Habitat Regulations Assessment Report**.
		Habitat regulations screening	13.3. The MMO will maintain a watching brief on anything that may fall within the MMO's remit – such as DML conditions.	N	These comments have been noted by National Grid. Anything that falls within the Marine Management Organisation's remit has been included in the MLA and supporting ES. Additionally, impacts on the features of the Designated Sites screened into assessment have been considered in: • **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**;

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					• **Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish Ecology and;** • **Application Document 6.2.4.4 Part 4 Marine Chapter 4 Marine Mammals**.
		DCO process, Offshore environmental impact	14. Conclusion The MMO welcomes the progress NGET has made to date to assess the environmental impacts of the Sea Link project. However, the MMO requires the points raised in this response to be addressed within the ES.	N	The ES has considered the responses provided by the Marine Management Organisation, with updates made to the assessment as required.

Table 1.18 Maritime & Coastguard Agency

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Shipping and navigation	Statutory Consultation for the Proposed Sea Link Project. Section 42 Planning Act 2008 (as amended): Duty to consult on a proposed Application The Infrastructure Planning (Applications and Prescribed Forms and Procedure) Regulations 2009 (as amended) Notification under The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017. Thank you for your email dated 23rd October 2023 inviting the Maritime and Coastguard Agency (MCA) to comment during the statutory consultation on the proposed Sea Link project; a High Voltage Direct Current (HVDC) Link between the proposed Friston substation in the Sizewell area of Suffolk and the existing Richborough to Canterbury 400 kV overhead line close to Richborough in Kent. The Shipping and Navigation chapter of the Environmental Statement, along with the Navigation Risk Assessment (NRA) and supporting appendices, have been considered by representatives of UK Technical Services Navigation. The MCA has an interest in the works associated with the marine environment, and the potential impact on shipping, safe navigation, access to ports and harbours, and any impact on our search and rescue obligations.	N	The interest of the Maritime and Coastguard Agency is noted. Consideration of potential impacts to shipping, navigation, ports and harbours, and search and rescue are considered in **Application Document 6.2.4.7 Part 4 Marine Chapter 7 Shipping and Navigation and Application Document 6.3.4.7.A ES Appendix 4.7.A Navigational Risk Assessment**.
		Safety, Shipping and navigation	Although the MCA will consider the application and supporting documentation in full at formal application submission, the MCA would like to make the following initial observations at PEIR stage: 1) Hazard Identification Please can the applicant confirm whether the hazard log and a risk scoring matrix have been discussed and agreed with the relevant Statutory Harbour Authorities (SHAs), Competent Harbour Authorities (CHAs), and other stakeholders? I note the hazard log table at Annex 4.8.A.1 does include all hazards identified as part of stakeholder hazard workshops. It would be useful to know if the scoring matrix and the resulting risk mitigation measures have been accepted by the SHA and CHAs.	N	Key harbour authorities were invited to dedicated consultation sessions where a hazard log workshop was conducted to capture hazards identified by stakeholders and confirm established hazards and critical mitigation measures to form the basis of Navigational Risk Assessment. The hazard log is detailed in **Application Document 6.3.4.7.A ES Appendix 4.7.A Navigational Risk Assessment**.
		Offshore route location, Design, Offshore mitigation	2) Cable Burial We note that a “risk based burial approach will be used where cables will be buried to a minimum depth of lowering (DOL) of 0.5 m (in areas of bedrock), with a target DOL of 1.5 m to 2.5 m, assessing cable protection risk factors such as sediment type,	N	Details on the planned DOL and burial can be found in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. However, a contractor is yet to be assigned to the Proposed Project, and it is anticipated (given the seabed sediment) that conventional cable lay, followed by post lay burial is the likely option. National Grid has proposed a rock backfill into the trench as soon as is practicable after cable lowering within the high risk areas. Areas of lower risk will use

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			shallow geology, sediment mobility, fishing activity, shipping movements and anchor deployment along the route". The MCA would expect a post lay cable burial survey to be carried out to confirm where the target depths have or have not been met. Any locations where the cable remains as either surface laid or shallow buried should be reassessed, considering the traffic levels and types of vessel activity in that area as further risk mitigation may be required, such as an anchor penetration study. This should be discussed further once the final installation techniques have been identified, with relevant stakeholders including the SHAs, CHAs and the MCA.		natural backfill as the primary post-installation burial, with regular monitoring to ensure that the process is progressing at an acceptable rate. Where backfill is not progressing at an acceptable rate, remedial burial will be undertaken. Surveys of lowering depth and rates of backfill will take place during protection work, and a full survey will be undertaken to define the baseline survey of the complete route prior to acceptance. The details of the surveys and monitoring works will not be known, however, until the final scheme is in place from the appointed Contractor. A Cable Burial Risk Assessment has been undertaken which defines the target DOL. The 1.5 m target DOL, is lowering relative to the seabed and/or a Non-Mobile Reference Level and not burial; 0.5 m is lowering in bedrock areas. the actual DOL is between 1.5 m to 2.5 m where geological conditions allow in sediment areas. National Grid acknowledges the MCA's expectation that further discussions will take place with named parties once the final techniques are available and this will be part of the ongoing discussions with third party asset holders and stakeholders as the Proposed Project progresses.
		Offshore route location, Shipping and navigation, Consultation	We note in the documentation that "In line with MCA guidance, it is not planned to reduce the existing navigable water depth by more than 5% along any section of the cable (with respect to Chart Datum). It is therefore expected that under-keel clearance is only reduced at a very small number of locations, which are anticipated to be located close into shore". The MCA would expect any locations where this is identified, such as at cable crossings or close in shore, to be discussed further with relevant stakeholders including the SHAs, CHAs and the MCA, as appropriate. We note there are several active, planned and out of services cables which will require crossings. The cable passes through key navigational routes and areas where vessels might be constrained in manoeuvrability because of available depth of navigable water. Any depth reduction of more than 5% must be discussed and agreed with the SHAs and MCA.	N	The issue of potential impact to under keel clearance and navigation is discussed in **Application Document 6.2.4.7 Part 4 Marine Chapter 7 Shipping and Navigation and Application Document 6.3.4.7.A ES Appendix 4.7.A Navigational Risk Assessment**. National Grid welcomes this comment and notes the consultee's requirement. The route and burial depths contained within the DCO application do not reduce the existing navigable water depth by more than 5%, ongoing stakeholder engagement will address this matter should this change in the future.
		Shipping and navigation, Offshore route location, Design	We note the NRA states "…., the use of aids to navigation should be considered where sections of the cable are expected to be exposed for significant lengths of time prior to burial. Marking requirements should be according to recommendations/approvals from Trinity House". It would be useful to know the expected length of time cables may be left exposed and Trinity House's views on this approach.	N	Cable exposure at seabed will be for a minimal length of time with cable lowering taking place within days of cable lay (presuming cable lay followed by post-lay burial). Where cable is exposed immediately after lay and prior to lowering, the cable will be protected using guard vessels. In areas of high risk, the trench will be backfilled with rock as soon as is practicable (i.e. SUNK and North Foreland approaches). Natural backfill will be adopted as the filling method in areas of lower risk, but the rate of backfill will be monitored regularly. Where rate is slow and cable may be at risk the trench will be backfilled by Contractor. Trinity House has been consulted and National Grid is maintaining ongoing dialogue with them regarding issues of concern and appropriate means of mitigation.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		Offshore EMF, Design, Shipping and navigation	3) Electromagnetic Deviation We note the NRA states that “CBRA identifies that 5 degrees deviation may be exceeded in shallow areas” however this is thought to be unlikely now due to cable configuration chosen. Please can the applicant confirm the chosen option as Appendix 4.8B Electro Magnetic Deviation Study document implies that all 4 options are still open for consideration.	N	Information regarding compass deviations is presented in the **Application Document 6.3.4.7.B ES Appendix 4.7.B Electromagnetic Deviation Study**. Only a bundled configuration is being taken forward for the Proposed Project.
		Offshore EMF, Offshore route location, Shipping and navigation	Section 4.8.A.7.61 of the NRA states ‘……, as most of the bundled cable arrangement will be laid in water deep enough to minimise EMF effects and achieve the MMO criteria for less than 3% deviation over 95% of the route, the probability of disruption is assessed as ‘Remote. These combine to produce a ‘Broadly Acceptable’ risk rating and no requirement for further consideration’. The MCA would appreciate further discussion on the chosen option and the implications for the MMO and MCA’s requirements. Although we agree that there will be limited number of vessels solely relying on magnetic compass for navigation, it’s important to note that magnetic compasses are an essential navigation instrument required under SOLAS Ch V and it is also a secondary device which is connected to vessels steering systems should the gyrocompass fail. Therefore, they should be given the equal weightage in terms of navigation safety.	N	**Application Document 6.3.4.7.A ES Appendix 4.7.A Navigational Risk Assessment** identifies the importance of magnetic compass as back up navigation devices. Information regarding compass deviations is presented in **Application Document 6.3.4.7.B ES Appendix 4.7.B Electromagnetic Deviation Study**.
		Offshore EMF, Shipping and navigation	We agree that the deviation may exceed our criteria regarding the compass deviation limits closer to the shore, and we are likely to be content with options 1,3 and 4 as detailed in the Appendix 4.8.B Electro Magnetic Deviation Study. We would be willing to discuss this in the post PEIR pre-submission period. Additionally, as this area falls within the SHA of Sandwich Port and Haven Authority, they are responsible for navigation in the area, and they should also be consulted on the EMF impact on vessel compasses.	N	Information regarding compass deviations is presented in **Application Document 6.3.4.7.B ES Appendix 4.7.B Electromagnetic Deviation Study**. These comments are noted. National Grid is maintaining a dialogue with the stakeholder and is progressing a SoCG (**Application Document 7.4.10 Draft Statement of Common Ground Maritime and Coastguard Agency**). The recommendation to consult with Sandwich Port and Haven Authority is also noted.
		Consultation, Offshore mitigation	The MCA would finally recommend ongoing engagement with the SUNK VTS User Group in particular to discuss and agree the approach for the risk mitigation measures as detailed in the NRA.	N	Communication with key stakeholders such as the Sunk Vessel Traffic Service group is identified as a key recommendation of **Application Document 6.2.4.7 Part 4 Marine Chapter 7 Shipping and Navigation and Application Document 6.3.4.7.A ES Appendix 4.7.A Navigational Risk Assessment**.

Table 1.19 National Highways

Date consulted	Response deadline	Consultation topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Legislation and policy, traffic and transport, safety	As you may be aware Highways England is a strategic highway company under the provisions of the infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). As such we have responsibilities for managing the SRN in accordance of our licence and in general conformity with the requirements of the Highways Act 1980 and to satisfy the reasonable requirements of road safety. In respect of this proposal, the nearest trunk road is the A12 (Suffolk) A2 (Kent).	N	These comments have been noted by National Grid.
		Onshore environmental impact	As detailed in the accompanying Correspondence I have the following comments to make 1. The applicant considers that the scheme falls under Schedule 2 of the EIA Regulations 2017 and therefore an Environmental Statement will be required to support any planning application. National Highways agrees with this position.	N	These comments have been noted by National Grid.
		Traffic and transport, walking, cycling and horse-riders	2. A transport Assessment will be required. The assessment should be undertaken in accordance with Dft Circular 01/22 “The Strategic Road Network and the Delivery of Sustainable Development” 3. The Transport Assessment should be informed by a Walking Cycling and Horse Riding Assessment Report (WCHAR) The Historic National Rail Asset Team have confirmed none of their structures are affected by the proposed works.	N	Following further consultation, National Highways confirmed by email on 21 October 2024 that the production of a Transport Assessment Note (TAN) would be appropriate in place of a full Transport Assessment. A TAN has therefore been prepared for the Proposed Project (**Application Document 6.3.2.7.A ES Appendix 2.7.A Transport Assessment Note**) which supports each of the respective traffic and transport chapters. In addition, it was agreed (with National Highways, by email on 21 October 2024) that a Walking Cycling and Horse Riding Assessment Report (WCHAR) would not be necessary given that the Order Limits are sufficiently far from the Strategic Road Network (SRN), the Proposed Project would not result in any pedestrians or cyclists near the SRN and there are not expected to be any construction vehicle impacts on the SRN for non-motorised users. Therefore, a WCHAR has not been prepared as agreed.

Table 1.20 NATS En-Route Safeguarding

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Needs case and consultation	I refer to the consultation received by surface mail and dated 19th October 2023. NATS operates no infrastructure within 10km of the site in question. Accordingly it anticipates no impact from the proposal and has no comments on the Application. We also wish to take this opportunity to respectfully request you update the contact details for NATS as indicated below, and note our preference to receive consultations electronically.	N	These comments have been noted by National Grid.

Table 1.21 Natural England

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Consultation	Please see attached for Natural England's formal consultation response to the SeaLink Preliminary Environmental Impact Report. Attachments include: Natural England's Formal Consultation Response Annex 1 – Suffolk Onshore Specialist Comments Annex 2 – Kent Onshore Specialist Comments Annex 3 – Landscape & Visuals Specialist Comments Annex 4 – Physical Environment Specialist Comments Annex 5 – Benthic Ecology Specialist Comments Annex 6 – Fish & Shellfish Specialist Comments Annex 7 – Marine Mammals Specialist Comments Annex 8 – Offshore Ornithology Specialist Comments Annex 9 – JNCC x NE Guidance – Suggested Tiers for Cumulative Impact Assessment	N	These comments have been noted by National Grid. Responses to the feedback are provided below.
		Consultation	Thank you for your consultation dated 24 October 2023 requesting our advice on the Preliminary Environmental Information Report (PEIR) submitted in support of the Sea Link Project. Natural England are content to provide comments on the PEIR, however this is without prejudice to any comments we may wish to make in light of further submissions or on the presentation of additional information. The following Preliminary Environmental Information (PEIR) chapters have been considered: Part 1 Introduction – Introduction – Regulatory and Policy – Main Alternatives – Description of Proposed Project – PEIR Approach & Methodology – Scoping Opinion & EIA Part 2 Suffolk Onshore Scheme – Evolution of Suffolk Onshore Scheme – Landscape & Visual – Ecology & Biodiversity	N	These comments have been noted by National Grid.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			– Water Environment – Geology & Hydrogeology – Agriculture & Soils – Air Quality – Noise & Vibration – Cumulative Impacts Part 3 Kent Onshore Scheme – Evolution of Kent Onshore Scheme – Landscape & Visual – Ecology & Biodiversity – Water Environment – Geology & Hydrogeology – Agriculture & Soils – Air Quality – Noise & Vibration – Cumulative Impacts Part 4 Offshore Scheme – Evolution of Offshore Scheme – Physical Environment – Benthic Ecology – Fish & Shellfish – Marine Mammals – Ornithology – Commercial Fisheries – Cumulative Impacts Part 5 Project Wide Effects – Climate Change – Combined Efforts of Onshore & Offshore Elements – Habitat Regulations Screening – MCZ Assessment		
		Legislation and Policy inc. Permits,	**1. Overview**	N	These comments have been noted by National Grid.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		Onshore Environmental Impact and Offshore Environmental Impact	**Natural England's Remit** Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development. Natural England's remit extends out to 12nm. Pursuant to an authorisation made on the 9th December 2013 by the JNCC under paragraph 17(c) of Schedule 4 to the NERC Act 2006, Natural England is also authorised to exercise the JNCC's functions as a statutory consultee in respect of applications for offshore renewable energy installations in offshore waters (12-200nm) adjacent to England. **Evidence Plan Process** Natural England recognises the importance of the pre-application stage of the consenting regime, and we welcome the opportunity to engage at this stage. As such we seek to make this process as effective as possible. Natural England will be engaging in the applicant's Evidence Plan Process and Expert Topic Group (ETG) meetings. **Best Practice Advice** Natural England has produced a series of documents to provide Environmental Assessments: Best Practice Advice for Evidence and Data Standards for offshore wind farm development in English inshore and offshore waters. The advice is provided in a series of documents which range from baseline characterisation surveys and pre-application engagement, through to expectations at application and post-consent monitoring. The project is divided into four phases: Baseline characterisation surveys Pre-application engagement and the evidence plan process Data and evidence expectations at examination Post-consent monitoring and other environmental requirements. The above link also provides access to the Nature Conservation Considerations and Environmental Best Practice for Subsea Cables for English Inshore and UK Offshore Waters. This project provides Natural England and JNCCs joint environmental best practice advice for subsea cable projects in English inshore and UK offshore waters. It is the expectation that developers follow our Best Practice through the application and consenting process. As such our advice and recommendations to the PEIR are framed around this advice. If you have any issues using SharePoint Online, please contact the site owners or contact: NEOffshoreWindStrategicSolutions@naturalengland.org.uk. Natural England has also produced terrestrial guidance 'Developers: get environmental advice on your planning proposals' which is also relevant to the		

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			onshore transmission assets for offshore windfarms please follow the links to our standard advice.		
		Onshore Environmental Impact and Offshore Environmental Impact	**Approach to EIA Methodology** Natural England notes that the approach to the EIA assessment is proposed to align with other Nationally Significant Infrastructure Projects (NSIPs). This matrix approach has been used throughout Environmental Statements (ESs) to date to support the assessment of the magnitude and significance of impacts. Natural England notes numerous instances where significance has been presented as a range (i.e., slight, or moderate, or large) and it is nearly always the lower value that has been taken forward. In the absence of evidence to support the use of the lower value in a range, Natural England's view is that the higher value should always be assessed in order to ensure that impacts on features haven't been incorrectly screened out of further assessment. This is in line with the principles of the Rochdale envelope approach.	N	The PEIR, as set out in Regulation 12(2)(b) of the EIA Regulations 2017, provided information that 'is reasonably required for the consultation bodies to develop an informed view of the likely significant environmental effects of the development'. Whereas the ES now presents the full results of the EIA undertaken for the Proposed Project. The assessment of effects presented within each of the technical ES chapters provides clarity on whether the residual effects following mitigation result in significant environmental effects, this includes the justification for the level of residual effect assigned using the agreed methodology and applying professional judgement where required. Further details relating to the methodology applied within the ES are contained in **Application Document 6.2.1.5 Part 1 Introduction Chapter 5 EIA Approach and Methodology**.
		Consultation	**Natural England's Structure/Framework for Attributing Risk** The comments provided within this letter and its Annexes have been colour coded using the structure/framework as specified in the risk table in Appendix A of this letter. In this letter, the coloured headings are coded based on the highest risk associated with the topic in question. Natural England would like to highlight that at this stage all comments highlighted as yellow, amber, or red need to be addressed, with the potential for these issues to become more significant if not resolved at application (Appendix 1 provides detailed explanations of the coloured risk ratings). "	N	These comments have been noted by National Grid.
		Onshore Environmental Impact and Offshore Environmental Impact	**2. Impacts on the Natural Environment – Natural England's Key Concerns** **Approach to PEIR consultation** The purpose of the PEIR is to provide members of the public, statutory consultees and other stakeholders with preliminary information about the Project's likely significant environmental effects and the measures that are being considered to avoid and minimise them. This information will help readers to develop an informed view of the Project. (A good PEI document is one that enables consultees (both specialist and non-specialist) to understand the likely environmental effects of the Proposed Development and helps to inform their consultation responses on the Proposed Development during the pre-application stage.) It is Natural England's opinion that the PEIR would have benefited from being submitted with additional information to demonstrate a clear baseline of the environmental receptors and allow a robust and accurate assessment of the Proposed Development's impacts. It also would have been valuable for Natural England to be consulted with when designing survey methodology, and we welcome the Applicant to fully engage with us post the PEIR consultation to	N	The PEIR, as set out in Regulation 12(2)(b) of the EIA Regulations 2017, provided information that 'is reasonably required for the consultation bodies to develop an informed view of the likely significant environmental effects of the development'. Since publication of the PEIR, the EIA has been progressed and the complete assessments are now presented within the ES. Since submission of the PEIR, National Grid has held numerous thematic meetings with Natural England to cover topic specific matters (notably Air Quality, Ecology and Biodiversity and Landscape and Visual). Further details regarding the meetings held are contained in **Application Document 5.1 Consultation Report**.

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			ensure data of sufficient quality and quantity is collected and assessed. Detailed advice is provided in Annex 1-8.		
		Geology and Hydrogeology, Cultural Heritage and Landscape and Visual	**Suffolk Onshore Scheme** It is currently unclear as to whether the Horizontal Directional Drilling (HDD) technique will damage any of the interest features for which Leiston – Aldeburgh Sites of Special Scientific Interest (SSSI) is notified. It will be important to assess whether HDD is technically feasible through pre consent geotechnical investigations and to determine the risk of bentonite breakout. As well as a HDD feasibility study, a bentonite management/break out plan will be required. The mitigation hierarchy, focusing on avoidance first, should be followed. Natural England notes that the proposed route, has the potential to impact ancient woodland identified by the Ancient Woodland Inventory. Notably, some of these woodlands are also designated as a County Wildlife Site. The proposed route is planned to come within close proximity to ancient woodland. In these circumstances' impacts may be avoidable or mitigation may be possible to prevent deterioration or loss of ancient woodland from occurring. However, to achieve this, it will be integral to consider Natural England and the Forestry Commission's standing advice1 for planning authorities in relation to ancient woodland and ancient and veteran trees. Natural England advises Sea Link to follow Natural England and the Forestry Commission's standing advice for planning authorities in relation to ancient woodland and ancient and veteran trees.	N	As discussed with Natural England in thematic meetings, investigation work has been undertaken to confirm that a trenchless solution is feasible and therefore no potential for open trenching across the SSSI will be included in the DCO. It has also been confirmed that at its shallowest the construction will be approximately 8 m below the SSSI and therefore will not affect surface features. Frac out has been considered in the ES, but geotechnical investigation shows it is only a risk in the last approximate 100 m of the cable. It is also confirmed that no development proposals are proposed within Ancient Woodland or its 15 m buffer zone.
		Ornithology, Intra-Project Cumulative Effects and Benthic Ecology	Natural England highlights the importance and possible challenges of scheduling works around the Leiston-Aldeburgh SSSI and Sandlings Special Protection Area (SPA) to avoid noise, vibration, light and visual disturbance to notified breeding and non-breeding bird features. If the current proposed route alignment is followed, it may not be possible to avoid disturbance of both the breeding and non-breeding interest features of Leiston – Aldeburgh SSSI and the breeding interest features of Sandlings SPA. Additionally, the project may result in the loss of functionally linked land for Sandlings SPA, and therefore robust assessment and mitigation measures will be required to ensure no Adverse Effects on the Integrity (AEOI) of the site. We draw your attention to the examination documents and considerations given to these sites by East Anglia 1N and East Anglia Two. Natural England is concerned about possible effects of dewatering on the water dependent SSSI, wider hydrological effects including saline incursion from the cabling on the coastal side, pollution and air quality. The effects of dewatering, wider hydrological effects including saline incursion from the cabling on the coastal side, pollution, air quality, and the possible amplification of these effects because of co-location, should be thoroughly assessed before the route is finalised. The mitigation hierarchy, focusing on avoidance first, should be followed.	N	Constraints imposed by Sandlings SPA and the adjacent SSSI will be addressed through noise and visual mitigation methods (e.g. close board fencing) and the use of a seasonal restriction on those works where fencing would not reduce LAmax noise levels below 60dB (specifically compound establishment) in order to avoid the nightjar and woodlark breeding season. Noise mapping as shared with Natural England shows that this will reduce noise levels to an acceptable degree for HDD or otherwise avoid an impact. An assessment of functionally linked habitat for Sandlings SPA, has been undertaken and is presented in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity and Application Document 6.6 Habitats Regulations Assessment Report**. The conclusion is that such a loss will not be significant. The restrictions advised for East Anglia ONE and TWO are concerned with working within the SPA, which is not proposed for the Proposed Project. This has been discussed with Natural England at thematic meetings. **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity** also contains an assessment of pollution and air quality impacts on the SPA and SSSI as well as an assessment of frac out risk and of the potential for the trenchless installation to affect surface hydrology.

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		Coordination with other projects, inter-project cumulative effects	Given the possibility of co-locating the project with LionLink, there is a possibility that the effects of the project will be extended over a considerably longer time scale, if the timetables for construction do not align. This will need to be considered in the in-combination assessment. Conversely, if the timetables align, the effects may be greater in magnitude. We advise that the in-combination assessment needs to consider how the potentially co-located projects construction timetables align. And that were possible impacts are reduced through bundling of cables and/or the first project installing the ducts for sequent projects. The East Anglia and Norfolk Project Offshore windfarms have set a precedence for doing this.	N	National Grid is coordinating with other developers of large scale infrastructure projects where possible, noting that other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are contained in **Application Document 7.10 Coordination Document**. The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with the LionLink in Suffolk where it is feasible. The assessment of inter-cumulative effects with these other proposed developments is considered in the ES within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. These comments have been noted by National Grid.
		Onshore Mitigation and Construction - General	**Kent Onshore Scheme** Natural England recognise that there is a risk of an overreliance on trenchless crossings as an embedded mitigation measure, to avoid adverse effects upon numerous designated sites located at Pegwell Bay (Sandwich Bay SAC, Thanet Coast & Sandwich Bay SPA and Ramsar site, and Sandwich Bay to Hacklinge Marshes SSSI). No detailed feasibility assessment (which takes into account local ground conditions) of the proposed trenchless crossings has been undertaken. Therefore, it is difficult to know the likelihood of success of this measure, and understand the associated risks (i.e. sink holes, frac out). The commitment register describes trenchless crossing techniques as the 'preferred' method, however, fails to determine this as a viable method.	N	As discussed with Natural England in thematic meetings, investigation work has been undertaken to confirm that a trenchless solution is feasible and therefore no potential for open trenching across the SSSI will be included in the DCO. It has also been confirmed that the tunnel will be approximately 12 m below the SSSI saltmarsh and therefore will not affect surface features. The cable will emerge in the intertidal mudflat, but this will involve a static jack up barge or similar. Frac out has been considered within the ES. Further details of this assessment are contained within **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**.
		Intra-Project Cumulative Effects, Ornithology and Onshore Environmental Impact	Natural England note that little assessment has been undertaken to date, to assess the likely impacts of the development upon qualifying bird features of neighbouring designated sites. Initial wintering bird surveys have demonstrated that land at Minster marshes is functionally linked habitat for the golden plover, a qualifying feature of the Thanet Coast & Sandwich Bay SPA. The development in its current form is likely to lead to the loss and disturbance of functionally linked habitat, therefore robust mitigation will be required to ensure AEOI upon the SPA can be avoided. Natural England recognise that there is a risk that the introduction of additional pylons and overhead lines may bring impacts to qualifying bird features of nearby designated sites. In the event that mitigation is required to avoid adverse effects, we would emphasise that impacts to designated sites should follow the mitigation hierarchy and be avoided in the first instance, before resorting to mitigation, and as a last resort turn to compensation after consideration of alternative options (as stated in the NPPF and NPS).The close proximity of the proposed substation and converter station to Sandwich Bay to Hacklinge Marshes SSSI represents a clear risk that the breeding bird assemblages of the SSSI could be adversely affected by all phases of the development. This includes impacts from noise, visual and light disturbance. It is disappointing that insufficient information has been submitted in the PEIR to adequately assess these likely impacts. We therefore	N	The mitigation hierarchy has been followed when assessing the impacts of the Proposed Project. Consideration has been given to whether impacts can be avoided including looking at alternative locations e and why the crossing of the River Stour must be by overhead line before considering mitigation. **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered, Application Document 7.3 Design Development Report and Application Document 7.2 Strategic Options Back Check Report** contain further details on the main alternatives considered for the Proposed Project. Further historic information with regard to the Proposed Project design evolution and the alternatives considered are contained within **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022), Application Document 8.2 Options Selection and Design Evolution Report (October 2023)** and **Application Document 8.3 Strategic Options Report (October 2023)**. In thematic meetings National Grid has been discussing with Natural England proposals for mitigating the loss of functionally linked habitat for golden plover, as well as for mitigating any disturbance

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			expect these assessments to be included within the environmental statement.		effect on the nearby SSSI and ensuring no significant bird strike results from the new section of overhead line.
		Landfall location and Design	Impacts to both Suffolk & Kent landfall and nearshore areas through the lifetime of the project. An updated baseline, conceptual understanding, WCS, trenchless methodology feasibility, are needed to inform the impact assessment for the Landfall and nearshore areas.	N	Impacts to both Suffolk and Kent landfall and nearshore areas through the lifetime of the Proposed Project are considered in **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**.
		Intra-Project Cumulative Effects, Terrestrial Ecology and Construction - General	**Landscape and Visual Impact Assessment (LVIA) and Suffolk Heath and Coast Area of Outstanding Natural Beauty (AONB)** We advise that cumulative effects of other energy generation and transmission developments within the Onshore Scheme should be broadened to include consideration for the Suffolk Heath and Coasts Area of Outstanding Natural Beauty (AONB) in both construction and operational phases, as the consequences may result in the area being unable to deliver the AONB's statutory purpose and functionality. We disagree with the conclusions for magnitude of effect and significance of effect, particularly as this is based on the recoverability of habitats post construction and further evidence is required for high confidence of recoverability.	N	The assessment of effects on the AONB is within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual** which makes reference to the statutory purpose and functionality. The assessment highlights that construction effects are considered to be temporary, acknowledges that reinstatement would take longer for some habitats and focuses on each of the published Natural Beauty indicators and the relevant Area of Outstanding Natural Beauty indicators to landscape and visual matters. **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk** provides information regarding the reinstatement of habitats. The assessment of cumulative landscape and visual effects is contained within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
		Design, Onshore Mitigation and Onshore Environmental Impact	**Goodwin Sands Marine Conservation Zone (MCZ) and Measures of Equivalent Environmental Benefit (MEEB)** Natural England strongly advise that every effort should be made to adopt the Mitigation Hierarchy for Goodwin Sands MCZ. Natural England advise that based on the information provided to date, the avoidance of the site or a commitment of no rock armouring in the MCZ appears to be the only option that would avoid the need for the decision-maker to proceed to Stage 2 of the MCZ assessment process and consideration of MEEB. Currently, there is no justification in the PEIR for the placement of the cable route within Goodwin Sands MCZ, nor detailed information provided on the locations of cable laying and external cable protection activities. As a result, we are unable to agree with the conclusions of the MCZ Assessment (MCZA) and related documents as they do not include the necessary evidence to support the conclusions drawn. All potential impacts on the features of Goodwin Sands MCZ have not been fully assessed. The Applicant regards the presence of Mytilus edulis within the MCZ as inconsequential. However, Mytilus edulis beds are a feature with a recover objective in the site. Therefore, the proposed development has the potential to hinder the recovery of this feature. The potential impacts on Goodwin Sands MCZ should be assessed throughout the lifetime of the project. Natural England advise that an updated baseline is presented, with repeated surveys across a wider area to enable conceptual understanding of the Worst-Case Scenario and potential mitigation measures. A review of post-installation evidence from existing projects and lessons learned should be used to inform the MCZ assessment.	Y	Natural England's advice has been taken into consideration within **Application Document 6.11 Marine Conservation Zone Assessment**. Notably, the Offshore Scheme has been re-routed to avoid the Goodwin Sands MCZ and will avoid direct impacts and reduce the impacts to the known and potential receptors located within the area.

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		Marine Conservation Zone, Assessment Marine Archaeology and Geology and Hydrogeology	**Marine Processes** Please see our comments on Goodwin Sands MCZ and the requirement for MEEB. Natural England are concerned that the baseline is currently insufficient to inform the impact assessment. The conceptual understanding of the physical environment baseline of the cable route and wider study area has not been established. A more robust conceptual understanding of the physical environment and marine and coastal processes operating along the cable route and wider study area needs to be essential to the Environmental Impact Assessment (EIA), Habitats Regulations Assessments (HRA) and Marine Conservation Zone (MCZ) assessments, and sufficient quantity of accurate data should be obtained which adequately describes both the contemporary conditions within the study area and the longer term historical change is vital to the development of the conceptual understanding. In particular, we advise that the assessments should fully consider impacts to nearshore, offshore sandbanks and other significant seabed morphological features throughout the entire lifetime of the project. The worst-case scenario (WCS) is unclear and several of the project design parameters are still to be established. We advise that realistic WCS options of the project design for marine processes and the physical environment need to be established. Additionally, a cumulative impact assessment needs to be carried out for impacts to the physical environment and marine and coastal processes.	Y	Natural England's advice has been taken into consideration within **Application Document 6.11 Marine Conservation Zone Assessment**. Notably, the Offshore Scheme has been re-routed to avoid the Goodwin Sands MCZ and will avoid direct impacts and reduce the impacts to the known and potential receptors located within the area.
		Benthic Ecology, Geology and Hydrogeology and Inter-Project Cumulative Effects	**Subtidal and Intertidal Benthic Ecology** Please see our comments on Goodwin Sands MCZ and the requirement for MEEB. Natural England advises that for trenchless landfall techniques to be considered as viable, pre-consent geotechnical investigations are required to confirm what is achievable. It should be noted that, as no alternative methodology has been assessed should trenchless techniques fail a variation to the Development Consent Order (DCO) may be required. The benthic survey data presented is incomplete. The PEIR would have benefited from being submitted with completed surveys from 2023 as Natural England are unable to agree to the approach that is presented. We advise that engagement is carried out as soon as possible with Natural England, to determine the further information and mitigation measures required. We wish to remind the Applicant that under the NERC Act 2006, they have a duty to avoid, reduce, mitigate impacts on the environment. We advise that further assessment and information is required to fully assess impacts and conceptualise Worst Case Scenarios on sensitive habitats and species. Additionally, Natural England notes that the cumulative impact assessment is incomplete as there are offshore developments, such as Nemo Link interconnector and Thanet Offshore cable, not scoped in and which will likely interact with Sea Link during the construction phase.	N	Based on updates to the design and construction methodology as presented within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** and additional survey data located in **Application Document 6.3.4.2.A ES Appendix 4.2.A Benthic Characterisation Report (Original Report) and Application Document 6.3.4.2.B ES Appendix 4.2.B Geophysical Survey Interpretation (Additional Surveys)** support the baseline and fully assess impact pathways is presented in **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**. The assessment of inter-cumulative effects with other proposed developments that have the potential to interact with the Proposed Project offshore is fully assessed within **Application Document 6.2.4.11 Part 4 Marine Chapter 11 Inter-Project Cumulative Effects**.

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		Fish and Shellfish Ecology, Onshore Mitigation and Onshore Environmental Impact	**Fish & Shellfish Ecology** Please see our comments on Goodwin Sands MCZ and the requirement for MEEB. Natural England's comments on fish and shellfish ecology should be considered alongside those of Cefas, where they are not features of designated sites or a prey species associated with the feature of a designated site. Natural England advises that it is important to establish a sound baseline, using the best available evidence for herring and sandeel, upon which to base the assessment of impacts. Furthermore, it is essential that limitations and uncertainties regarding the datasets used should be clearly laid out. Natural England defers to Cefas in relation to appropriate mitigation but note that based on the overlap of herring and sandeel spawning and nursery areas as well as the extent of priority/marginal habitats, and interaction with Outer Thames Estuary Special Area of Protection (OTE SPA) and Southern North Sea Special Area of Conservation (SNS SAC) designated features, it is possible that mitigation measures will need to be explored further.	N	National Grid has had early engagement with Cefas on the approach to the herring and sandeel spawning assessment. This included meetings held on 31 May 2023 and 08 February 2024. This approach has been approved by Cefas. Cable protection areas have been plotted with layers of suitable habitat and have been assessed as part of the herring and sandeel assessment within the fish and shellfish impact assessment **Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish Ecology**. The potential effects to prey items is considered within **Application Document 6.6 Habitat Regulations Assessment Report**.
		Marine Mammals and Offshore ordnance / UXO	**Marine Mammals** Natural England advise that recent survey data included SCANS IV and SCOS data are considered and assessed appropriately to reflect any cetacean abundance and distribution updates. The most significant impact on marine mammals comes from underwater noise associated with UXO clearance, appropriate licencing should be obtained prior to construction. Natural England will continue to engage with the applicant throughout ETG meetings to provide further advice for future reports and assessments.	N	SCANS IV and the most recent SCOS data has been considered in **Application Document 6.2.4.4 Part 4 Marine Chapter 4 Marine Mammals**. A separate marine licence application will be made for any unexploded ordinance (UXO) detonation in line with MMO advice to allow for appropriate consideration of potential UXO impacts once sufficient information is available to identify any potential UXO risk
		Inter-Project Cumulative Effects and Onshore Mitigation	**Impacts on Outer Thames Estuary Special Protected Area (OTE SPA) Red-Throated Diver (RTD)** Natural England's position is that an Adverse Effect on Integrity (AEOI) is arising on the OTE SPA Red Throated Divers (RTD) due to displacement impacts from existing and consented Offshore Wind Farms (OWF). Natural England's primary point of concern is regarding the potential for displacement of RTD, a designated feature of the OTE SPA. Therefore, Natural England's advice for RTD has been updated for the core over-wintering period. We advise that 1st November to 31st March is applied as a seasonal restriction for works in the OTE SPA and that this restriction is secured through consent conditions.	N	As discussed with Natural England, National Grid has committed to a seasonal restriction of 01 November to 31 March for offshore cable installation activities and a seasonal restriction of 01 January to 31 March for cable installation activities at landfall. This mitigation is set out within **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured via Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**).
		Ornithology, Intra-Project Cumulative Effects and DCO Process	**Intertidal Ornithology Impacts** Coastal Sites of Special Scientific Interest (SSSI), Ramsar and SPAs which overlap with intertidal works have not been thoroughly assessed for impacts on breeding and over-wintering ornithological features. Natural England is of the opinion that the PEIR would have been more valuable to be presented with complete over-wintering and breeding bird data to create a robust assessment of potential impacts. We are unable to advise on the most appropriate mitigation or agree with the conclusions. We request that the applicant consider obtaining additional assessments to appropriately assess the impact	N	Likely Significant Effects from noise and visual disturbance at Thanet Coast to Sandwich Bay SPA, Ramsar and Sandwich Bay to Hacklinge Marshes SSSI and Leiston to Aldeburgh SSSI, Alde-Ore Estuary SPA, Ramsar and SSSI have been considered in **Application Document 6.6 Habitat Regulations Assessment Report, Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity and Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**.

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			to breeding and non-breeding bird features that utilise the intertidal habitat within the study area. Natural England advises that the proposed intertidal works have the potential to create Likely Significant Effects from noise and visual disturbance at Thanet Coast to Sandwich Bay SPA, Ramsar and Sandwich Bay to Hacklinge Marshes SSSI and Leiston to Aldeburgh SSSI, Alde-Ore Estuary SPA, Ramsar and SSSI. We advise that mitigation is considered to reduce these impacts, and this should be secured through condition / requirement in any DCO submitted with the application. Please refer to our detailed comments in Annex 8.		Additional data since the PEIR has been used to supplement this assessment and inform mitigation.
		Consultation	**Appendix A** The following framework has been used in Natural England's advice to attribute risk to the project. **Structure / Framework** **Purple** Note for the developer. **Red** Natural England considers that unless these issues are resolved it will have to advise that (in relation to any one of them, and as appropriate) it is not possible to ascertain beyond reasonable scientific doubt that the project will not affect the integrity of an SAC/SPA/Ramsar and/or significantly hinder the conservation objectives of an MCZ and/or damage or destroy the interest features of a SSSI and/or comply fully with the Environmental Impact Assessment requirements. Addressing these concerns may require the following: 1. new baseline or survey data; and/or 2. significant revisions to baseline characterisation and/or impact modelling and/or 3. significant design changes; and/or 4. significant mitigation Natural England feels that issues given Red status are so complex, or require the provision of so much outstanding information, that they are unlikely to be resolved during the Examination, and respectfully suggests that they be addressed beforehand. **Amber** Natural England does not agree with the developer's position or approach and consider that this could make a material difference to the outcome of the decision-making process for this project. Natural England considers that these matters may be resolved through:	N	These comments have been noted by National Grid.

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			provision of additional evidence or justification to support conclusions; and/or revisions to impact assessment methodology and/or assessment conclusions; and/or minor to moderate revisions to impact modelling; and/or well-designed mitigation measures that are adequately secured through the draft DCO/dML and/or amendments to draft plans If these issues remain at the time of the application and are not addressed or resolved by the end of the Examination, then they may become a Red risk as set out above. **Yellow** Natural England doesn't agree with the developer's position or approach. We would ideally like this to be addressed but are satisfied that for this particular project it is unlikely to make a material difference to our advice or the outcome of the decision-making process. However, we reserve the right to revise our opinion should further evidence be presented. It should be noted by interested parties that just because these issues/comments are not raised as significant concerns in this instance, it should not be understood or inferred that Natural England would be of the same view in other cases or circumstances. **Green** Natural England is in broad agreement with the developer's approach and has no significant outstanding concerns. As above, we reserve the right to revise our opinion should new evidence be presented.		
		Consultation	**Annex 1_PEIR_Specialist Advice_Suffolk Onshore Scheme** **Preliminary Environmental Information Report (PEIR) Review** **Annex 1 – Suffolk Onshore** In formulating these comments, the following documents have been considered: Part 2 Suffolk Onshore Scheme; Chapter 1 Evolution of Suffolk Onshore Scheme Part 2 Suffolk Onshore Scheme; Chapter 2 Landscape and Visual Part 2 Suffolk Onshore Scheme; Chapter 3 Ecology and Biodiversity Part 2 Suffolk Onshore Scheme; Chapter 5 Water Environment Part 2 Suffolk Onshore Scheme; Chapter 6 Geology and Hydrology Part 2 Suffolk Onshore Scheme; Chapter 7 Agriculture and Soils	N	These comments have been noted by National Grid.

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			Part 2 Suffolk Onshore Scheme; Chapter 9 Air Quality Part 2 Suffolk Onshore Scheme; Chapter 10 Noise and Vibration Part 2 Suffolk Onshore Scheme; Chapter 13 Intra-Project and Inter-Project Cumulative Effects Part 2 Suffolk Onshore Scheme; Chapter 13 - Appendix 3.14.A Descriptions of Other Projects **Natural England's Advice and Recommendations** A summary of Natural England's advice in relation to Suffolk Onshore Scheme is set out in Table 1. Our key concerns along with recommendations are presented in further detail in Table 2. "			
		Ornithology	**Summary of Key Concerns** **Table 1 Summary of Key Issues - Suffolk Onshore Scheme** Marsh harrier and botanical surveys have not been undertaken within the North Warren RSPB section of Leiston – Aldeburgh SSSI.	**Natural England's Recommendations to Resolve Issues** Natural England advises that these surveys are undertaken prior to application submission.	N	In the February 2024 ecology thematic meeting it was explained to Natural England that there was no value in undertaking a dedicated marsh harrier survey since National Grid know where they nest and it is far from the Proposed Project. The conventional breeding bird surveys have detected foraging marsh harrier. Botanical surveys of the RSPB reserve/SSSI are not necessary since it can now be confirmed that these will be traversed with a trenchless solution.
		Terrestrial Ecology	Due to Leiston – Aldeburgh SSSI's notified breeding and non-breeding interest features, and the breeding features of the adjacent Sandlings SPA, Natural England highlights the importance and possible challenges of scheduling works around the SSSI and SPA to avoid noise, vibration, light and visual disturbance to the interest features.	If the current proposed route alignment is followed, it may not be possible to avoid disturbance of both the breeding and non-breeding interest features of Leiston – Aldeburgh SSSI and the breeding interest features of Sandlings SPA. We draw your attention to the examination documents and considerations given to these sites by East Anglia 1N (EA1N) and East Anglia Two (EA2).	N	Constraints imposed by Sandlings SPA and the adjacent SSSI will be addressed through noise and visual mitigation methods (e.g. close board fencing) and moving the compound further from the SPA than it was shown during statutory consultation. It is considered that this will reduce noise levels to an acceptable degree for a trenchless construction solution. **Application Document 7.5.3.2 Register of Environmental Actions and Commitments (REAC)** which is secured by Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**) sets out seasonal restriction on compound set-up for the trenchless bore such that it occurs outside the nesting season (February to August). The most potentially disturbing elements of trenchless installation (set up of trenchless compound S10) will take place between September and January, to minimise disturbance of breeding nightjar and woodlark in the adjacent Sandlings SPA. . However, it is considered that noise from the construction itself can be rendered acceptable.
		Geology and Hydrogeology	It is currently unclear as to whether the HDD technique will damage any of the interest features for which Leiston – Aldeburgh SSSI is notified.	It will be important to assess whether HDD is technically feasible through pre consent geotechnical investigations and to determine the risk of bentonite breakout. As well as a HDD feasibility study, a bentonite management/break out plan will be required. The mitigation hierarchy, focusing on avoidance first, should be followed.		Commitment GH02 in **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** includes for the provision of a Foundation Works Risk Assessment, where required in areas proposed for trenchless crossings. This will be undertaken in accordance with Environment Agency guidance and will include the risk of drilling fluid breakout/loss. Mitigation against frac outs is included within **Application Document 7.5.2 Outline Offshore Construction Environmental Management Plan**. Within **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment**, the Leiston-Aldeburgh SSSI is assessed in

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						association with trenchless solution related works, including the geomorphological alteration of the intertidal zone, the beach and the impact on the water column due to the release of drilling fluids and disturbed sediment that has become suspended. The impact on ecological receptors are assessed in: • **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology;** • **Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish Ecology; and** • **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity.**
		Intra-Project Cumulative Effects	Natural England is concerned about possible effects of dewatering on the water dependent SSSI, wider hydrological effects including saline incursion from the cabling on the coastal side, pollution and air quality. When considering the possible co-location in this area, it is also important to consider that if construction is staggered, and each project cannot properly avoid or mitigate its effects, the magnitude of the effect will be amplified considerably. All these challenges should be considered when selecting the route.	The effects of dewatering, wider hydrological effects including saline incursion from the cabling on the coastal side, pollution, air quality, and the possible amplification of these effects because of co-location, should be thoroughly assessed before the route is finalised. The mitigation hierarchy, focusing on avoidance first, should be followed.	N	The ES is supported by groundwater risk assessments that identifies potential impacts on groundwater receptors including from potential dewatering and saline intrusion. Commitments GH02 and GH07 in the outline CoCP relate to groundwater. Further details are contained in **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**.
		Consultation	Volume 1 Part 2 Chapter 3 Ecology and Biodiversity, Table 2.3.19 states “IAQM guidance (Ref. 2.3.15) indicates that dust can significantly affect ecological receptors up to 50m from the source, by coating vegetation and blocking photosynthesis. Sandlings SPA/Leiston-Aldeburgh SSSI/RSPB North Warren Reserve is the most sensitive features with regard to dust and will lie within 50m of construction or decommissioning activities or the haul rout.” Further information is required on why 50m is the limit of dust impacts on the SSSI and European site.	Further information required.	N	This distance was discussed at the February 2024 thematic meeting but National Grid noted that using a greater distance (200 m) would not affect the assessment. Therefore it was agreed to use a greater distance of 200 m in the ecological assessments.
		Terrestrial Ecology	The project may result in the loss of 116ha of foraging habitat for woodlark and nightjar.	Given the scale of the loss of foraging habitat, we advise that this impact pathway could result in a	N	The extent of loss of potential functionally linked habitat for Sandlings SPA has been considered, particularly with regard to how much habitat would be lost at any one time (the PEIR figure did not

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				likely significant effect and should proceed to the Appropriate Assessment stage. Again, we draw you attention to the commitments made by EA1N and EA 2 in relation to these species, with an expectation that similar measures would be implemented by Sea Link.		take account of this), given the cable trench will be restored immediately after the cable is installed in each section. The shadow habitats regulations assessment has screened this impact in for stage 2 Appropriate Assessment. The assessment has concluded that such a loss will not be significant and therefore that there will be no adverse effect on site integrity of Sandlings SPA. The restrictions advised for East Anglia ONE and TWO appear to be concerned with working within the SPA, which is not proposed for the Proposed Project.
		Coordination with other Projects and Timescales / programme	Given the possibility of co-locating the project with LionLink and Nautilus, there is a possibility that the effects of the project will be extended over a considerably longer time scale, if the timetables for construction do not align. This will need to be considered in the in-combination assessment. Conversely, if the timetables align, the effects may be greater in magnitude.	We advise that the in-combination assessment needs to consider how the potentially co-located projects construction timetables align. And that were possible impacts are reduced through bundling of cables and/or the first project installing the ducts for sequent projects. The East Anglia and Norfolk Project Offshore windfarms have set a precedence for doing this.	N	National Grid is coordinating with other developers of large scale infrastructure projects where possible, noting that other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are contained in **Application Document 7.10 Coordination Document**. The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with the LionLink and Nautilus projects in Suffolk where it is feasible. The assessment of inter-cumulative effects with these other proposed developments is considered in the ES within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
		Consultation	It is not clear from the information currently provided what extent of worker access, vehicle access, and construction works are required within the Leiston - Aldeburgh SSSI footprint.	Further information required.	N	**Applicant Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk** has been updated to include this information. The only access required within the SSSI is a monitoring access using an existing track.
		Landscape and Visual and Cultural Heritage	Natural England notes that the proposed route, has the potential to impact ancient woodland identified by the Ancient Woodland Inventory. Notably, some of these woodlands are also designated as County Wildlife Site (CWS). The proposed route is planned to come within close proximity to ancient woodland (outside the footprint of the woodland), in these circumstances' impacts may be avoidable or mitigation may be possible to prevent deterioration or loss of ancient woodland from occurring. However, to achieve this, it will be integral to consider Natural England and the Forestry Commission's standing advice1 for planning authorities in relation to ancient woodland and ancient and veteran trees.	Natural England advises Sea Link to follow Natural England and the Forestry Commission's standing advice for planning authorities in relation to ancient woodland and ancient and veteran trees.	N	The Proposed Project has been devised to avoid ancient woodland. The nearest ancient woodland, Grove Wood, is 25 m from the Suffolk Onshore Scheme (a section of buried cable corridor) at its closest. No development proposals are proposed within the Ancient Woodland or its 15 m buffer zone.

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			(1)https://www.gov.uk/guidance/ancient-woodland-and-veteran-trees-protection-surveys-licences"			
		Terrestrial Ecology	**Comment** **Table 2 Natural England's Key Advice and Recommendations – Suffolk Onshore Scheme** **Baseline Characterisation – Document(s) Used: PEIR Part 2 Chapter 3 Ecology and Biodiversity** ***Survey Data Acquisition*** 2.3.5.11 states "The North Warren RSPB Reserve is a botanically diverse site, however as it will be traversed by a trenchless technique (drilling beneath the reserve) it was not deemed necessary to survey the vegetation on the surface in any detail." Given that it has not been confirmed that Horizontal Direct Drilling (HDD) will be technically feasible beneath the footprint of Leiston – Aldeburgh SSSI, it is recommended that the area within the development boundary is surveyed. Additionally, should bentonite breakout occur, this survey information will provide useful data to monitor the effects and determine a suitable course of action if required. "	**Recommendation** We advise that botanical surveys are undertaken on the areas of Leiston – Aldeburgh SSSI within the development boundary, including the area intended for HDD.	N	In the February 2024 ecology thematic meeting with Natural England it was explained to Natural England that there was no value in undertaking a botanical survey of the RSPB reserve/SSSI since it can now be confirmed that these will be traversed with a trenchless solution.
		Terrestrial Ecology	2.3.5.28 states "Although the RSPB North Warren Reserve is suitable for marsh harrier, the crossing will be undertaken using a trenchless cabling technique. As such, no dedicated breeding marsh harrier survey will be undertaken." Given that it has not been confirmed that Horizontal Direct Drilling (HDD) will be technically feasible beneath the footprint of Leiston – Aldeburgh SSSI and additionally, if HDD is used, there is still the potential for noise, vibration, visual and light disturbance, this justification does not seem sufficient. "	We advise that a marsh harrier survey should be undertaken for Leiston – Aldeburgh SSSI.	N	In the February 2024 ecology thematic meeting with Natural England it was explained to Natural England that there was no value in undertaking a dedicated marsh harrier survey since National Grid know where they nest and it is far from the Proposed Project. The conventional breeding bird surveys have detected foraging marsh harrier.

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		Ornithology	**HRA - Document Used: Part 2 Chapter 3 Ecology and Biodiversity, Part 5 Chapter 3 Habitat Regulations Screening Report, Part 2 Appendix 2.9.A Construction Dust Assessment and Methodology** ***Screening*** 2.3.8.18 states that "Although bird surveys are ongoing, it is clear that the bird assemblage at Suffolk is of regional importance, rising to national importance for RSPB North Warren Reserve and for some species, such as nightjar and woodlark." Please note that the nightjar and woodlark interest features of Sandlings SPA are of international importance.	The bird assemblage in Suffolk should be considered of international importance in future documentation. We draw your attention to the assessments and comments of EA1N and EA2 for these species.	N	These comments have been noted by National Grid. While part of the bird assemblage (notably around Sandlings SPA and Leiston-Aldeburgh SSSI) is of international importance, and this has been reflected in the ES, other areas (notably open farmland between the River Fromus and the golf course) are not of international importance according to survey data. National Grid has therefore taken a nuanced approach to assigning importance depending on the survey results.
		Onshore Environmental Impact and Onshore Mitigation	"2.3.9.4 states that "Where feasible and necessary, the most potentially disturbing elements of the trenchless installation will take place between September and February, to minimise disturbance of breeding nightjar and woodlark in the adjacent Sandlings SPA." It also states "Consider undertaking potentially disturbing (noisy) maintenance activities during August and September, where practicable, reducing risk of disturbance of breeding or non-breeding birds using RSPB North Warren Reserve or breeding nightjar and woodlark using Sandlings SPA. Where areas of acid grassland are to be trenched, and where space allows, explore cutting the best quality grassland as turves and storing them to one side in order that they can be restored after trenching is complete." Due to the Leiston – Aldeburgh SSSIs notified breeding and non-breeding interest features, and the breeding features of the adjacent Sandlings SPA, Natural England highlights the importance and possible challenges of scheduling works around the SSSI and SPA to avoid noise, vibration, light and visual disturbance to the interest	Until such a time as it can be demonstrated that the construction schedule will not affect the breeding and non-breeding interest features of the designated sites, the project should be considered to have a likely significant effect because of disturbance and be taken through Appropriate Assessments as such.	Y	Constraints imposed by Sandlings SPA and the adjacent SSSI will be addressed through noise and visual mitigation methods (e.g. close board fencing). Moreover the compound has been moved further from the SPA than previously shown during Statutory consultation. This will reduce noise levels to an acceptable degree for a trenchless construction solution. Site set up for the construction compound does include a seasonal constraint that avoids the nesting season. However, it is considered that noise from the construction itself can be rendered acceptable. The impact assessment is set out in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity** and the mitigation measures referenced above are set out in **Application Document 7.5.3.2 Register of Environmental Actions and Commitments (REAC)** which is secured by Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).

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			features. Given this difficulty, it is unlikely that the "magnitude of the effects" and "sensitivity test" within Tables 2.3.17 & 8, 2.3.23 & 4 within Volume 1 Part 2 Chapter 3 Ecology and Biodiversity are appropriate. Table 2.3.18 also states that the preliminary sensitivity is of "At least district importance for ornithology" which is inappropriate, given the SPA is designated for its breeding bird interest features of international importance, and national importance regarding the SSSI. Given the issues highlighted, we disagree with the preliminary likely significance of effect as "Not Significant" for all tables listed above. "			
		Terrestrial Ecology	Table 2.3.15 Report 5.3.5.6 Table 2.3.15 of Volume 1 Part 2 Chapter 3 and paragraph 5.3.5.6 of Volume 1 Part 5 Chapter 3, state that "Sandlings SPA is designated for nightjar and woodlark. […] While there will be temporary loss of up to approximately 116 ha of potentially suitable foraging habitat within 2 km of the SPA, this represents a maximum 0.6% of available foraging habitat within 2 km of the SPA, and the vast majority will be restored within 2-3 years (as the entire route will not be excavated at once). There will be no permanent loss within 2 km of the SPA except for a few square metres occupied by some link kiosks. It is therefore concluded that no likely significant effect on Sandlings SPA due to loss of functionally linked habitat will occur." Natural England does not currently consider that this assessment is sufficiently rigorous or robust. We understand that the full survey data on nightjar and woodlark has not yet been collected and therefore it will not be possible to conclude this assessment until it has been collected and assessed. Furthermore, 116ha of foraging habitat is a considerable loss even in the span	Given the scale of the loss of foraging habitat, we advise that this impact pathway could result in a likely significant effect and should proceed to the Appropriate Assessment stage.	N	Further investigation has been undertaken into the extent of loss of potential functionally linked habitat for Sandlings SPA, particularly with regard to the relative importance of that habitat (2.5 ha of acid grassland adjacent to the SPA whereas most affected habitat is arable land), and how much habitat would be lost at any one time given the cable trench will be restored immediately after the cable is installed in each section. The conclusion is that the temporary loss will not be significant particularly given the intention to enhance an existing plot for improved acid grassland for a 10 year period given that acid grassland is a priority habitat. This is reported in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity and Application Document 6.6 Habitats Regulations Assessment Report**. The restrictions advised for East Anglia ONE and TWO appear to be concerned with working within the SPA, which is not proposed for the Proposed Project.

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			of 3 years and could reduce the possible extent and distribution of these species. The assessment appears to have been undertaken considering foraging land across the entire SPA, however, the assessment should focus on the loss of foraging habitat for pairs within the local area. Whilst it may be a “loss of 0.6% of available foraging habitat within 2km of the SPA”, for pairs nesting locally, this percentage may be far greater. Given the scale of the loss of foraging habitat, we advise that this impact pathway could result in a likely significant effect and should proceed to the Appropriate Assessment stage.			
		Construction – General and Terrestrial Ecology	Table 2.3.19 Report 5.3.5.3 Table 2.9.A.5 Volume 1 Part 2 Chapter 3, Table 2.3.19 states “IAQM guidance (Ref. 2.3.15) indicates that dust can significantly affect ecological receptors up to 50m from the source, by coating vegetation and blocking photosynthesis. Sandlings SPA/Leiston-Aldeburgh SSSI/RSPB North Warren Reserve is the most sensitive features with regard to dust and will lie within 50m of construction or decommissioning activities or the haul rout.” Volume 1 Part 5 Chapter 3 Habitats Regulations Screening Report, paragraph 5.3.5.3 states “In addition to traffic exhaust emissions, guidance from the Institute of Air Quality Management (Ref 3.55) identifies that significant dust soiling can arise on ecological receptors located within 50m of construction sites. A small part of Sandlings SPA is located within 50m of the eastern-most construction compound.” Further information is required on why 50m is the limit of dust impacts on both Sandlings SPA and Leiston – Aldeburgh SSSI. Please note that these questions around the 50m dust impact zone, also applies	Further information required on how this conclusion was reached.	N	This distance was discussed at the February 2024 thematic meeting with Natural England but National Grid noted that using a greater distance (200 m) would not affect the assessment. It was therefore agreed to use the greater distance of 200 m in the ecological assessments.

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			to Volume 2 Part 2 Appendix 2.9.A Construction Dust Assessment and Methodology Table 2.9.A.5.			
		Onshore Environmental Impact	2.3.11.4 states “It is likely that the Suffolk Onshore Boundary constitutes functionally linked habitat for Sandlings SPA, RSPB North Warren Reserve and possible Alde-Ore Estuary SPA/Ramsar site and Minsmere Walberswick SPA/Ramsar site. This habitat will only be lost temporarily (approximately 5 years) but will require offsetting. This could be done through converting arable land to acid grassland, securing permanent wide grassed field margins and crop regimes. favourable to farmland birds and creating areas of species-rich structurally diverse grassland, to compensate.” This compensation/offsetting is not mentioned within the Habitats Regulations Assessment (HRA). Clarity is required on what is proposed and this needs to be assessed through the HRA.	This compensation/offsetting is not mentioned within the Habitats Regulations Assessment (HRA). Clarity is required on what is proposed and this needs to be assessed through the HRA.	N	The need for mitigation for the temporary loss of functionally linked habitat is assessed in **Application Document 6.6 Habitat Regulations Assessment Report** and has been discussed with Natural England prior to DCO submission. This is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**). The quoted text was included in the PEIR as a precaution, but survey work was still ongoing at time of writing.
		Construction – General and Landscape and Visual	5.3.5.16 states “Moving from noise to visual disturbance, disturbance from visual intrusion such as lighting is likely to be most relevant if the works are immediately adjacent to an SPA. Lighting is likely to be an issue if the works result in the introduction lighting within close proximity to a European site which is currently unlit. There is currently a fence separating the construction compound and trenchless installation pit location from the Sandlings SPA. Therefore, to ensure no visual disturbance, screens will need to be erected. Since these would constitute mitigation, they cannot be taken into account in the Likely Significant Effect test. Therefore, visual disturbance of nesting woodlark and nightjar at Sandlings SPA is also screened into Appropriate Assessment.” Currently only visual disturbance as a result of lighting is considered, however, other visual disturbance is likely to	Further consideration of visual disturbance beyond lighting is required. Screening will not prevent all lighting spill and given the proximity of the proposed landfall, TJB and construction compound, further mitigation may therefore be required.	N	These comments have been noted by National Grid. It is considered that standard noise mitigation such as close board fencing and other visual screens can be used (along with controls on height and use of lighting) to protect the designated sites. Visual disturbance including lighting is assessed in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**.

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			occur. Additionally, screening will not prevent all light spill alone and at the Appropriate Assessment additional mitigation may need to be considered.			
		Consultation	5.3.5.18 - 24 Further information is required on the hydrological connectivity and possible impact pathways between the development site and European sites to determine if there will be a likely significant effect.	Further information required.	N	These comments have been noted by National Grid. Further details are contained in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**.
		DCO process	5.3.5.25 - 29 The developer/public body will need to consider its general S28G duty towards Leiston - Aldeburgh SSSI and seek prior assent from NE (under Section 28H of the Wildlife and Countryside Act 1981 (as amended)) for future potentially disturbing or polluting maintenance activities within or in close proximity to a SSSI, which are captured under the designated sites Operations Requiring Natural England's Consent list. Further information on the assent process can be found here: Give notice and get assent for a planned activity on or near a SSSI - GOV.UK (www.gov.uk)2.	It is important to consider that future maintenance activities within or close to SSSIs may be subject to assent from Natural England and therefore we advise that all potential operation and maintenance activities are considered at the consenting phase.	N	These comments have been noted by National Grid. Operational and maintenance impacts including on the SSSI are assessed in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**.
		Coordination with other Projects and Timescales / programme	**In- combination** 5.3.8 Given the possibility of co-locating the project with LionLink and Nautilus, there is a possibility that the effects of the project will be extended over a considerably longer time scale, if the timetables for construction do not align. This will need to be considered in the in combination assessment. Conversely, if the timetables align, the effects may be greater in magnitude.	We advise that the in-combination assessment needs to consider how the potentially co-located projects construction timetables align. And that were possible impacts are reduced through bundling of cables and/or the first project installing the ducts for sequent projects. The East Anglia and Norfolk Project Offshore windfarms have set a precedence for doing this.	N	National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are contained in **Application Document 7.10 Coordination Document**. The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with the LionLink and Nautilus projects in Suffolk where it is feasible. The assessment of inter-cumulative effects with these other proposed developments is also considered within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects and Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects**.
		Intra-Project Cumulative Effects	Paragraph 1.3.4.17 of Chapter 3 Main Alternatives states that the Suffolk Onshore route has been selected on the basis that "It was considered likely that significant effects on the designated sites for nature conservation could be	We advise that the technical feasibility of HDD under Leiston - Aldeburgh SSSI, the feasibility of scheduling works to avoid disturbance of breeding and non breeding interest features of the	N	An initial ground investigation survey has been completed to confirm the viability of a trenchless installation technique at the landfall. Noise modelling of the drilling operation has shown that the noise from the drilling operations can be mitigated. Construction working will be undertaken within the agreed working hours set out within the DCO. Best practicable means (e.g. screening) to reduce

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			avoided or mitigated through construction techniques." Natural England understands that the assumption that avoidance and mitigation for Leiston - Aldeburgh SSSI can be achieved is on the basis that Horizontal Direct Drilling (HDD) will be used to lay the cabling beneath the surface of the SSSI. It is currently unclear as to whether the HDD technique will damage any of the interest features for which the SSSI is notified. It will be important to assess whether HDD is technically feasible through pre consent geotechnical investigations and to determine the risk of bentonite breakout. As well as a HDD feasibility study, a bentonite management/break out plan will be required. Additionally, to carry out the HDD, a Transition Join Bay (TJB), landfall and construction compound is located (Volume 3 Part 1 Chapter 4 Figures: Fig. 1.4.7 and 1.4.8) adjacent to the SSSI and Sandlings SPA boundary. Due to the Leiston – Aldeburgh SSSI notified breeding and non-breeding interest features, and the breeding features of the adjacent Sandlings SPA, Natural England highlights the importance and possible challenges of scheduling works around the SSSI and SPA to avoid noise, vibration, light and visual disturbance to the interest features. Given this difficulty, it is unlikely that the "magnitude of the effects" and "sensitivity test" within Tables 2.3.17 & 8, 2.3.23 & 4 of Volume 1 Part 2 Chapter 3 Ecology and Biodiversity are appropriate. Table 2.3.18 also states that the preliminary sensitivity is of "At least district importance for ornithology" which is inappropriate, as the SPA is designated for its breeding bird interest features of international importance, and national importance for the SSSI. Given the issues highlighted, we disagree with	SSSI and Sandlings SPA, and the effects of dewatering, wider hydrological effects including saline incursion from the cabling on the coastal side, pollution, air quality, and the possibly amplification of these effects as a result of co-location, should be thoroughly assessed before the route is finalised. The mitigation hierarchy, focusing on avoidance first, should be followed.		construction noise are set out within **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured via Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**). Commitment GH02 in **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** includes for the provision of a Foundation Works Risk Assessment, where required in areas proposed for trenchless crossings. This will be undertaken in accordance with Environment Agency guidance and will include the risk of drilling fluid breakout/loss. Within **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment**, the Leiston-Aldeburgh SSSI is assessed in association with trenchless construction solution related works, including the geomorphological alteration of the intertidal zone, the beach and the impact on the water column due to the release of drilling fluids and disturbed sediment that has become suspended. The impact on ecological receptors are assessed in **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology and Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish Ecology**.

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			the preliminary likely significance of effect as “Not Significant” for all tables listed above. There are also concerns around the possible effects of: dewatering on the water dependent SSSI, wider hydrological effects including saline incursion from the cabling on the coastal side, pollution and air quality. When considering the possible co-location in this location, it is also important to consider that if construction is staggered, and each project cannot properly avoid or mitigate its effects, the magnitude of the effect will be amplified considerably. All these challenges should be considered when selecting the route. It will be important to establish early any impacts which could occur to the SSSI and follow the mitigation hierarchy as per the soon to be adopted Overarching National Policy Statement for Energy (NPS EN-1)3 (paragraphs 4.3.4, 5.4.42, 5.9.9) and National Planning Policy Framework (section 15.)4, considering the sites status as a SSSI (paragraphs 175, 179 and 180).			
		Water Environment and Benthic Ecology	1.4.5.19 states: “Culvert installations would be required for temporary access tracks to cross ditches and watercourses. The size of each culvert would vary depending on the dimensions of the crossing, and sensitivity and importance of the watercourse.” It is not clear from the information provided in the PEIR whether culvert installation will be required within Leiston – Aldeburgh SSSI.	Further information is required on culvert installation across Leiston – Aldeburgh SSSI. If required, the effects of these culverts on the features of the SSSI should be assessed.	N	No culverts are proposed within the SSSI.
		Construction – General and Climate Change	1.3.4.17, 1.3.5.64, 1.3.6.4, 1.4.2.52-56, Appendix 2.3.A It is not clear from the information currently provided what extent of worker access, vehicle access, and construction works are required within	Further information is required on the worker and vehicle access, and construction works required within the Leiston - Aldeburgh SSSI footprint.	N	It was confirmed in the February 2024 thematic meeting with Natural England that there is no need for vehicular or construction access through the SSSI. The only access required would be foot access for monitoring the chosen trenchless construction solution. No vegetation clearance or any works would be required, existing footpaths could be used.

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			the Leiston - Aldeburgh SSSI footprint. The SSSI is comprised of a range of designated habitat and supporting habitat for sensitive species. For example, within the Phase 1 Habitat Survey Report, various important coastal/shingle vegetation communities were found which are a feature of Leiston – Aldeburgh SSSI. There has been no assessment of the effects of construction works required on the beach on the coastal vegetated shingle interest feature. Coastal vegetated shingle is highly susceptible to disturbance from both people and vehicles. Chapter 31. Coastal vegetated shingle of the Climate Change Adaptation Manual5may provide useful information on the ecology and vulnerability of coastal vegetated shingle, as well as links to further information, advice and evidence.			
	Onshore Environmental Impact and Onshore Route location	2.3.8.2 states that Leiston – Aldeburgh SSSI is adjacent to the proposed Suffolk Onshore Scheme, however, the development is within the footprint of the SSSI and should be referred to as such.	Clear figures should be included in the Application demonstrating any overlap with designated site features.	N	These comments have been noted by National Grid. No further response required. Designations are shown in **Application Document 2.8.1 Statutory and Non Statutory Sites of Nature Conservation, Geological and Landscape Importance - Suffolk**, **Application Document 2.8.2 Statutory and Non Statutory Sites of Nature Conservation, Geological and Landscape Importance – Kent** and **Application Document 2.8.3 Statutory and Non Statutory Sites of Nature Conservation, Geological and Landscape Importance - Offshore**.
	Geology and Hydrogeology and Onshore Environmental Impact	2.6 There is no mention of the geological SSSI, Crag Pit, Aldeburgh SSSI in this document. The SSSI is under 400m from the development site. We advise that given the proximity, this should be screened in for any possible damage as a result of the proposals.	Further consideration within the Environmental Statement (ES)	N	The study area for Sites of Geological Interest is 250 m which has been accepted at scoping. It is not considered there is a mechanism for impact to this site located 400 m away and therefore no further consideration will be given to this site in the ES.
	Ornithology and Onshore Environmental Impact	**Assessment** Table 2.3.19 states “IAQM guidance (Ref. 2.3.15) indicates that dust can significantly affect ecological receptors up to 50m from the source, by coating vegetation and blocking photosynthesis. Sandlings SPA/Leiston-Aldeburgh	Further information required on how this conclusion was reached.	N	This distance was discussed at the February 2024 thematic meeting with Natural England but National Grid noting that using a greater distance (200 m) would not affect the assessment. It was therefore agreed to use a greater distance of 200 m in the ecological assessments.

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			SSSI/RSPB North Warren Reserve is the most sensitive features with regard to dust and will lie within 50m of construction or decommissioning activities or the haul rout." Further information is required on why 50m is the limit of dust impacts on the SSSI and European site.			
		Geology and Hydrogeology and Onshore Environmental Impact	Table 2.3.20: Preliminary assessment of spillages and introduction of non native species on habitats during construction or decommissioning states: "Preliminary magnitude: If it occurred the magnitude of impact would be at least moderate adverse, but with mitigation the magnitude would be minor adverse to negligible as spillages". The Preliminary likely significance of effect is stated as "Not Significant". Given that the technical feasibility of HDD beneath the Leiston – Aldeburgh SSSI has not yet been confirmed, the assessment of magnitude and significance of effects is not currently considered appropriate. We have similar concerns with relation to Table 2.3.25: "Preliminary assessment of spillages on habitats and introduction of invasive species during operation".	These assessments will need to be revisited after the pre consent geotechnical investigations.	N	These comments have been noted by National Grid. Geotechnical investigation has now confirmed that a trenchless construction solution is feasible and the risk of frac out is low and confined to the final 100 m of the bore. Further consideration of the impact of frac out is included within **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity** and **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**.
		Geology and Hydrogeology	Table 2.3.22: Preliminary assessment of hydrological impacts on designated sites during construction or decommissioning. It is not clear how a non-significant effect was identified based on the preliminary magnitude.	Further information required.	N	Further detail is now provided within both **Application Document 6.2.2.5 Part 2 Suffolk Chapter 5 Geology and Hydrogeology and Application Document 6.2.3.5 Part 3 Kent Chapter 5 Geology and Hydrogeology**.
		Water Environment	Table 2.6.18: Preliminary assessment for changes to groundwater levels, quality and groundwater flow direction caused by dewatering. We highlight that dewatering within the catchment of a water dependant designated site such as Leiston – Aldeburgh SSSI would be a concern.	Further information required.	N	The ES is supported by groundwater risk assessment which identifies potential impacts on groundwater receptors including from potential dewatering. Commitments GH02 and GH07 relate to groundwater and are included within **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**.
		Onshore Environmental	Tables 2.9.A.2 2.9.A.11 2.9.A.12 We consider that SSSIs with dust sensitive features should be considered	Dust sensitivity should be assessed based on the sensitivity of the	N	These comments have been noted by National Grid. However, the 'sensitivity' reflects the importance of the receptor and therefore it is appropriate to consider dust impacts on (for example)

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		Impact and Air Quality	to have high receptor sensitivity. It does not seem logical that the features are less sensitive depending on the hierarchy of designation e.g., international, national or local, as this does not take into account ecological sensitivity.	feature and not the designation hierarchy.		an SAC more important than dust impacts on a local wildlife site. Further details are contained in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity and Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**.
		Geology and Hydrogeology and Terrestrial Ecology	**Priority Habitats and Species listed under Section 41 list of the Natural Environmental and Rural Communities (NERC) Act, 2006.** **Potential impact pathways where further info/assessment required.** 2.3 Natural England notes that the proposed cable route crosses or lies near to a range of CWS, local nature reserves (LNR) and priority habitats. You should consider the impacts of the proposed development on any local wildlife or geodiversity sites, in line with paragraphs 175 and 179 of the NPPF and any relevant development plan policy. Further advice regarding local sites, priority habitats and species can be found on page 104 (para 5.4.12 - 13, 5.4.16) and page 107 (para 5.4.32 - 5.4.34) of the soon to be designated NPS EN-16. There may also be opportunities to enhance local sites and improve their connectivity. Natural England does not hold locally specific information and recommends further information is obtained from appropriate bodies such as the local records centre, wildlife trust, geo-conservation groups or recording societies. Priority habitats and species are considered as of particular importance for nature conservation and included in the England Biodiversity List published under section 41 of the Natural Environment and Rural Communities Act 2006. Most priority habitats will be mapped either as Sites of Special Scientific Interest, on the Magic website or as Local Wildlife Sites; a list of priority habitats and species can be found here.	Natural England advises that consideration is given to potential impacts of the proposed development on any local wildlife or geodiversity sites.	N	These comments have been noted by National Grid. These impacts and receptors have been considered in the ES. Further information is contained in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity and Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**.

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			Consideration should also be given to the potential environmental value of brownfield sites, often found in urban areas and former industrial land, further information including links to the open mosaic habitats inventory can be found here.			
		Air Quality and Terrestrial Ecology	2.3.8.4 states that CWS do not have specific citations. Please note that CWS do have citations available from the local records centre.	The Applicant should seek the relevant CWS citations to support their assessments and survey requirements. We recommend consideration of the effects of dust on the adjacent Disused Railway Line (Aldringham – Aldeburgh) CWS.	N	Noted, no further response required. This has been amended and taken on board. Further information is contained in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity and Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**.
		Air Quality and Terrestrial Ecology	Table 2.3.19 states IAQM guidance (Ref. 2.3.15) indicates that dust can significantly affect ecological receptors up to 50m from the source, by coating vegetation and blocking photosynthesis. Sandlings SPA/Leiston-Aldeburgh SSSI/RSPB North Warren Reserve is the most sensitive features with regard to dust and will lie within 50m of construction or decommissioning activities or the haul rout. There is no mention of the effects of dust on the Disused Railway Line (Aldringham – Aldeburgh) CWS which is adjacent to the proposed landfall, construction site and TJB. "	We recommend consideration of the effects of dust on the adjacent Disused Railway Line (Aldringham – Aldeburgh) CWS.	N	**Application Document 6.2.2.2 Part 2 Chapter 2 Ecology and Biodiversity** includes a section considering dust impacts on all designated sites including the CWS.
		Terrestrial Ecology	**Other Onshore Related Matters** **Onshore Protected Species** 2.3 A guide on the effect of nationally significant infrastructure projects on protected species can be found here9. Advice on the avoidance and mitigation in regard to bird species in the context of this project, can be found on pg. 17 para 2.9.3 – 4 and pg. 28 para 2.10.2 – 4 of the National Policy Statement for Electricity Networks Infrastructure (NPS EN-5)10.	We strongly advise that, for each protected species likely to be affected by the project, you obtain additional pre-licensing species advice from Natural England (consultations@naturalengland.org.uk) prior to the application submission to further reduce uncertainty and risk of delay at the formal application stage. Please note that any charges for the provision of a Letter of No Impediment (LONI) will be through our existing Discretionary Advice Service contract.	N	These comments have been noted by National Grid.

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		Geology and Hydrogeology	**Documents used – Part 2 – Chapter 7 – Agriculture and Soils** **Soils and Best and Most Versatile Agricultural Land** 2.7.2.8 Natural England notes the applicants' commitments to providing a Soil Management Plan (SMP). The Environmental Statement and associated SMP needs to clearly demonstrate how the ALC Grades and soil types will inform soil handling and restoration, setting out the site specific mitigation measures with reference to the best practice guidance (Defra Construction Code of Practice), i.e. secondary mitigation measures. The British Society of Soil Science has published the Guidance Note Benefitting from Soil Management in Development and Construction which also contains useful guidance. Natural England support the inclusion to provide an outline SMP at ES submission. This should be informed through a site-specific soil survey. "	As part of the Application please submit a soil management plan.	N	The development of an Outline Soil Management Plan, for both Suffolk and Kent, is committed to and is produced in line with best practice guidance including the Defra Construction Code of Practice. Individual outline SMPs have been produced for both Suffolk and Kent and contain measures informed by the site-specific desk-based information. Outline Soil Management Plans are committed to be updated in line with pre-construction information. Further details are contained in **Application Document 7.5.10.1 Outline Soil Management Plan – Suffolk and Application Document 7.5.10.2 Outline Soil Management Plan – Kent**.
		Geology and Hydrogeology	2.7.2.11 Natural England support the commitment to determine the extent of BMV land within the Draft Order Limits (DOL). We require that land quality and soil resources information is gathered for any land that is disturbed by the development. Ideally a full detailed Agricultural Land Classification (ALC) survey would have been carried out across the whole site.	Please provide further information and management plans within the Application	N	Due to an elevated UXO risk across the project, detailed ALC site surveys have not been able to be carried out. Instead, a predictive modelling approach has been utilised to assess the extent of agricultural (and BMV) land across the route. This modelling approach has been discussed and agreed with Natural England and has been based upon the recognised approach utilised by the Welsh Government Predictive ALC map. **Application Document 6.3.2.6.A ES Appendix 2.6.A Predictive Agricultural Land Classification Report - Suffolk** and **Application Document 6.3.3.6.A ES Appendix 3.6.A Predictive Agricultural Land Classification Report - Kent** present the results of the ALC predictive modelling, which will include plans showing each location where the soils have been assessed and the associated grade at that point. Where design changes have occurred, the implications for soil type and land grade have been assessed. Preconstruction surveys are committed to, and will be undertaken in line with published guidance and will be used to update the outline Soil Management Plans with site specific information as set out in the Defra Construction Code of Practice.

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		Geology and Hydrogeology	2.7.4.2 Bullet 5 Bullet 7. The British Standard reference is only necessary for imported soil use, not for site-won soil re-use on site. The MAFF good practice has been superseded by the IQ Soils Guidance (quarrying.org) (2021).	We advise that the MAFF good practice guidance is replaced by the IQ Soils Guidance (2021).	N	Guidance section has been updated in line with this change.
		Geology and Hydrogeology	2.7.4.4 A detailed ALC and soil survey of the agricultural land should be undertaken across the full Study Area to inform the EIA. This should normally be at a detailed level, e.g., one auger boring per hectare, supported by pits dug in each main soil type to confirm the physical characteristics of the full depth of the soil resource, i.e., 1.2 metres. Soil data collected as part of an ALC survey can also be used to inform the soil resource and management plan as set out in the Defra Construction Code of Practice for the Sustainable Use of Soils on Construction Sites.	We advise that the ALC survey should follow the Guide to assessing development proposals on agricultural land - GOV.UK (www.gov.uk). All land which may experience temporary or permanent disturbance should be subject to a detailed ALC survey, to inform suitable handling and restoration. The Environmental Statement should clearly demonstrate how the master planning has considered the ALC grades and avoided BMV where possible in line with paragraph 5.10.8 of the Draft NPS EN1.	N	Due to an elevated UXO risk across the project, detailed ALC site surveys have not been able to be carried out. Instead, a predictive modelling approach has been utilised to assess the extent of agricultural (and BMV) land across the route. This modelling approach has been discussed and agreed with Natural England and has been based upon the recognised approach utilised by the Welsh Government Predictive ALC map. **Application Document 6.3.2.6.A ES Appendix 2.6.A Predictive Agricultural Land Classification Report - Suffolk** and **Application Document 6.3.3.6.A ES Appendix 3.6.A Predictive Agricultural Land Classification Report – Kent** present the results of the ALC predictive modelling, which will include plans showing each location where the soils have been assessed and the associated grade at that point. Where design changes have occurred the implications for soil type and land grade have been assessed. Preconstruction surveys are committed to, and will be undertaken in line with published guidance and will be used to update the outline Soil Management Plans with site specific information as set out in the Defra Construction Code of Practice.
		Geology and Hydrogeology	Table 2.7.9 Full surveys have not yet been carried out, this should be undertaken as part of a comprehensive set of baseline soil and ALC information given that soil disturbance will take place in these areas. The soil survey will inform suitable soil handling and restoration criteria.	We advise that the soil and ALC surveys should be undertaken by qualified and experienced soil surveyors. The temporary displacement of soil as a result of the underground cable installation and temporary haul roads/construction compounds can result in permanent land quality change and soil damage if undertaken inappropriately, therefore, Natural England advise this should be considered in the SMP. This is required for consultees and decision makers to understand the extent (ha) and likely long-term impacts on agricultural land quality (ALC grade). The ES should present simple breakdowns for each of the individual components. For example, total	N	The survey approach will be in line with published guidance; survey density is 1 auger per 100 m within linear areas, and 1 auger per ha within wider sections. Where survey access is not possible (note there is an elevated UXO risk across the Proposed Project area) a predicative modelling approach may be utilised. Due to an elevated UXO risk across the Proposed Project, detailed ALC site surveys have not been able to be carried out. Instead, a predictive modelling approach has been utilised to assess the extent of agricultural (and BMV) land across the route. This modelling approach has been discussed and agreed with Natural England and has been based upon the recognised approach utilised by the Welsh Government Predictive ALC map. **Application Document 6.3.2.6.A ES Appendix 2.6.A Predictive Agricultural Land Classification Report - Suffolk** and **Application Document 6.3.3.6.A ES Appendix 3.6.A Predictive Agricultural Land Classification Report - Kent** present the results of the ALC predictive modelling, which will include plans showing each location where the soils have been assessed and the associated grade at that point. Where design changes have occurred, the implications for soil type and land grade have been assessed. Preconstruction surveys are committed to and will be undertaken in line with published guidance and will be used to

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				agricultural area impacted by scheme (split by scheme component and by ALC grade), total area of BMV agricultural land (split by component) and total BMV agricultural area permanently and temporarily required for the development (split by component). The outline SMP needs to be clear that the aim is for BMV agricultural land to be returned to its original quality and all soils to be suitable for the planned end use. For example, this could be actioned by a target specification for the restored soils according to location and soil types, end use and required ALC grade. All soils should only be handled in a dry and friable condition, and it is expected that soil handling will be confined to the drier summer period to minimise risk of soil damage. Soil handling methods should normally be as specified as in the Defra Construction Code of Practice for the Sustainable Use of Soils on Construction Sites (including accompanying Toolbox Talks).		update the outline Soil Management Plans with site specific information as set out in the Defra Construction Code of Practice. Site specific soil information will then be used to inform the production of the Soil Management Plans as set out in the Defra Construction Code of Practice. The SMP will include requirements for soil handling, including wet weather cessation criteria, details of measures required for soil restoration as well as requirements for toolbox talks and training, as well as the competencies expected for the individuals responsible for these tasks. Please refer to **Application Document 7.5.10.1 Outline Soil Management Plan – Suffolk and Application Document 7.5.10.2 Outline Soil Management Plan – Kent** which accompany the DCO application and will be developed into the SMP for the Proposed Project in advance of construction. The requirement to produce a soil management plan is set out within the **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured via Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**). **Application Document 6.2.3.6 Part 2 Suffolk Chapter 6 Agriculture and Soils and Application Document 6.2.2.6 Part 3 Kent Chapter 6 Agriculture and Soils** have assessed the impacts of the Proposed Project in further detail (for both soil and for BMV), examined the impacts both during construction and operation, as well as the temporary and permanent take for different aspects of the infrastructure.
		Geology and Hydrogeology	2.7.5.5 The installation of overhead pylons typically requires substantial temporary development in the form of temporary access tracks, as well as the smaller permanent land take from the pylon footprint. It is acknowledged that the pylon footprint locations are subject to micro siting and the precise location is often not confirmed till late in the design process. Therefore, regarding the potential cable route (yet to be determined) the focus of the survey should be on the general route (to inform micro-siting).	Natural England advises that as well as considering micro siting the pylons consideration is given within the application to under grounding of all cables.	N	Due to an elevated UXO risk across the project, detailed ALC site surveys have not been able to be carried out. Instead, a predictive modelling approach has been utilised to assess the extent of agricultural (and BMV) land across the route. This modelling approach has been discussed and agreed with Natural England and has been based upon the recognised approach utilised by the Welsh Government Predictive ALC map. **Application Document 6.3.2.6.A ES Appendix 2.6.A Predictive Agricultural Land Classification Report - Suffolk** and **Application Document 6.3.3.6.A ES Appendix 3.6.A Predictive ALC Report - Kent** present the results of the ALC predictive modelling, which will include plans showing each location where the soils have been assessed and the associated grade at that point. Where design changes have occurred the implications for soil type and land grade have been assessed; this therefore allows for sufficient information to inform micro sitting where required. Any options appraisal work undertaken prior to the predictive mapping, such as that undertaken during the route selection, uses the Department for Environment, Food and Rural Affairs (Defra) ALC mapping layer to identify area potentially comprising BMV land. As

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						this layer does not differentiate between 3a and 3b, a precautionary assumption that all Grade 3 is BMV land is usually made.
		Design	2.7.7.4 Natural England support the use of existing detailed ALC mapping. Copies of the reports and mapping are available through Natural England's Access to Evidence Portal via MAGIC map.		N	Information from the Evidence Portal and MAGIC maps has been used to inform the preliminary assessment to date.
		Design	2.7.8.2 Sensitive routeing or micro-siting should be informed by the ALC survey to avoid long term impacts.	We advise that the Environmental Statement should clearly demonstrate how the master planning has considered the ALC grades and avoided BMV where possible in line with paragraph 5.10.8 of the Draft NPS EN1.	N	Due to an elevated UXO risk across the project, detailed ALC site surveys have not been able to be carried out. Instead, a predictive modelling approach has been utilised to assess the extent of agricultural (and BMV) land across the route. This modelling approach has been discussed and agreed with Natural England and has been based upon the recognised approach utilised by the Welsh Government Predictive ALC map. **Application Document 6.3.2.6.A ES Appendix 2.6.A Predictive Agricultural Land Classification Report - Suffolk** and **Application Document 6.3.3.6.A ES Appendix 3.6.A Predictive Agricultural Land Classification Report - Kent** present the results of the ALC predictive modelling, which will include plans showing each location where the soils have been assessed and the associated grade at that point. Where design changes have occurred, the implications for soil type and land grade have been assessed; this therefore allows for sufficient information to inform micro sitting where required. Any options appraisal work undertaken prior to the collection of site-specific survey information (such as detailed ALC and/or soil information), such as that undertaken during the route selection, uses the Department for Environment, Food and Rural Affairs (Defra) ALC mapping layer to identify area potentially comprising BMV land. As this layer does not differentiate between 3a and 3b, a precautionary assumption that all Grade 3 is BMV land is usually made.
		Geology and Hydrogeology	2.7.8.3 GG19 All soil stockpiles intended to remain in situ for more than 6 months or over the winter period are to be grassed over and weed control and other necessary maintenance carried out. AS01 Natural England support the provision of an SMP as part of the Construction Environmental Management Plan (CEMP). See comment above (2.7.2.7). We note there is no commitment for a programme of supervision, monitoring and reporting as proposed, given the	We advise that the Environmental Statement and associated SMP needs to clearly demonstrate how the ALC Grades and soil types will inform soil handling and restoration, setting out the site specific mitigation measures with reference to the best practice guidance (Defra Construction Code of Practice), i.e. secondary mitigation measures. The British Society of Soil Science has published the Guidance Note Benefitting from Soil Management in	N	The development of an Outline Soil Management Plan is committed to and has been produced in line with best practice guidance including the Defra Construction Code of Practice. Individual SMPs have been produced for both Suffolk and Kent and contain measures informed by the site-specific information collated from surveys. The outline SMP includes the requirements for on-going supervision and monitoring as well as the required competencies to be held by the responsible parties. Where agricultural land is to be returned to productive use the handling methodologies will outline the methods to minimise potential function loss as far as is practicable. Please refer to **Application Document 7.5.10.1 Outline Soil Management Plan – Suffolk** and **Application Document 7.5.10.2 Outline Soil Management Plan – Kent** which

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			very high quality of the land. This should include supervision of soil handling by a competent soil specialist. AS02 The spatial distribution of ALC grades determined from a detailed ALC survey are necessary to inform the reinstatement criteria, which allows the area of each ALC Grade temporarily disturbed to be returned to the same quality as far as practicable to minimise potential loss.	Development and Construction which also contains useful guidance.		accompany the DCO application and will be developed into the SMP for the Proposed Project in advance of construction.
		Design	General comment: Decommissioning is mentioned multiple times throughout both volume 1 part 2 and part 3 of the PEIR.	Natural England advises that within the ES, there is a commitment to decommissioning and an outline decommissioning plan.	N	**Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Proposed Project Description** contains details relating to decommissioning. The technical environmental assessments contained within the ES have assessed the decommissioning phase; in the specific topic chapters. As stated within **Application Document 3.1 draft Development Consent Order**, a written scheme of decommissioning is to be submitted for approval by the relevant planning authority in advance of any decommissioning works.
		Agriculture and Soils	Figure 3.7.1 When mapping ALC data Natural England advise the ALC grades are defined by a standard colour notation. It is important this is complied with to avoid confusing users. The RGB codes in ArcGIS systems used by Natural England are as follows: Grade 1 : Red = 0, Green = 129, Blue = 254 Grade 2 : Red = 194, Green = 251, Blue = 254 Grade 3a : Red = 1, Green = 129, Blue = 0 Grade 3b : Red = 165, Green = 254, Blue = 164 Grade 4 : Red = 254, Green = 251, Blue = 105 Grade 5 : Red = 178, Green = 136, Blue = 100 Non-Agricultural : Red = 254, Green = 196, Blue = 85	Natural England advises the ALC grades are defined by a standard colour notation.	N	Subsequent ALC figures will utilise the standard colour notations.

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			Urban : Red = 255, Green = 99, Blue = 85			
		Terrestrial Ecology and Landscape and Visual	**Ancient Woodland and Ancient/Veteran Trees** 1.1.4.4 2.3.9.4 Natural England notes that the proposed route, has the potential to impact ancient woodland identified by the Ancient Woodland Inventory. Notably, some of these woodlands are also designated as CWS. The proposed route is planned to come within close proximity to ancient woodland (outside the footprint of the woodland), in these circumstances' impacts may be avoidable or mitigation may be possible to prevent deterioration or loss of ancient woodland from occurring. However, to achieve this, it will be integral to consider Natural England and the Forestry Commission's standing advice11 for planning authorities in relation to ancient woodland and ancient and veteran trees. Natural England advises that the applicant should read this standing advice and applies this information to the design of their scheme. In particular, it will be important to consider Natural England's buffer zone advice at the earliest possibly stage. Please note the advice around the 15m buffer zone, and the instances upon which this buffer zone should be extended. You should consider any impacts on ancient woodland and ancient and veteran trees in line with paragraph 180 of the NPPF. Further advice regarding ancient woodland can be found on page 104 (para 5.4.14 & 15) and page 107 (para 5.4.32) of the soon to be designated NPS EN-112. Natural England maintains the Ancient Woodland Inventory13 which can help identify ancient woodland. It should be taken into account by planning	Natural England advises Sea Link to adopt Natural England and the Forestry Commission's standing advice14 for planning authorities in relation to ancient woodland and ancient and veteran trees.	N	15 m buffer zones around both Ancient Woodland sites within Suffolk are shown on the Tree Constraints Plans and Tree Protection Plans. In addition, the root protection areas for all veteran and ancient trees have been increased to 15 times the stem diameter (measured at 1.5 m) or 5 m from the edge of the tree canopy (whichever is greatest) as per standing advice from Natural England and the Forestry Commission. All impacts to ancient woodland and ancient or veteran trees are considered within the **Application Document 6.10 Arboricultural Impact Assessment**.

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			authorities when determining relevant planning applications.			
		Walking, Cycling and Horse-riders	**Connecting people with nature (National Trails, open access land and England Coast Path)** 2.11 Natural England notes that the proposed cabling route crosses public rights of way (PRoW). Paragraphs 100 and 174 of the NPPF highlight the important of public rights of way and access. Further advice is provided on this topic within the soon to be designated NPS EN-1 (pg. 152 - 3, para 5.11.24 & 5.11.30). Development should consider potential impacts on access land, common land, rights of way and coastal access routes in the vicinity of the development. Consideration should be given to the King Charles III England Coast Path. The stage between Aldeburgh to Hopton-on-Sea15 has been partially approved and we advise the applicant to make sure there is suitable provision for the ECP in this development proposal and we would welcome discussion about how this might be achieved. Consideration should also be given to the potential impacts on the any nearby National Trails. The National Trails website www.nationaltrail.co.uk provides information including contact details for the National Trail Officer. Appropriate mitigation measures should be incorporated for any adverse impacts.	Sea Link should contact Natural England if they believe the development may affect the King Charles III England Coast Path and consider potential impacts on access land, common land, rights of way and coastal access routes in the vicinity of the development.	N	A complete assessment of socio-economics effects has been undertaken has be undertaken. This is set out in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-economics, Recreation and Tourism and Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-economics, Recreation and Tourism**. The assessment considers potential impacts on access land, common land, rights of way and coastal access routes in the vicinity of the development. The assessment has not identified a significant effect on the King Charles III England Coast Path.
		Landscape and Visual	**Landscape and Nature Recovery – please see our detailed landscape comments (Annex 3) for advice on Protected Landscapes** 2.3, 2.7 We advise that the draft order limits contain land parcels which form part of a live Agri-environment scheme which is currently delivering benefits for nature, including the management of priority habitats. Consideration must therefore be given to any permanent and/or temporary impacts from the	Consideration must be given to any permanent and/or temporary impacts from the proposals on the scheme and implications for the agreement holder in terms of any necessary relocation of options, derogations, pay back of grant funding, scheme penalties etc.	N	The requirement to consider impacts on agri-environment and stewardship schemes is noted. The Proposed Project would have an impact on land under agri-environment/stewardship schemes. The implications for the agreement holder in terms of any necessary relocation of options, derogations, pay back of grant funding, scheme penalties, etc. will be dealt with through compensation agreements, which lie outwith the scope of the EIA. Any impacts on ecology and how these schemes support the current and future ecological baseline has been assessed as part of the individual habitat and species assessments presented in the ES, and mitigation proposed where required. Further details are contained in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology**

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			proposals on the scheme and implications for the agreement holder in terms of any necessary relocation of options, derogations, pay back of grant funding, scheme penalties etc. Loss of habitat under Countryside Stewardship (CS) Higher Tier and Mid Tier, may result in direct land take or damage to land under agreement. Any land removed from Agri-Environment schemes may result in repayment of subsidies dating back to year 1 of the scheme, and with additional penalty. Construction and operational activities that pose an impact to agreement land in terms of water resources and quality of habitat and species, loss and fragmentation and disturbance (noise, vibration, light and visual) should be considered. Timing and dates of work should be considered to ensure that habitats retained can be sufficiently maintained. Required mitigation should be included with the Code of Construction Practice and secured in the DCO. It should also be noted that any compulsory land purchases which are subject to agri-environment schemes would also need to be repaid.		**and Biodiversity and Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. National Grid understand that grant funding schemes are private agreements and therefore at this point in time we do not hold the necessary information to allow consideration of appropriate mitigation. However, it is anticipated the landowner will be able to seek recovery of losses arising from delivery of the scheme through the compensation code as further details emerge and discussions between landowners and National Grid continue.
		Terrestrial Ecology	**Appendix 1** **Biodiversity Net Gain** Natural England considers that ambitious BNG targets for Nationally Significant Infrastructure Projects are integral to halting development's role in biodiversity loss. It should be noted that a significant amount of other valuable and sensitive habitats and species could be affected by this project, including priority habitats and species, County Wildlife Sites and Local Nature Reserves, SSSIs and European sites. Priority habitats and species listed under section 41 of the NERC Act are, in the Secretary of State's opinion, of principal national importance for the purpose of conserving biodiversity. Neither the Environment Act 2021 or BNG change existing legal protections for important habitats, wildlife species and designated sites. It maintains the mitigation hierarchy of avoid impacts first, then mitigate and only compensate as a last resort. As a first principle, the project should therefore represent no 'biodiversity net loss' in these regards.	N	Please refer to **Application Document 6.12 Biodiversity Net Gain Feasibility Report** for further details regarding Biodiversity Net Gain.

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			In this regard, Natural England advises that a project of this scale has the potential to provide a positive environmental legacy for the area within which it is proposed, with considerable long-term benefits to people and wildlife.		
		Terrestrial Ecology	We welcome the commitment to delivering BNG on this project. We recommend that the target increase in BNG of 10% across all biodiversity unit types is secured by a suitably worded requirement in the DCO and we would be keen to work with the applicant to help realise any such ambition. Natural England may be able to help identify priority opportunity areas for BNG, which will achieve a 'strategic significance' multiplier through the metric. In the future, Local Nature Recovery Strategies (LNRS)16 will be used to help inform how and where biodiversity net gain should be delivered, i.e. which habitats are ecologically appropriate in which locations. In particular, LNRS can be used to target offsite BNG so that it contributes to the Nature Recovery Network17 and the LNRS can be used to determine the 'strategic significance' score that is part of the Biodiversity Metric scoring approach. The 'strategic significance' score is a landscape scale factor, which gives additional unit value to habitats that are located in preferred locations for biodiversity and other environmental objectives. Currently, other local strategies can be used to inform offsite targeting prior to implementation of LNRS, such as: biodiversity action plans green infrastructure strategies catchment management plans biodiversity opportunity areas local nature partnership documentation river basin management plans intertidal habitat creation/restoration plans the relevant local plan Any decisions around BNG you make, should seek to contribute to the Nature Recovery Network in the most beneficial way possible. The Nature Recovery Network is a flagship government policy of the 25 Year Environment Plan which aims to reverse the declines in UK nature. We strongly encourage you to use the Nature Networks Evidence Handbook18 when designing your BNG proposals. In simple terms, the Statutory Biodiversity Metric should compare the current biodiversity value of all habitats within the development boundary (excluding irreplaceable habitats) with those to be delivered (retained, enhanced or created) post-development, plus, any off-site biodiversity units attributed to the development. This is with the intention of demonstrating an overall increase in biodiversity (minimum 10 % uplift from the baseline). Whilst 10% is the minimum requirement, Natural England encourage the applicant to consider a more ambitious percentage biodiversity net gain target than the minimum. Additionally, further benefits could be achieved by securing and managing any habitat created to achieve BNG for longer than the typical 30-year period, as	N	National Grid agrees. Please refer to **Application Document 6.12 Biodiversity Net Gain Feasibility Report** for further details.

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			well as considering additional enhancements after the initial 30-year period has been completed.		
		Terrestrial Ecology	The proposals should align closely with the existing suite of 'good practice principles'19 for biodiversity net gain that have been developed and published. These same principles also form the basis of the BS8683:2021 Process for designing and implementing biodiversity net gain20. The biodiversity net gain approach embeds a fundamental principle for spatial hierarchy of habitat delivery, where there is a preference for onsite or local enhancements. Biodiversity Metric 4.0 incentivises habitat delivery on or close to the development site through a 'Spatial Risk Multiplier', which reduces the biodiversity value of habitats delivered further away from the development. Good Green Infrastructure planning and design can also help to deliver gains for biodiversity, as well as wider benefits for nature and people. The Green Infrastructure Framework Green Infrastructure Home (naturalengland.org.uk)21 includes a range of tools and guidance, including design principles to support developers in planning and delivering more and better-quality GI. It was a commitment within the 25 Year Environment Plan and is referenced within the National Model Design Code. A key purpose is to define what good green infrastructure looks like for local planners, developers, parks and greenspace managers and communities, and how to plan it strategically to deliver multiple benefits for people and nature. The Urban Nature Recovery Standard is focused on increasing the proportion of GI that is designed and managed for nature recovery, which directly links into the ambitions around Biodiversity net gain. We consider that achieving BNG could, following completion of the project, provide significant benefits through: Enabling wildlife to adapt to the challenges of the future including habitat fragmentation, climate change etc. Providing a wealth of natural capital benefits such as flood prevention, improved air quality, improved soils, clean water etc. Providing inspiration and enjoyment for people through regular access to a high-quality natural environment, improving community health and wellbeing (both mental and physical). This should include enhancement of public access where practical (i.e., where it would not compromise the biodiversity interest, for example) and could also involve local stewardship of any new habitat creation.	N	It is considered that the use of a Biodiversity Net Gain parameters line as the boundary for the Biodiversity Net Gain Assessment, rather than the Order Limits, is proportionate to the potential impacts of the Proposed Project. These Biodiversity Net Gain parameters line will include all works areas but will not include land affected, based on the current design, therefore encompasses 'all land necessary to carry out the Proposed Project'. National Grid's aim is to provide habitats that are adaptable and resilient to climate change, provide natural capital benefits where possible and where suitable will be public access. Further information is contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**.
		Terrestrial Ecology	We advise that such an approach would be in line with: The Environment Act 202122, NSIPS granted development consent in England will have to deliver at least 10% BNG from no later than November 2025. BNG will be measured using the Statutory Biodiversity Metric and habitats will need to be secured for at least 30 years. This sits alongside a strengthened legal duty for public bodies to conserve and enhance biodiversity. The construction industry research and information association (CIRIA), the Chartered Institute of Ecology and	N	Date of Biodiversity Net Gain requirement for NSIPs is not currently known. The Proposed Project is still committed to delivering 10% Biodiversity Net Gain. All other points are agreed. Please refer to **Application Document 6.12 Biodiversity Net Gain Feasibility Report** for further details.

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			Environmental Management (CIEEM) and the Institute of Environmental Management and Assessment (IEMA) have launched Biodiversity Net Gain Best Practice guidance23 to which Natural England provided input to and further best practice guidance including BS8683:2021 Process for designing and implementing biodiversity net gain24 is also now available. Many major infrastructure projects in the UK have now committed to delivering a biodiversity net gain and some examples of these are included in this guidance. The NPS for Energy (NPS EN – 1): this provides the primary basis for decisions on applications for development consent for energy projects. Section 4.6 'Environmental and Biodiversity Net Gain' of the soon to be designated NPS provides detailed advice on BNG. The Government's 25 Year Environment Plan25 sets out the aspiration to mainstream BNG in the planning system and move towards approaches that integrate natural capital benefits. This has also been referenced in the Environmental Improvement Plan. The National Planning Policy Framework (NPPF)26: The NPPF identifies that one of the three overarching objectives to achieving sustainable development through the planning system is an environmental objective "to protect and enhance our natural…environment; including making effective use of land, improving biodiversity…". The current version of the NPPF was published on 5 September 2023 and is supported by Planning Practice Guidance (PPG). Whilst the NPPF does not contain specific policies for NSIPs it may be a relevant consideration in their determination. The NPPF includes policies to protect and enhance the natural environment, importantly including policies on biodiversity and wider environmental net gain; specifically, planning policies and decisions should contribute to and enhance the natural and local environment by providing net gains for biodiversity and are to identify and pursue opportunities for biodiversity net gain (paras 174,179 and 180) and wider environmental gain (paras 120, 180). Delivering biodiversity net gain is also referred to in the National Infrastructure Commission's Design Principles27 and the National design guide28. Latest Government guidance on Biodiversity net gain: Biodiversity net gain - GOV.UK (www.gov.uk)29."		
		Consultation	**Annex 2_PEIR Specialist Advice_Kent Onshore Scheme** **Preliminary Environmental Information Report (PEIR) Review** **Annex 2– Kent Onshore Scheme In formulating these comments, the following documents have been considered:** Part 1 Introduction; Chapter 3 Figures Part 1 Introduction; Chapter 4 Appendix 1.4.F Outline Schedule of Environmental Commitments and Mitigation Measures Part 3 Kent Onshore Scheme; Chapter 1 Evolution of Kent Onshore	N	These comments have been noted by National Grid.

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			Part 3 Kent Onshore Scheme; Chapter 2 Landscape and Visual Part 3 Kent Onshore Scheme; Chapter 3 Ecology and Biodiversity Part 3 Kent Onshore Scheme; Chapter 5 Water Environment Part 3 Kent Onshore Scheme; Chapter 6 Geology and Hydrology Part 3 Kent Onshore Scheme; Chapter 7 Agriculture and Soils Part 3 Kent Onshore Scheme; Chapter 9 Air Quality Part 3 Kent Onshore Scheme; Chapter 10 Noise and Vibration Part 3 Kent Onshore Scheme; Chapter 13 Intra-Project and Inter-Project Cumulative Effects Part 3 Kent Onshore Scheme; Chapter 13 Appendix 3.14.A Descriptions of Other Projects Part 5 Project Wide Effects; Chapter 3 Habitat Regulations Screening Report **Natural England's Advice and Recommendations** A summary of Natural England's advice in relation to the Kent Onshore Scheme is set out in Table 1. Our key concerns along with recommendations are presented in further detail in Table 2.			
	Ornithology	**Summary of Key Concerns** **Table 1 Summary of Key Issues - Kent Onshore Scheme** Our comments on the PEIR have been limited by the lack of baseline survey data provided, specifically data relating to breeding and wintering birds and collision risk modelling.	**Natural England's Recommendations to Resolve Issues.** All baseline surveys adopting Natural England's Standard Advice should have been undertaken by the DCO submission. The survey methodologies, areas of survey and survey conditions (e.g., weather, time of day) should be clearly stated to enable a robust assessment of impacts. Full datasets should be provided rather than highlighting where significant species populations have been found.	N	The first season of wintering and breeding bird reports, the vantage point survey report, the collision risk assessment and the mitigation proposals for loss of golden plover habitat have all been shared with Natural England. Further survey reports were shared as they are produced. These are contained in: • **Application Document 6.3.2.2.B ES Appendix 2.2.B Suffolk Wintering Bird Report;** • **Application Document 6.3.2.2.C ES Appendix 2.2.C Suffolk Breeding Bird Report;** • **Application Document 6.3.3.2.B ES Appendix 3.2.B Wintering Bird Survey Report 2022-2023;** • **Application Document 6.3.3.2.C ES Appendix 3.2.C Wintering Bird Survey Report 2023-24;** • **Application Document 6.3.3.2.D ES Appendix 3.2.D Breeding Bird Survey Report 2023; and** • **Application Document 6.3.3.2.E ES Appendix 3.2.E Breeding Bird Survey Report 2024.**
	Terrestrial Ecology, Design and	Direct loss of Thanet Coast & Sandwich Bay SPA/Ramsar has been screened	No detailed viability assessment which takes into account local ground conditions, has been	N	Geotechnical investigation has now confirmed that a trenchless construction solution is feasible and an open trench option will therefore not be included in the DCO application. Nonetheless, it is

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		Onshore Mitigation	out of further assessment, due to trenchless techniques being used.	conducted for the proposed trenchless crossing at Pegwell bay. Without a detailed feasibility assessment, it is difficult to understand the likelihood of success, and the associated risks of trenchless crossings. Natural England advise that trenchless crossing techniques utilised to cross designated sites should be considered as a mitigation measure, which should be assessed in further detail at the appropriate assessment stage. Detailed assessment should determine whether this proposed mitigation measure can avoid adverse effects on integrity upon the Thanet Coast & Sandwich Bay SPA/Ramsar and Sandwich Bay SAC.		noted that this construction methodology should be considered a mitigation measure at appropriate assessment rather than an avoidance measure at HRA screening. Therefore, **Application Document 6.6 Habitats Regulations Assessment Report** covers this in the Appropriate Assessment section.
		Ornithology and Onshore Mitigation	The preliminary conclusions relating to functionally linked land (FLL) appear to take the view that should no more golden plover be recorded, the areas surveyed would not be functionally linked.	Loss of functionally linked land for golden plover should be assessed through an appropriate assessment regardless of subsequent survey data, as 700 individuals have been surveyed using the land previous and any data is a snapshot in time which doesn't take into account variability in usage. Natural England advise that mitigation measures should be considered, to mitigate for the direct loss of FLL linked to the Thanet Coast & Sandwich Bay SPA, as well as to mitigate against disturbance to adjacent FLL from the construction phase.	N	Although no significant congregations of golden plover have been recorded in the second season of non-breeding bird surveys, National Grid is assuming as a precaution that although only recorded on one survey visit the converter station field is functionally linked land for golden plover. Therefore, **Application Document 6.6 Habitats Regulations Assessment Report** covers this in the Appropriate Assessment section and sets out that loss of functionally linked land will be mitigated through enhancement of 10 ha of arable land off site as discussed with Natural England. Mitigation is set out within **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured via Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**).
		Noise and Vibration, Ornithology and Landscape and Visual	Noise assessments have not included ecologically sensitive receptors, such as breeding bird populations of Sandwich Bay to Hacklinge Marshes SSSI, or designated bird features of the Thanet Coast and Sandwich Bay SPA and Ramsar site.	We advise that noise assessments for all phases of the development should consider impacts to the qualifying features of the Thanet Coast and Sandwich Bay SPA and Ramsar site, and Sandwich Bay to Hacklinge Marshes SSSI. Natural England also advise that visual and light assessments for all phases of the development should	N	Detailed noise modelling has been undertaken for the DCO using criteria discussed with Natural England. Further information is contained in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity and Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. This does consider impacts on breeding birds. The assessment contained within **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity** has considered visual and light impacts to the breeding bird populations of Sandwich Bay to Hacklinge Marshes SSSI, as well as impacts to golden plover

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				consider impacts to the breeding bird populations of Sandwich Bay to Hacklinge Marshes SSSI, as well as impacts to golden plover (linked to the Thanet Coast & Sandwich Bay SPA) which utilise FLL within and adjacent to the draft order limits.		(linked to the Thanet Coast and Sandwich Bay SPA). Noise and visual disturbance on the breeding bird populations of Sandwich Bay to Hacklinge Marshes SSSI, as well as impacts to golden plover following mitigation are not considered to be significant. Mitigation measures are set out within **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured via Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**).
		Onshore Route location, Design and Ornithology	Little information has been provided to demonstrate that the least damaging connection option to the existing overhead lines has been carefully considered. Introduction of new overhead lines could result in significant long-term impacts to qualifying bird features of neighbouring intonationally designated sites (Thanet Coast & Sandwich protected bird species. Whereas the buried cable option would have predominantly short-term impacts.	Natural England questions whether trenchless crossing techniques have been considered for the combined crossing of the Sandwich Bay to Hacklinge Marshes SSSI, railway and river Stour. Further assessment should be conducted, to quantify the impacts to designated sites and protected species from all grid connection options (overhead lines or buried cables). Selection of the final option should demonstrate that it has adhered to the mitigation hierarchy of avoid, mitigate, compensate is following as per paragraph 180 of the NPPF.	N	The alignment of the overhead line was considered in developing the Kent Onshore Scheme. It was ultimately determined that a much longer overhead line connection to the north would have a more detrimental effect environmentally (considering all topics, not just ecology) than the short section across the River Stour. Opportunities for buried cables under the River Stour were also considered but engineering issues partly related to the high water table rendered that less favourable than an overhead line connection. **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered** sets out the main alternatives considered in relation to the Kent Onshore Scheme including the reasons behind the decision to cross the River Stour with an overhead line.
		Onshore Mitigation	At points the applicant has not followed the mitigation hierarchy, often proceeding immediately to mitigate rather than exploring options to avoid impacts in the first instance.	We advise that the mitigation hierarchy of avoid, mitigate, compensate is following as per paragraph 180 of the NPPF.	N	When developing the Proposed Project, the mitigation hierarchy has been applied and the following steps have been considered: Avoidance, Minimisation, Rehabilitation/Restoration and Offsetting. Each topic chapter of the ES has identified proposed mitigation measures that are required to address potential significant adverse effects of the Proposed Project, following the mitigation hierarchy. Mitigation has been categorised as follows: - Embedded Measures: are those that are intrinsic to and built into the design. They include the avoidance of potential receptors, such as designated sites, through sensitive routeing, siting and design. - Control and Management Measures: These are good practice measures that are included within the Code of Construction Practice (CoCP) and other control and management plans such as the use of road sweepers and the implementation of measures to control silt-laden runoff during construction. - Mitigation Measures: These are measures over and above embedded measures, for example anything that has been added to the design purely to mitigate an effect such as landscape planting. Further details are contained in **Application Document 6.2.1.5 Part 1 Introduction Chapter 5 EIA Approach and Methodology**.

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		Onshore Route location and Design	Little information has been provided relating to the decommissioning phase and the impact it could have on Thanet Coast and Sandwich Bay SPA/Ramsar.	Further clarity should be provided around whether cables are to be left in situ or removed. If they are to be removed, can this be done using trenchless techniques or would loss of European site (however temporary) be required.		If the Proposed Project is required to be decommissioned, the proposed underground cables would be decommissioned. Dependent on specific requirements, the redundant cables could either be left in-situ, or all or parts of the cable could be removed for recycling. Where this is not possible, removed cables would be disposed of in accordance with the relevant waste disposal regulations at the time of decommissioning. **Application Document ES 6.2.1.4 Part 1 Introduction Chapter 4 Proposed Project Description** provides further details relating to the decommissioning phase of the Proposed Project. Each technical ES chapter assesses the decommissioning phase impacts of the Proposed Project. The assessment on ecological receptors relating to the decommissioning phase is included within **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity and Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. It should be noted that these chapters assume that the cables and ducts may be left in situ where the methods for removal would be more damaging than their method of installation.
		Design	**Project Parameters- Documents Used: Part 1 Chapters 1, 3, 4 and 5** **Project Description** 1.4.3 The elements of the Kent Onshore Scheme have been clearly defined and options explained where necessary. It is clear what will occur during construction, operation and decommissioning.		N	These comments have been noted by National Grid.
		DCO process	**Natural England's Position on Worst Case Scenario** 1.5.5 Natural England supports the use of the Rochdale Envelope Approach in assessing the worst-case scenario of a project.		N	These comments have been noted by National Grid.
		Design	1.5.7.22 The two alternative scenarios for the Kent Onshore Scheme have been clearly explained and the methodology for when these are used in assessment is clear.		N	These comments have been noted by National Grid.
		Terrestrial Ecology	**Baseline Characterisation – Document(s) Used: PEIR Part 3 Chapter 3 Ecology and Biodiversity** **Survey Data Acquisition** 3.3.5.5 The amount of field survey data available in the PEIR is disappointing as	We note that most surveys have either just started or are due to take place in 2024. Natural England will provide our full advice on these once a complete data set is available, for now we will focus our comments on	N	All survey progress was shared with Natural England and survey reports shared as they were produced.

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			it limits the advice and recommendations that Natural England can give at this stage. We do however acknowledge the difficulty in accessing certain land parcels to enable surveys to be completed. "	the methodologies and any early findings.		
		Ornithology	3.3.5.203. 3.5.23 Though the methodologies for the breeding and wintering bird surveys is clearly explained, it would have been beneficial to provide a map demonstrating survey points/routes for us to review.	Provide a map or detailed explanation to clearly demonstrate the areas surveyed for breeding and wintering bird species.	N	The breeding and wintering bird survey reports including maps showing survey transects have now been shared with Natural England. The surveys include nocturnal visits where relevant and take account of weather conditions and crop types. These are contained in: • **Application Document 6.3.2.2.B ES Appendix 2.2.B Suffolk Wintering Bird Report 2022-23;** • **Application Document 6.3.2.2.C ES Appendix 2.2.C Suffolk Breeding Bird Report 2023-34;** • **Application Document 6.3.3.2.B ES Appendix 3.2.B Wintering Bird Survey Report 2022-2023;** • **Application Document 6.3.3.2.C ES Appendix 3.2.C Wintering Bird Survey Report 2023-24;** • **Applicant Document 6.3.3.2.D ES Appendix 3.2.D Breeding Bird Survey Report 2023; and** • **Application Document 6.3.3.2.E ES Appendix 3.2.E Breeding Bird Survey Report 2024.**
		Ornithology	3.3.5.203 3.5.23 Currently no information has been submitted concerning the date on which bird surveys were undertaken, the weather conditions, the tidal state (if relevant) or the crop type on fields (if relevant). It is important to conduct surveys at different times of day/night and in different weather conditions as this impacts bird behaviour. At this time, it is unclear whether a sufficient range of circumstances have been surveyed.	The applicant should ensure that bird surveys are conducted at varying times of day/night, in different weather conditions and take account of the tidal state and crop type (if relevant). This information should be clearly displayed in the Environmental Statement to enable us to review whether a sufficient range of circumstances have been surveyed.	N	The breeding and wintering bird survey reports including maps showing survey transects have now been shared with Natural England. These are contained in: • **Application Document 6.3.2.2.B ES Appendix 2.2.B Suffolk Wintering Bird Report 2022-23;** • **Application Document 6.3.2.2.C ES Appendix 2.2.C Suffolk Breeding Bird Report 2023-34;** • **Application Document 6.3.3.2.B ES Appendix 3.2.B Wintering Bird Survey Report 2022-2023;** • **Application Document 6.3.3.2.C ES Appendix 3.2.C Wintering Bird Survey Report 2023-24;** • **Applicant Document 6.3.3.2.D ES Appendix 3.2.D Breeding Bird Survey Report 2023; and** • **Application Document 6.3.3.2.E ES Appendix 3.2.E Breeding Bird Survey Report 2024.**

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		Ornithology	Table 3.3.26 The collision risk modelling discussed in the preliminary assessment of killing and injury of birds during operation will use the tallest pylon scenario to determine risk, however it is unclear why this has been chosen. It is our view that the different pylon height options would have different levels of risk for different bird species dependant on their typical flight height, as the cables would cut across different heights.	We advise that flight line surveys that demonstrate collision risk should record bird species and their flight heights in bands, which can then be compared against the pylon options rather than using just the tallest pylon scenario. This will help to inform the types of pylons used if a collision risk is recorded for a specific option.	N	Vantage point survey results have been shared with Natural England along with the output of the collision risk report. Since the difference in height between the different pylons is 10 m this is insufficiently great to make much difference to collision risk. This assessment is detailed within **Application Document 6.3.2.2.C ES Appendix 2.2.C Suffolk Breeding Bird Report**, **Application Document 6.3.3.2.D ES Appendix 3.2.D Breeding Bird Survey Report 2023**, and **Application Document 6.3.3.2.E ES Appendix 3.2.E Breeding Bird Survey Report 2024.**
		Terrestrial Ecology	**Data Gaps** Part 3 Chapter 3 There are significant gaps in survey data for the majority of species listed in this chapter meaning that we are currently unable to provide full comment on potential impacts.	It is recognised that the required surveys are commencing in late 2023 and continuing through 2024. We would expect all surveys to have been completed, data analysed, and, if necessary, mitigation proposed by the DCO submission.	N	All survey progress has been shared with Natural England and survey data has been shared as they were produced and all bird surveys have been completed. Bird survey reports were shared with Natural England, as was the Kent Vantage Point Survey Report and collision risk assessment, and a complete draft of **Application Document 6.6 Habitats Regulations Assessment Report**. Further details are contained in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity and Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity** and their associated appendices.
		Ornithology	**Data Analysis, Modelling and Reporting** 3.3.8.19 Though only one year of bird surveys have been undertaken, it would have been beneficial in the interim for a table to have been provided demonstrating the bird species recorded in the more recent surveys, and in what numbers to enable a thorough review of data.	When the DCO application is made and the full Environmental Statement submitted, we would expect the complete bird survey data to be provided within the documents so it can be assessed.	N	All survey progress has been shared with Natural England and survey reports have been shared as they have been produced. The bird survey data is contained in: • **Application Document 6.3.2.2.B ES Appendix 2.2.B Suffolk Wintering Bird Report 2022-23;** • **Application Document 6.3.2.2.C ES Appendix 2.2.C Suffolk Breeding Bird Report 2023-34;** • **Application Document 6.3.3.2.B ES Appendix 3.2.B Wintering Bird Survey Report 2022-2023;** • **Application Document 6.3.3.2.C ES Appendix 3.2.C Wintering Bird Survey Report 2023-24;** • **Application Document 6.3.3.2.D ES Appendix 3.2.D Breeding Bird Survey Report 2023; and** • **Application Document 6.3.3.2.E ES Appendix 3.2.E Breeding Bird Survey Report 2024.**
		Onshore Mitigation	**HRA - Document Used: PEIR Part 5 Chapter 3 Habitat Regulations Screening Report** **Screening**	Natural England advises that further consideration is given to the Mitigation Hierarchy and design modifications which can be adopted	N	A robust alternatives assessment has been undertaken for the Proposed Project. Further information is contained in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered, Application Document 7.3 Design Development Report and Application Document 7.2 Strategic**

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			5.3.1.6 “It also includes opportunities for environmental mitigation, compensation, and enhancement…”. Natural England advises that impacts to designated sites should be avoided in the first instance, before resorting to mitigation, and as a last resort turn to compensation once the Alternatives test and IROPI have been met.	to avoid, reduce and mitigate the impacts.		**Options Back Check Report** on the main alternatives considered for the Proposed Project. Further historic information with regard to the Proposed Project design evolution and the alternatives considered are contained within **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022), Application Document 8.2 Options Selection and Design Evolution Report (October 2023)** and **Application Document 8.3 Strategic Options Report October 2023)**.
		Onshore Route location, Habitat Regulations Screening and Terrestrial Ecology	5.3.5.31 Natural England notes that Sandwich Bay SAC has not been considered or screened for Likely Significant Effect (LSE) with regard to direct habitat loss, even though the cable route will pass directly through this designated site.	LSE screening exercise (from direct habitat loss) should also consider Sandwich Bay SAC.	N	There will be no loss of sand dune habitat for which Sandwich Bay SAC is designated. Further details regarding the assessment of impacts to Sandwich Bay SAC are included within **Application Document 6.6 Habitats Regulations Assessment Report**.
		Onshore Route location, Habitat Regulations Screening and Terrestrial Ecology	5.3.5.31 Natural England notes that LSE due to direct habitat loss has been screened out for all international designated sites (Sandwich Bay SAC, Thanet Coast & Sandwich Bay SPA and Ramsar Site). Whilst we acknowledge that permanent habitat loss of designated sites is avoided by the measure of burying the cables and the likelihood of recovery post installation. We still recognise that there is a riskof medium to long-term habitat loss or habitat degradation if open trench techniques are used to cross the designated sites. This has been the case for the Nemo interconnector cable, which crossed the designated sites at Pegwell bay via open trenched techniques in 2017/2018 – after 5 years since construction was completed, there is still a large area of saltmarsh that has failed to re establish. Whilst we acknowledge that trenchless crossings would result in these impacts being avoided. It is difficult to agree with this conclusion without understanding the feasibility of such an embedded	Natural England advises that medium to long term habitat loss to designated sites is still a possibility, if trenchless techniques are not used for the landfall crossing. Whilst we acknowledge that trenchless crossings are an embedded measure, the feasibility of such a measure has not been assessed in any detail. Moreover, with any trenchless crossings, there always remains the risk of unintended effects such as sink holes or frac out. And potentially impacts from transiting between the jointing bay and exit pit. For the above reasons, we advise that LSE for medium to long term habitat loss, and habitat disturbance, should be screened in at this stage of the assessment. Trenchless crossings through designated sites should be considered as a mitigation measure and assessed in detail within the appropriate assessment. Natural England advise that the commitment register should be	N	As discussed with Natural England at thematic meetings, geotechnical investigation has been undertaken which demonstrates that a trenchless construction solution is feasible. Therefore, an open trench option through the SSSI will not be included in the DCO application. HVDC cables would be installed using a trenchless technique at the landfall to avoid direct impacts on Thanet Coast & Sandwich Bay SPA/Ramsar and Sandwich Bay SAC, this is set out within **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured via Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**).

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			mitigation measure at this ecologically sensitive location. Without a detailed feasibility assessment, which takes into account local ground conditions, there is a clear risk that the open trench could be utilised as a backup option, if trenchless crossings operations were to fail. This risk is identified in commitments register EC-KT-PW-001 & EC-KT-001, where trenchless crossings have been described as being the 'preferred installation method'.	amended, to clearly state whether or not open trenched is a considered option for the cable landing at Pegwell bay. If open trenching method cannot be ruled out, then the worst-case scenario should assess the impacts associated with open trenching through the designated sites. As previously mentioned, Natural England advise that impacts to designated sites should be avoided in the first instance, before resorting to mitigation, and as a last resort turn to compensation once the Alternatives test and IROPI have been met.		
		Ornithology, Habitat Regulations Screening and Onshore Mitigation	5.3.5.33 to 36 Natural England notes that the first years' worth of wintering bird surveys has identified land at and around the proposed Minster converter station as being functionally linked land (FLL) for golden plover, a designated feature of the Thanet Coast & Sandwich Bay SPA.	Natural England advises that impacts to designated sites should be avoided in the first instance, before considering mitigation, and as a last resort turn to compensation. As FLL for golden plover has been identified, if loss of FLL cannot be avoided (via siting the development in an alternative location), then comprehensive mitigation measures will need to be provided to mitigate against the loss of FLL of the Thanet Coast & Sandwich Bay SPA.	N	A robust alternatives assessment has been undertaken for the Proposed Project to determine if it could be located elsewhere. In thematic meetings National Grid has been discussing with Natural England proposals for mitigating the loss of functionally linked habitat for golden plover, as well as for mitigating any disturbance effect on the nearby SSSI and ensuring no significant bird strike results from the new section of overhead line. Loss of functionally linked land will be mitigated through enhancement of 10 ha of arable land off site as discussed with Natural England.
		Ornithology, Noise and Vibration and Landscape and Visual	5.3.5.37 to 39 Natural England notes that no detailed noise assessment has been conducted for the terrestrial Kent end of the development, which considers sensitive ecological receptors such as the Thanet Coast and Sandwich Bay SPA/Ramsar site. Considering that land at Minster marshes has been demonstrated to be FLL for the golden plover, it is likely that all phases of the development would introduce noise, as well as visual and light disturbance to the adjacent FLL used by the golden plover	Natural England advises that detailed noise, visual and light disturbance assessments should be conducted, in order to understand the likely impacts to golden plover that utilise FLL located within and adjacent to the draft order limits.	N	Detailed noise modelling has been undertaken for the DCO using criteria discussed with Natural England. The operational development will not be lit (except for emergency access routes) and will not generate significant noise. There will be displacement of wintering golden plover during construction but a 10 ha area of mitigation land is being delivered in the long term to address this displacement. Further details are contained in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity and Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. The timing of delivery (before the loss of the existing habitat) is set out in **Application Document 7.5.7.2 Outline Landscape and Ecological Management Plan – Kent** which is secured through Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**).
		Ornithology, Habitat	5.3.5.49 We agree that collision risk should be screened in at this stage for	We note that precautionary mitigation (line markers for earth	N	The alignment of the overhead line was considered in developing the Kent Onshore Scheme. It was ultimately determined that a much

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		Regulations Screening and Onshore Mitigation	Stodmarsh SPA/Ramsar pending the final vantage point survey results.	wires) has been proposed in the event of a collision risk. We advise that the mitigation hierarchy should be followed if proceeding to appropriate assessment. Currently, no evidence has been provided as to why impacts cannot be avoided in the first instance (i.e., trenchless crossing). Natural England questions whether trenchless crossing techniques have been considered for the combined crossing of the Sandwich Bay to Hacklinge Marshes SSSI, railway and river Stour.		longer overhead line connection to the north would have a more detrimental effect environmentally (considering all topics, not just ecology) than the short section across the River Stour. Opportunities for buried cables under the River Stour were also considered but engineering issues partly related to the high water table rendered that less favourable than an overhead line connection. Trenchless methods for installing the cables rather than overhead line were considered but are not feasible. The vantage point survey report and collision risk assessment have been shared with Natural England. A robust alternatives assessment has been undertaken for the Proposed Project to determine if it could be located elsewhere and why the crossing of the River Stour must be by overhead line. **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered, Application Document 7.3 Design Development Report and Application Document 7.2 Strategic Options Back Check Report** contain further details on the main alternatives considered for the Proposed Project. In thematic meetings National Grid has been discussing with Natural England proposals for mitigating the loss of functionally linked habitat for golden plover, as well as for mitigating any disturbance effect on the nearby SSSI and ensuring no significant bird strike results from the new section of overhead line
		Terrestrial Ecology and Onshore Route location	5.3.5.55 Decommissioning impacts are 'considered to be very similar to construction period impacts' however it is not clear as to whether the cables will be left in situ or removed via trenchless/trenched technology.	This should be specified to confirm that there will be no more of an impact on Thanet Coast and Sandwich Bay SPA/Ramsar than that identified during the construction phase.	N	If the Proposed Project is required to be decommissioned, the proposed underground cables would be decommissioned. Dependent on specific requirements the redundant cables could either be left in-situ, or all or parts of the cable could be removed for recycling. Where this is not possible, removed cables would be disposed of in accordance with the relevant waste disposal regulations at the time of decommissioning. **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** provides further details relating to the decommissioning phase of the Proposed Project. Assessment on ecological receptors relating to the decommissioning phase is included within **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity and Application Document ES 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. It should be noted that these chapters assume that the cables and ducts may be left in situ where the methods for removal would be more damaging than their method of installation.
		Inter-Project Cumulative Effects	**Documents used: Volume 1 - Part 5 - Chapter 3 Habitat Regulations Screening Report, Volume 1 – Part 3 – Appendix 3.14.A Descriptions of other projects, Volume 2 – Part 1 – Introduction – Appendix 1.5.B Inter-**	Natural England advises that the in combination assessment should include all plans and projects and assessed in greater detail within the Environmental Statement.	N	KCC/SCR/TH/0172/2022 - This has been added to the longlist and whilst an EIA is not required, this proposal will progress to the shortlist as it is situated 0.03 km from the Kent Order Limits and has therefore been included in the cumulative effects assessment.

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			project cumulative effects initial long list **In- combination** 5.3.8.17 Natural England is aware of a previous Kent County Council EIA Screening opinion (KCC/SCR/TH/0172/2022) for a proposed photovoltaic array adjacent to the Weatherlees Hill WwTWs. In addition, Natural England are also aware of F/TH/23/0170, which received planning permission from Thanet District Council in August 2023.			F/TH/23/0170 - This has been added to the longlist and the shortlist and has therefore been included in the cumulative effects assessment.
		Terrestrial Ecology	**Assessment of SSSI impacts – Documents used – Volume 1 – Part 3 – Chapter 3 – Ecology and Biodiversity** **Screening** 3.3.8.2 Natural England agrees that only impacts to Sandwich Bay to Hacklinge Marshes SSSI should be considered as part of the Environmental Statement.		N	National Grid has noted this comment.
		Terrestrial Ecology and Onshore Mitigation	**Assessment** Table 3.3.14 It is our advice that the Applicant should follow the mitigation hierarchy (i.e., avoid, reduce, mitigate) when looking at direct loss of designated sites. Currently, it is stated that the project 'will minimise land take from Sandwich Bay to Hacklinge Marshes SSSI' however it is not clear why loss of SSSI cannot be avoided in the first instance and if not, how impacts will be reduced and/or mitigated.	It should be clearly stated why loss of SSSI cannot be avoided before mitigation is proposed in line with paragraph 180 of the NPPF.	N	It can be confirmed there will be no loss of SSSI. Some height reduction of trees/scrub in the adjacent area of SSSI will be required for the overhead line but it is understood the interest feature of this management unit is grassland. Further assessment is contained within **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**.
		Terrestrial Ecology and Onshore Mitigation	**Documents used – Part 1 – Chapter 3 – Figures** **Assessment** Figure 1.4.13 Natural England note that the Sandwich Bay to Hacklinge Marshes SSSI has not been appropriately considered in the indicative landscaping	Natural England advises that full boundary of the Sandwich Bay to Hacklinge Marshes SSSI should be considered.	N	The full boundary is considered in the ecology chapter. Further information is contained in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity** and the indicative landscape strategy shown in **Application Document 7.5.7.2 Outline Landscape and Ecological Management Plan**.

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			strategy. A section of the SSSI has been proposed for native woodland planting. This would seem inappropriate as the main habitat type list for unit 11 of the SSSI is neutral grassland. We would also expect landscaping strategies to be located outside of designated sites.			
		Terrestrial Ecology	**Priority Habitats and Species listed under Section 41 list of the Natural Environmental and Rural Communities (NERC) Act, 2006.** **Potential impact pathways where further info/assessment required.** General comment: Natural England defer to our standing advice for protected species, which can be found on Protected species and development: advice for local planning authorities - GOV.UK (www.gov.uk).	Natural England defer to standing advice	N	National Grid has noted this comment.
		Inter-Project Cumulative Effects	**Cumulative Impact Assessment (CIA)** General comment As previously mentioned, Natural England are aware of a previous Kent County Council EIA Screening opinion (KCC/SCR/TH/0172/2022) for a proposed photovoltaic array adjacent to the Weatherlees Hill WwTWs. In addition, Natural England are also aware of F/TH/23/0170, which received planning permission from Thanet District Council in August 2023.	Natural England advises that the cumulative assessment should include all plans and projects and assessed in greater detail within the Environmental Statement.	N	KCC/SCR/TH/0172/2022 - This has been added to the longlist and, whilst an EIA is not required, this proposal will progress to the shortlist as it is situated 0.03 km from the Kent Order Limits and has therefore been included in the cumulative effects assessment. F/TH/23/0170 - This has been added to the longlist and the shortlist and has therefore been included in the cumulative effects assessment. **Application Document 6.2.3.13 Part 3 Kent Chapter 13 Inter-Project Cumulative Effects** and **Application Document 6.2.3.13 Part 3 Kent Chapter 13 Inter-Project Cumulative Effects** contain the full inter-project cumulative effects assessment.
		Terrestrial Ecology and Noise and Vibration	**Document used: Volume 1 – Part 3 – Chapter 13 Kent Onshore Scheme Intra-Project Cumulative Effects** **Cumulative Impact Assessment (CIA)** Table 3.13.1 & Table 3.13.2 Natural England question why prescreening has excluded noise and vibration for ecological receptors and designated sites. The proposal is likely to impact	Natural England advises that noise and vibration should be screened in and assessed for ecological receptors and designated sites.	N	Detailed noise modelling has been undertaken to inform the ecological assessment for the DCO. Mitigation measures are committed to in **Application Document 7.5.3.2 Register of Environmental Actions and Commitments (REAC)** including standard noise controls such as noise fencing, and timing of the most disturbing works (notably converter station platform creation and construction of the permanent access road north of the SSSI). These enable a conclusion of no likely significant effect. Further information is contained in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity and Application**

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			designated breeding and wintering bird populations.			**Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**.
		Legislation and Policy inc. Permits and Terrestrial Ecology	**Other Onshore Related Matters** **Other Onshore Related Matters - Documents used – Volume 1 – Part 3 – Chapter 3 – Ecology and Biodiversity** **Onshore Protected Species** Table 3.3.7 Natural England recognises that much of the survey work relating to protected species is yet to commence. Therefore, it is our advice that should survey work determine a mitigation license be required, you engage with us as early as possible to secure a Letter of No Impediment (LONI).	Further advice on the process is provided on the Planning Inspectorate website.	N	National Grid has noted this comment.
		Legislation and Policy inc. Permits and Terrestrial Ecology	3.3.5.5 It has been agreed previously that impacts to Great Crested Newts can be addressed through our District Level Licensing (DLL) scheme.	Further advice on the process is provided on the Planning Inspectorate website.	N	National Grid has noted this comment.
		Terrestrial Ecology	**Biodiversity Net Gain** Table 1.4.F.4 The proposed project has committed to providing a 10% net gain in biodiversity; however, insufficient information has been provided beyond this to allow Natural England to comment at this stage.	Submission of ecological baseline data for the project limits and a biodiversity net gain strategy.	N	Please refer to **Application Document 6.12 Biodiversity Net Gain Feasibility Report** for further details. In addition to the Environmental Gain Report, further ecological baseline information is contained within **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity** and **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**.
		Terrestrial Ecology	**Documents used – Part 1 – Chapter 3 – Figures** **Biodiversity Net Gain** Figure 1.4.13 Natural England also notes that sections of the proposed enhanced riparian vegetation fall within areas which has already been enhanced under the Countryside Stewardship Scheme, to deliver wetland, scrapes and grazing marsh enhancements.	We advise that existing enhancements of the land should be considered, as this could limit the level of ecological improvements that can be achieved from the proposed enhanced riparian vegetation at these locations.	N	The baseline habitat surrounding the overhead line tie in location at the Kent site is currently under a stewardship agreement with Natural England and is in the process of being enhanced to Floodplain wetland mosaic and CFGM. To capture this and the habitats potential condition once construction starts in this area, this has been input into the metric as floodplain wetland mosaic and CFGM at good condition. Please refer to **Application Document 6.12 Biodiversity Net Gain Feasibility Report** for further details. The assessment of Biodiversity Net Gain is based on data collected as part of the ecological surveys undertaken.
		Agriculture and Soils and	**Documents used – Part 3 – Chapter 7 – Agriculture and Soils**		N	**Application Document 7.5.10.1 Outline Soil Management Plan – Suffolk and Application Document 7.5.10.2 Outline Soil Management Plan – Kent** have been produced in line with best practice guidance including the Defra Construction Code of Practice.

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		Onshore Mitigation	**Soils and Best and Most Versatile Agricultural Land** 3.7.2.8 Natural England notes the applicants' commitments to providing a Soil Management Plan (SMP). The Environmental Statement and associated SMP needs to clearly demonstrate how the ALC Grades and soil types will inform soil handling and restoration, setting out the site specific mitigation measures with reference to the best practice guidance (Defra Construction Code of Practice), i.e. secondary mitigation measures. The British Society of Soil Science has published the Guidance Note Benefitting from Soil Management in Development and Construction which also contains useful guidance. Natural England support the inclusion to provide an outline SMP at ES submission. This should be informed through a site-specific soil survey			An individual Soil Management Plan will be produced for both Suffolk and Kent and will contain measures informed by the site specific information collated from the modelled assessment. There is a further commitment to complete surveys pre-construction, with the relevant soil management plans to be updated in line with pre-construction survey findings. The production of site specific pre-construction Soil Resource Plans is also committed to, and will allow for the adaptation of handling and management strategies in line with on-site soil resources and site-specific constructional activities. surveys. Please see the responses regarding the surveys for further information.
		Agriculture and Soils	3.7.2.11 Natural England supports the commitment to determine the extent of BMV land within the Draft Order Limits (DOL). We require that land quality and soil resources information is gathered for any land that is disturbed by the development. Ideally a full detailed ALC survey would have been carried out across the whole site.		N	Due to an elevated UXO risk across the project, detailed ALC site surveys have not been able to be carried out. Instead, a predictive modelling approach has been utilised to assess the extent of agricultural (and BMV) land across the route. This modelling approach will be discussed and agreed with Natural England and has been based upon the recognised approach utilised by the Welsh Government Predictive ALC map. Preconstruction surveys are committed to within **Application Document 7.5.10.1 Outline Soil Management Plan – Suffolk** and **Application Document 7.5.10.2 Outline Soil Management Plan – Kent** which are secured via Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**), and will be undertaken in line with published guidance and will be used to update the outline Soil Management Plans with site specific information as set out in the Defra Construction Code of Practice.
		Agriculture and Soils	3.7.4.2 Bullet 5 The British Standard reference is only necessary for imported soil use, not for site-won soil re-use on site. Bullet 7 The MAFF good practice has been superseded by the IQ Soils Guidance (quarrying.org) (2021).	We advise that the MAFF good practice guidance is replaced by the IQ Soils Guidance (2021).	N	Guidance text has been updated in line with this change.

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		Agriculture and Soils	3.7.4.4 We advise that a detailed ALC and soil survey of the agricultural land should be undertaken across the full Study Area to inform the EIA. This should normally be at a detailed level, e.g., one auger boring per hectare, supported by pits dug in each main soil type to confirm the physical characteristics of the full depth of the soil resource, i.e., 1.2 metres. Soil data collected as part of an ALC survey can also be used to inform the soil resource and management plan as set out in the Defra Construction Code of Practice for the Sustainable Use of Soils on Construction Sites.	The ALC survey should follow the Guide to assessing development proposals on agricultural land - GOV.UK (www.gov.uk). All land which may experience temporary or permanent disturbance should be subject to a detailed ALC survey, to inform suitable handling and restoration. The Environmental Statement should clearly demonstrate how the master planning has considered the ALC grades and avoided BMV where possible in line with paragraph 5.10.8 of the Draft NPS EN1.	N	Due to an elevated UXO risk across the project, detailed ALC site surveys have not been able to be carried out. Instead, a predictive modelling approach has been utilised to assess the extent of agricultural (and BMV) land across the route. This modelling approach will be discussed and agreed with Natural England and has been based upon the recognised approach utilised by the Welsh Government Predictive ALC map. Preconstruction surveys are committed to, and will be undertaken in line with published guidance and will be used to update the outline Soil Management Plans with site specific information as set out in the Defra Construction Code of Practice.
		Agriculture and Soils	Table 3.7.9 Full surveys have not yet been carried out. We advise that this should be undertaken as part of a comprehensive set of baseline soil and ALC information given that soil disturbance will take place in these areas. The soil survey will inform suitable soil handling and restoration criteria.	The soil and ALC surveys should be undertaken by qualified and experienced soil surveyors. The temporary displacement of soil as a result of the underground cable installation and temporary haul roads/construction compounds can result in permanent land quality change and soil damage if undertaken inappropriately, therefore, Natural England advise this should be considered in the SMP. This is required for consultees and decision makers to understand the extent (ha) and likely long-term impacts on agricultural land quality (ALC grade). The ES should present simple breakdowns for each of the individual components. For example, total agricultural area impacted by scheme (split by scheme component and by ALC grade), total area of BMV agricultural land (split by component) and total BMV agricultural area permanently and temporarily required for the development (split by component). The outline SMP needs to be clear that the aim is for BMV agricultural land to be returned to its original	N	Due to an elevated UXO risk across the project, detailed ALC site surveys have not been able to be carried out. Instead, a predictive modelling approach has been utilised to assess the extent of agricultural (and BMV) land across the route. This modelling approach will be discussed and agreed with Natural England and has been based upon the recognised approach utilised by the Welsh Government Predictive ALC map. Preconstruction surveys are committed to, and will be undertaken in line with published guidance and will be used to update the outline Soil Management Plans with site specific information as set out in the Defra Construction Code of Practice. The SMP will include requirements for soil handling, including wet weather cessation criteria, as well as requirements for toolbox talks and training, as well as the competencies expected for the individuals responsible for these tasks. The ES Chapter assesses the impacts of the development in further detail (for both soil and for BMV), examines the impacts both during construction and operation, as well as the temporary and permanent take for different aspects of the infrastructure.

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				quality and all soils to be suitable for the planned end use. For example, this could be actioned by a target specification for the restored soils according to location and soil types, end use and required ALC grade. All soils should only be handled in a dry and friable condition, and it is expected that soil handling will be confined to the drier summer period to minimise risk of soil damage. Soil handling methods should normally be as specified as in the Defra Construction Code of Practice for the Sustainable Use of Soils on Construction Sites (including accompanying Toolbox Talks).		
		Onshore Route location and Design	2.7.5.5 The installation of overhead pylons typically requires substantial temporary development in the form of temporary access tracks, as well as the smaller permanent land take from the pylon footprint. It is acknowledged that the pylon footprint locations are subject to micro siting and the precise location is often not confirmed till late in the design process. Therefore, regarding the potential cable route (yet to be determined) the focus of the survey should be on the general route (to inform micro-siting).		N	Due to an elevated UXO risk across the project, detailed ALC site surveys have not been able to be carried out. Instead, a predictive modelling approach has been utilised to assess the extent of agricultural (and BMV) land across the route. This modelling approach will be discussed and agreed with Natural England and has been based upon the recognised approach utilised by the Welsh Government Predictive ALC map. **Application Document 6.3.2.6.A ES Appendix 2.6.A Predictive Agricultural Land Classification Report - Suffolk** and **Application Document 6.3.3.6.A ES Appendix 3.6.A Predictive Agricultural Land Classification Report – Kent** present the results of the ALC predictive modelling, which will include plans showing each location where the soils have been assessed and the associated grade at that point. Where design changes have occurred the implications for soil type and land grade have been assessed; this therefore allows for sufficient information to inform micro sitting where required. Any options appraisal work undertaken prior to the predictive mapping, such as that undertaken during the route selection, uses the Department for Environment, Food and Rural Affairs (Defra) ALC mapping layer to identify area potentially comprising BMV land. As this layer does not differentiate between 3a and 3b, a precautionary assumption that all Grade 3 is BMV land is usually made.
		Agriculture and Soils	3.7.7.4 Natural England supports the use of existing detailed ALC mapping. Copies of the reports and mapping are available through Natural England's Access to Evidence Portal via MAGIC map.		N	Information from the Evidence Portal and MAGIC maps has been used to inform the preliminary assessment to date.

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		Agriculture and Soils	3.7.8.2 We advise that sensitive routeing or micro-siting should be informed by the ALC survey to avoid long term impacts.	The Environmental Statement should clearly demonstrate how the master planning has considered the ALC grades and avoided BMV where possible in line with paragraph 5.10.8 of the Draft NPS EN1.	N	Due to an elevated UXO risk across the project, detailed ALC site surveys have not been able to be carried out. Instead, a predictive modelling approach has been utilised to assess the extent of agricultural (and BMV) land across the route. This modelling approach will be discussed and agreed with Natural England and has been based upon the recognised approach utilised by the Welsh Government Predictive ALC map. Following the published guidance the predictive assessment will be based on a 1 per ha or 1 per 100 m auger density, this therefore allows for sufficient survey information to inform micro sitting where required. Any options appraisal work undertaken prior to the collection of site-specific survey information (such as detailed ALC and/or soil information to be collected pre-construction), such as that undertaken during the route selection, uses the Department for Environment, Food and Rural Affairs (Defra) ALC mapping layer to identify potential extent of BMV land. As this layer does not differentiate between 3a and 3b, a precautionary assumption that all Grade 3 is BMV land is usually made.
		Agriculture and Soils and Onshore Mitigation	3.7.8.3 GG19 All soil stockpiles intended to remain in situ for more than 6 months or over the winter period are to be grassed over and weed control and other necessary maintenance carried out. AS01 Natural England support the provision of an SMP as part of the CEMP. See comment above (2.7.2.7). We note there is no commitment for a programme of supervision, monitoring and reporting as proposed, given the high quality of the land. This should include supervision of soil handling by a competent soil specialist. AS02 The spatial distribution of ALC grades determined from a detailed ALC survey are necessary to inform the reinstatement criteria, which allows the area of each ALC Grade temporarily disturbed to be returned to the same quality as far as practicable to minimise potential loss.	We advise that the Environmental Statement and associated SMP needs to clearly demonstrate how the ALC Grades and soil types will inform soil handling and restoration, setting out the site specific mitigation measures with reference to the best practice guidance (Defra Construction Code of Practice), i.e. secondary mitigation measures. The British Society of Soil Science has published the Guidance Note Benefitting from Soil Management in Development and Construction which also contains useful guidance.	N	**Application Document 7.5.10.1 Outline Soil Management Plan – Suffolk and Application Document 7.5.10.2 Outline Soil Management Plan – Kent** have been produced in line with best practice guidance including the Defra Construction Code of Practice. Individual SMPs will be produced for both Suffolk Onshore Scheme and Kent Onshore Scheme and will contain measures informed by the information collated from the modelled assessment. There is a further commitment to complete surveys pre-construction, with the relevant soil management plans to be updated in line with pre-construction survey findings. The production of site-specific pre-construction Soil Resource Plans is also committed to and will allow for the adaptation of handling and management strategies in line with onsite soil resources and site-specific construction activities. This commitment is contained within **Application Document 7.5.10.1 Outline Soil Management Plan – Suffolk** and **Application Document 7.5.10.2 Outline Soil Management Plan – Kent** which are secured via Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**). The SMP will include the requirements for on-going supervision and monitoring as well as the required competencies to be held by the responsible parties. Where agricultural land is to be returned to productive use the handling methodologies will outline the methods to minimise potential function loss as far as is practicable.
		Design	General comment: Decommissioning is mentioned multiple times throughout both volume 1 part 2 and part 3 of the PEIR.	Natural England advises that within the ES, there is a commitment to decommissioning and an outline decommissioning plan.	N	**Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** provides further details relating to the decommissioning phase of the Proposed Project. No requirement for an Outline Decommissioning Management Plan has been identified at this stage.

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						A written scheme of decommissioning must be submitted for approval by the relevant planning authority at least six months prior to any decommissioning works. This is secured via Requirement 13 of Schedule 3 in the draft DCO (**Application Document 3.1**).
		Agriculture and Soils	Figure 3.7.1 Soilscapes mapping. When mapping ALC data Natural England advise the ALC grades are defined by a standard colour notation. It is important this is complied with to avoid confusing users. The RGB codes in ArcGIS systems used by Natural England are as follows: Grade 1 : Red = 0, Green = 129, Blue = 254 Grade 2 : Red = 194, Green = 251, Blue = 254 Grade 3a : Red = 1, Green = 129, Blue = 0 Grade 3b : Red = 165, Green = 254, Blue = 164 Grade 4 : Red = 254, Green = 251, Blue = 105 Grade 5 : Red = 178, Green = 136, Blue = 100 Non-Agricultural : Red = 254, Green = 196, Blue = 85 Urban : Red = 255, Green = 99, Blue = 85	Natural England advise the ALC grades are defined by a standard colour notation.	N	Subsequent ALC figures will utilise the standard colour notations.
		Terrestrial Ecology	**Other Onshore Related Matters - Documents used – Part 3 – Chapter 3 – Ecology and Biodiversity** **Ancient Woodland and Ancient/Veteran Trees** Natural England notes that there is no Ancient Woodland within the project limit, with the nearest site being Great Wood located 6km away at the closest point. We therefore advise that it is unlikely that there will be impacts on Ancient Woodland as a result of the Kent		N	As stated within **Application Document 6.10 Arboricultural Impact Assessment** no ancient woodlands have been identified within or near to the Order Limits in Kent.

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			Onshore scheme and have no further comments to make.			
		Walking, Cycling and Horse-riders and Construction - General	**Connecting people with nature (National Trails, open access land and England Coast Path)** 3.2.7.24 While visual impacts upon recreational users of the King Charles III England Coast Path have been considered in the landscape and visual chapter, impacts relating to access during construction have not been considered.	We advise that access to King Charles III Coast Path during construction is considered, implementing diversions if required to ensure pedestrians can safely continue their journey.	N	A complete assessment of socio-economics effects has been undertaken. This is set out in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism and Application Document 6.2.3.10 Part 3 Kent Chapter 10 SociE-economics, Recreation and Tourism**. The assessment did not identify a significant effect on the King Charles III England Coast Path. In Kent, there are 16 locations where the proposed works would impact the existing PRoW network identified in **Application Document 6.3.1.4.A Appendix 1.4.A Crossing Schedules** and presented in **Application Document 6.4.1.4.5 PRoW, Highway and Railway Crossings**. As described in this document the King Charles III England Coast Path will be crossed via a trenchless crossing. Where National Grid has a temporary impact on a PRoW during construction, mitigation measures will be put in place. An outline PRoW Management Plan has been prepared for Kent as part of the DCO application. This has been developed in consultation with the relevant local planning authorities and provides details on PRoW diversions, closures and management during the construction, operation and decommissioning phases. See **Application Document 7.5.9.2 Outline Public Rights of Way Management Plan – Kent**.
		Walking, Cycling and Horse-riders and Construction - General	3.2.7.24 While visual impacts upon recreational users of the Saxon Shore PRoW have been considered in the landscape and visual chapter, impacts relating to access during construction have not been considered.	We advise that access to Saxon Shore PRoW during construction is considered, implementing diversions if required to ensure pedestrians can safely continue their journey.	N	Effects relating to the access requirements and PRoW diversions are included in the assessment of effects arising from the Kent Onshore Scheme on landscape character and visual amenity, as outlined within **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**. Amenity effects on PRoW arising from changes in air quality, noise, vibration, visuals and transport are covered in **Application Document 6.2.2.11 Part 3 Kent Chapter 11 Health and Wellbeing**. An assessment of socio-economic effects has been undertaken which is set out in **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism**. As documented in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**, the HVAC OHL route and restringing will interact with Saxon Shore Way on the southern bank of the River Stour. Safety scaffolding and netting will be installed for the installation and restringing of OHL conductors. This provision will remain in place for full construction phase of the project, allowing the route to remain open. A short-term closure (one to five days) will be required to install netting, which can be undertaken with stop/go boards and staff on site managing the public. In addition, a temporary bridge structure will span across River Stour interacting with Saxon Shore Way. Sufficient clearance will be provided between bridge soffit and PRoW route with safety scaffolding and

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						netting to be installed to ensure the route remains open and provides access for EA river maintenance. This provision will remain in place for full construction phase of the project. A short-term closure (one to five days) or local diversion (up to four weeks) will be required around the works (within Draft Order Limits) to install safety measures.
		Terrestrial Ecology, Agriculture and Soils and Ornithology	**Landscape and Nature Recovery** 3.3.8.11 While it is encouraging that the wetland scrapes at Abbey Farm have been highlighted for their local importance, Natural England would like to highlight that the arable land to the south of the river Stour is in a Higher-Level Stewardship agreement creating important habitat for bird species. It is currently unclear as to whether this land has been included in the baseline as habitat or under arable production.	We recommend that this land, some of which is within the project limits, is recognised as providing habitat rather than in arable production if it has not been done already.	N	The value of the land south of the River Stour to ornithology has been noted and is covered in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. The habitat has been classed as grazing marsh (where it is wet grassland) or arable land where that is the habitat present as of January 2025, but its value for birds has been noted.
		Onshore Route location and Design	**Documents used – Part 1 Chapter 4 - Appendix 1.4.F Outline Schedule of Environmental Commitments and Mitigation Measures** **Commitments and Mitigation Measures Register** Table 1.4.F.2, EC-KT-PW-001 & EC-KT-001 "The preferred installation method for the Kent Landfall is a trenchless technique to minimise the loss of habitat within Sandwich Bay to Hacklinge Marshes Site of Special Scientific Interest (SSSI)" Natural England notes the use of the word 'preferred' in commitment EC-KTPW-001 implies that trenchless crossing techniques could revert to trenched techniques if trenchless crossing attempts were to fail.	Natural England were previously of the understanding that trenched crossings at the Pegwell bay landfall, had been fully ruled out of consideration. If open-trenched crossings at land fall are to be considered as a redundancy option (in the event that trenchless crossings fail), then the associated impacts to designated sites need to be appropriately assessed in the environmental statement. However, given impacts from existing projects, our default position is for HDD methods to be used.	N	National Grid confirm that a trenchless construction solution will be employed for the Kent landfall from the transition joint bay eastwards. An initial ground investigation survey has been undertaken to confirm the viability of this solution. Details are contained in **Application Document 7.3 Design Development Report**. The commitment to trenchless solutions is secured in Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Terrestrial Ecology	Table 1.4.F.2, EC-KT-PW-001 & EC-KT-001 Natural England notes that only Sandwich Bay to Hacklinge Marshes SSSI has been identified in the commitment description. The following designated sites are also crossed at the Kent landfall; Sandwich Bay SAC,	Natural England advises that all designated sites that are crossed at the landfall are appropriately referenced in the commitments register.	N	National Grid has noted this comment. All relevant designated sites are referenced in **Application Document 7.5.3.2 CEMP Appendix A Register of Environmental Actions and Commitments** which is secured by Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).

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			Thanet Coast & Sandwich Bay SPA and Ramsar site			
		Ornithology and Onshore Mitigation	Table 1.4.F.6 “Where feasible and necessary, the most potentially disturbing construction or decommissioning activities at the proposed Minster Converter Station and Minster Substation will take place between July and February to minimise disturbance of any breeding birds in the SSSI”. Natural England notes that the first season of wintering bird surveys have shown that the land in and around the proposed substation and converter stations is functionally linked land (FLL) for golden plover (qualifying feature of the nearby Thanet Coast & Sandwich Bay SPA). Aside from direct impact from loss of FLL, the construction and decommissioning activities will likely impact adjacent FLL. For this reason, mitigation measures should also be carefully considered to reduce impacts upon golden plover that use the land in the winter months.	As previously mentioned, Natural England advise that mitigation measures for disturbance of golden plover FLL need to be carefully considered for the construction and decommissioning phases.	N	Mitigation in the form of habitat creation (10 ha) for golden plover has been identified and proposals shared with Natural England. Further details are contained in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity and Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**.
		Consultation	**Annex 3_PEIR Specialist Advice_Landscape & Visual** **Preliminary Environmental Information Report (PEIR) Review** **Annex 3 – Landscape & Visual** In formulating these comments, the following documents have been considered: Part 2 Suffolk Onshore Scheme; Chapter 2 Landscape & Visual Part 3 Kent Onshore Scheme; Chapter 2 Landscape & Visual **Natural England’s Advice and Recommendations** Our key concerns along with recommendations in relation to the Landscape and Visual Assessment are presented in Table 1 below.		N	National Grid has noted this comment.
		Landscape and Visual	**Comment** **Table 1 Seascape and Landscape Visualisation Assessment** **National designated landscapes**	**Recommendation** We advise that effects specifically on the Heritage Coast are separately considered and presented in the submitted ES.	N	Paragraph 178 of the NPPF has been included within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. The approach to the assessment of the Suffolk Heritage Coast has been discussed with stakeholders, including Natural England. This included a thematic meeting held on 23 April 2024.

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			Table 2.2.3 This should also include NPPF para 178. Within areas defined as Heritage Coast (and that do not already fall within one of the designated areas mentioned in paragraph 176), planning policies and decisions should be consistent with the special character of the area and the importance of its conservation. Major development within a Heritage Coast is unlikely to be appropriate, unless it is compatible with its special character. We note that in the PEIR Heritage Coast effects are combined by the PEIR with effects on the AONB.			The assessment of the Heritage Coast is assessed separately to the AONB assessment, as set out within **Application Document 6.2.2.1 Part 2 Kent Chapter 1 Landscape and Visual**. Effects on the AONB are clearly set out, as requested by stakeholders through thematic meetings.
		Landscape and Visual and Onshore Mitigation	Table 2.2.41 This identifies a preliminary sensitivity as 'Very High' which we support. However, it identifies magnitudes of effect on a set range of natural beauty indicators as ranging from small/negligible to none. Consequently the effects of the construction phase are deemed to be not significant. Given that this scheme involves major construction activity within the AONB we are concerned that this underplays the actual effect on a very highly sensitive receptors.	We advise that the 'magnitude of effect' is reconsidered for the final LVIA and ES, and that the mitigation hierarchy is deployed to reduce impacts on sensitive landscape receptors to acceptable levels.	N	The support for the Very High sensitivity is noted. The assessment of effects on the AONB is set out within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. The mitigation hierarchy has been applied to lessen effects where possible.
		Landscape and Visual, Onshore Mitigation and Onshore Route location	Table 2.2.65 This identifies a preliminary sensitivity of Very High which we support. However the magnitude of effect on the AONB is deemed to be negligible / small and so the significance of effect is given as 'Not sgnificant'. The 'Confidence in prediction' for this is given as 'High'. However, given the known difficulties in fully reinstating cable routes so that they are not clearly discernible in the landscape (as a new and incongrous feature crossing the landscape) we would suggest that this level of confidence is not warranted. The principal embedded mitigation measure for the scheme as it affects the AONB is the undergrounding of the cables. We are familiar from other	We advise that the level of confidence given to full reinstatements is reviewed, and if an increased level of significance arises form the updated assessment, the mitigation hierarchy is deployed to reduce impacts to sensitive landscape receptors to acceptable levels.	N	The support for the Very High sensitivity is noted. The comment relates to the confidence prediction set out within the PEIR, however, this is not relevant for the ES so is not commented upon further. The mitigation hierarchy has been applied to lessen effects where possible. The assessment of effects on the AONB is within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual** which makes reference to the statutory purpose and functionality. The assessment highlights that construction effects are considered to be temporary, acknowledges that reinstatement would take longer for some habitats and focuses on each of the published Natural Beauty indicators and the relevant AONB indicators to landscape and visual matters.

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			schemes of this type with the assertion that because of this mitigation there would be no significant operational phase effects because the cable route would be fully reinstated. We also know however, that the latter cannot be guaranteed and that the cable route may be clearly visible running across the landscape, marked out by long-term and potentially permanent changes to surface vegetation due to a combination of soil structure disruption and/or drainage patterns altered by the buried infrastructure.			
		Inter-Project Cumulative Effects and Landscape and Visual	Table 2.14.30 This table summarises the residual cumulative effect of other energy generation and transmission developments with the Sea Link scheme. It identifies some significant construction phase effects but no significant operational phase effects. These assessments are based largely on the intervisibility of the schemes with Sea Link, and whether they occupy the same Landscape Character Area. However, there should also be consideration of how these schemes, with the addition of Sea Link, within this same part of the AONB: could alter public perceptions of this part of the AONB, with the area becoming principally associated with major development projects and energy infrastructure rather than natural beauty; and as a consequence of the above risk the area, in no longer delivering for that statutory purpose, being functionally removed from the AONB. This effect on the AONB does not depend on the schemes having intervisibility but will arise as people move through the area and repeatedly encounter energy developments, either in construction or operation.	We advise that the assessment of cumulative effects on the AONB is broadened to address this issue. The submitted ES should carefully consider how the potential impacts could be minimised and bring forward relevant measures.	N	The assessment of potential cumulative effects includes specific assessment on the Suffolk Coast and Heaths AONB and is set out within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. This assessment considers the statutory purpose of the AONB and the potential for people moving through the landscape repeatedly encountering energy development resulting in cumulative effects.
			Annex 4_PEIR Specialist Advice_Physical Environment		N	National Grid acknowledges this feedback.

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			Preliminary Environmental Information Report (PEIR) Review **Annex 4 – Physical Environment** In formulating these comments, the following documents have been considered: Part 1 Introduction; Chapter 1: Introduction Part 1 Introduction; Chapter 4: Description of the Proposed Project Part 1 Introduction; Chapter 5: PEIR Approach and Methodology Part 2 Suffolk Onshore Scheme; Chapter 14: Inter-Project Cumulative Effects Part 2 Suffolk Onshore Scheme; Chapter 14: Figures Part 3 Kent Onshore Scheme; Chapter 14: Inter-Project Cumulative Effects Part 3 Kent Onshore Scheme; Chapter 14: Figures Part 4 Offshore; Chapter 2: Physical Environment Part 4 Offshore; Chapter 2: Figures Part 4 Offshore; Chapter 3: Benthic Ecology Part 4 Offshore; Appendix 4.3.A Benthic Characterisation Report Part 4 Offshore; Chapter 3: Figures Part 4 Offshore; Chapter 10: Other Sea Users Part 4 Offshore; Chapter 10: Figures Part 4 Offshore; Chapter 12: Offshore Scheme Inter-Project Cumulative Effects Part 5 Project Wide Effects; Chapter 1: Climate Change Part 5 Project Wide Effects; Chapter 3: Habitat Regulations Screening Report & Figures Part 5 Project Wide Effects; Chapter 4: Marine Conservation Zone Assessment & Figures **Natural England's Advice and Recommendations** A summary of Natural England's advice in relation to the Physical Environment is set out in Table 1. Our key concerns along with recommendations are presented in further detail in Table 2.		
		Geology and Hydrogeology	**Summary of Key Concerns** **Table 1 Summary of Key Issues - Physical Environment** The baseline is incomplete.	**Natural England's Recommendations to Resolve Issues.** We note that survey effort is underway and not all data has been presented. Sufficient quantity of	N	For the DCO submission the ES uses the full benthic data (PSA, Macrofauna and DDV) from the 2021 Benthic Characterisation Survey for the Proposed Project marine route as of the Environmental Scoping boundary. As previously discussed, an additional survey campaign has been underway to target 5 discrete areas along the revised Offshore Scheme currently being taken forward to ES and subsequent DCO submission. The results from

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				accurate data which adequately describes both the contemporary conditions within the study area and the longer-term historical change is vital to the development of the conceptual understanding.		the comprehensive geophysical survey, preliminary imagery and survey logs are being integrated with the existing 2021 data and supplemented with existing environmental information from available sources such as One Benthic to provide confidence in the assessment. Assessment of impact pathways is now presented within **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**.
		Geology and Hydrogeology and Offshore Physical Environment	The conceptual understanding of the Physical Environment baseline of the cable route and wider study area has not been established.	A more robust conceptual understanding of the Physical Environment and marine and coastal processes operating along the cable route and wider study area needs to be established in the Environmental Impact Assessment (EIA), Habitats Regulations Assessment (HRA) and Marine Conservation Zone Assessment (MCZA).	N	The baseline analysis of the Physical Environment along the cable corridor is considered in detail within **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment**. The HRA and MCZ are submitted as standalone documents and consider the marine and coastal processes **Application Document 6.6 Habitat Regulations Assessment Report and Application Document 6.11 Marine Conservation Zone Assessment** contain further details.
		Design	The worst-case scenario (WCS) is unclear and several of the Project design parameters are still to be established.	We advise that the realistic WCS options of the Project design for marine processes and the physical environment need to be established.	N	The worst case design parameters have been identified within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** and have been assessed within the **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment**.
		Design	Impacts to both Suffolk and Kent Landfall and nearshore areas through the lifetime of the Project.	An updated baseline, conceptual understanding, WCS, trenchless methodology feasibility, are needed to inform the impact assessment for the Landfall and nearshore areas.	N	The worst case design parameters have been identified within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** and have been assessed within **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment**.
		Design and Marine Conservation Zone Assessment	Impacts on Goodwin Sands MCZ through the lifetime of the Project.	An updated baseline, conceptual understanding, WCS, and review of post-installation evidence from existing projects/lessons learned should be used to inform the MCZA.	N	The Offshore Scheme has been re-routed to avoid the Goodwin Sands MCZ, avoiding direct impacts, and reducing likely impacts to receptors located within the area. Details are contained in **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**.
		Inter-Project Cumulative Effects	Potential cumulative impacts at landfall and along the cable route through the lifetime of the Project.	A cumulative impact assessment needs to be carried out for impacts to the Physical Environment and marine and coastal processes.	N	A cumulative impact assessment for Physical Processes is presented in **Application Document 6.2.4.11 Part 4 Marine Chapter 11 Inter-Project Cumulative Effects**.
		Offshore Physical Environment	Impacts to nearshore and offshore sandbanks and other significant seabed morphological features through the lifetime of the Project.	An updated baseline, conceptual understanding, WCS, should be used to inform the impact assessment on nearshore and offshore sandbanks and other significant seabed morphological features.	N	The WCS is used to carry out the impact assessment on nearshore and offshore sandbanks and other significant seabed morphological features within **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment**.

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		Design, Landfall location and Offshore Route location	**Table 2 Natural England's Key Advice and Recommendations – Physical Environment** **Project Parameters. Document(s) Used: Part 1: Chapter 4 Description of Proposed Project** **Project Description** The Project design parameters are not fully defined. Surveys needed to inform the Project design are still to be reported and included in the impact assessment.	Project design parameters for landfall and offshore need to be adequately defined in the Environmental Statement (ES).	N	The Project Design parameters are presented in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** and summarised within each of the marine technical chapters as the basis of assessment.
		Design, Offshore Physical Environment and Geology and Hydrogeology	Natural England's Position on Worst Case Scenario The worst-case scenario (WCS) is unclear.	We advise that the realistic WCS options of the Project design for marine processes and the physical environment will need to be provided in the ES.	N	The worst case design parameters have been identified within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** and have been assessed within **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment**.
		Offshore Physical Environment and Design	Table 1.4.12 We welcome the Project's commitment to try to make landfall using a trenchless crossing technique (depending on feasibility). However, we note that the type of trenchless techniques to be used and Maximum Design Scenario (MDS) for Horizontal Directional Drilling (HDD) exit pit dimensions are still to be confirmed. However, the feasibility of the trenchless techniques is presently unknown. There is also no indication whether any cofferdams or access routes may be required for HDD exit pit excavation, or whether seabed impacts may occur due to cable laying vessels and machinery movement. Thus, we are unable to assess the full extent of potential impacts at landfall related to use of trenchless techniques."	We advise that the WCS for seabed excavation and sediment disturbance at both landfalls, for the project alone and coordinated options, should be clearly presented in the ES. The area and volume of disturbed sediment should be provided along with the anticipated location offshore and water depth. Evidence supporting the feasibility of trenchless techniques at landfall should be provided prior to submission of the ES for examination. Consideration should also be given to access routes, ancillary infrastructure, machinery movements and cable laying vessel impacts.	N	The area of sediment disturbed in association with cable installation techniques are based on the WCS and are outlined within **Application Document 6.2.4.1 Part 4 Chapter 1 Physical Environment**. Any associated impacts on the coastal morphology, seabed/beach disturbance are considered within the impact assessment.
		Offshore Physical Environment, Offshore ordnance /	Table 4.2.1.14 The MDS for pre-installation activities is currently indicative and subject to change following the additional 2023 surveys and confirmation of the final Route Position List (RPL). Therefore, we are unable to fully assess the impact of	The MDS should be provided in the ES for all pre-installation activities, including: UXO clearance Boulder clearance	N	The ES has considered the maximum design scenario for all offshore pre-installation activities. Following MMO advice, UXO clearance is subject to an additional Marine Licence post DCO submission.

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		UXO and Design	these activities on marine processes and physical environment receptors.	Pre-lay grapnel run (PLGR) Sandwave lowering (side casting/Controlled Flow Excavator/pre-sweeping) Sea trials Specific locations should also be provided.		
		Offshore Route location and Design	1.4.5.105 We note that pre-sweeping may be required if areas of large sandwaves are identified within the cable corridor during the marine surveys which cannot be avoided. Given that this information is not yet available, we are unable to assess potential impacts to sandwaves or other significant bedforms (including in Goodwin Sands MCZ), which may require pre-sweeping.	The following information should be provided in the ES to assist the impact assessment: Specific locations informed by acoustic data. Total area of impact (both direct and indirect). Habitats impacted. Presence of sensitive habitats. Total volume of dredged material. Nature of material e.g., particle size Information on presence of contaminants in material to be dredged. Impacts from plumes. Sand disposal site information to include particle size. Impacts from sand disposal.	N	The information highlighted has been included in the following ES chapters and their associated appendices: • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project;** • **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment;** • **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology;** • **Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish Ecology;** • **Application Document 6.2.4.4 Part 4 Marine Chapter 4 Marine Mammals;** • **Application Document 6.6 Habitats Regulations Assessment Report;** • **Application Document 6.11 Marine Conservation Zone Assessment; and** • **Application Document 6.9 Water Framework Directive Assessment.** Pre-sweeping is expected be KP96.32 to KP113.883 Additionally, information and impact assessment regarding sand disposal have not been included in the ES due to displaced material from installation being either back filled or side cast within the Order Limits.
		Offshore Route location and Design	1.4.5.118 WCS for the proposed project assumes one inline cable joint. What is the anticipated footprint area and volume for sediment disturbance at the jointing location?	Please provide WCS for seabed impacts at cable jointing location, including impacts from sediment disposal.	N	Impacts from sediment disturbance during cable installation and HDD are assessed in **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment and Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**. Details on project footprints are provided in **Application Document 6.2.1.4 Description of the Proposed Project**.
		Offshore Route location and Design	Table 1.4.15 Table 1.4.15 presents indicative total footprint areas for several cable trenching activities, however, it states that the footprint area for CFE is	In the ES, the location, total area of impact (both direct and indirect), habitats impacted, presence of sensitive habitats and impacts from	N	Ground investigations have confirmed the use of trenchless techniques at both landfalls. Due to the extent of the intertidal area at Pegwell Bay, impacts during cable trenching will affect both intertidal and subtidal habitats until it reaches the exit pit. Therefore,

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			'to be confirmed after the 2023 surveys. Therefore, the WCS for cable trenching impacts is unclear at present.	sediment plumes and sediment deposition, should also be considered and assessed. WCS duration and rate of trenching should also be provided.		impacts to intertidal habitats such as mudflats including temporary increased suspended sediment concentrations during construction, operation and decommissioning are scoped back into the ES. Therefore, based on updates to **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** all data to support the baseline and impact assessment is presented in **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**, including a WCS for trenching.
		Benthic Ecology and Offshore Route location	1.4.5.91 It is stated that marine HVDC cable installation typically includes ground preparation and cable laying activities within the intertidal zone at landfall. These activities could disturb sensitive seabed areas and species.	The WCS needs to consider the extent to which sensitive areas of seabed (and species) may be disturbed during cable installation in intertidal and supratidal areas at landfall, including access, vehicle movements etc.	N	Upon approach to Pegwell Bay, the draft Order Limits have been widened in order to accommodate temporary construction activities. The introduction of the new access route via the former Ramsgate International Hoverport for any operation and maintenance activities now avoids the saltmarsh habitat at Pegwell Bay. However, temporary disturbance to the surrounding mudflats is anticipated between the cable and hoverport if access is required to the cable during operation. Therefore, impacts to intertidal mudflat habitats during operation are scoped back into the ES. Therefore, based on updates to **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** all data to support the baseline and impact assessment is presented in **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**.
		Offshore Physical Environment	**Baseline Characterisation Document(s) Used: Part 1: Chapter 4, Part 4: Chapters 2 & 3** **Survey Data Acquisition** 4.2.4.10 The geophysical survey data does not cover the full extent of the offshore scheme and zone of direct impact. Therefore, there are no bathymetric data for either landfall, Goodwin Sands MCZ, or the northern section of the offshore cable route. Other sandbanks, sandwaves or other significant bedforms along the cable route have not been identified along the cable route. Whilst we note that further surveys were planned for Summer 2023, including sampling of the areas that may require pre-sweeping, the current baseline is incomplete.	These data are vital for informing the impact assessment and should be provided in the ES.	N	Using the results from recent bathymetric surveys, the baseline is assessed in more detail within **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment**. The ES baseline identifies and provides more information on key bathymetric features including, sandbanks, sandwaves and the Goodwin Sands MCZ.
		Offshore Physical Environment	**Data Gaps** 4.2.7.25, 4.2.7.264, 2.7.46, 4.2.7.47 & 4.2.17 In Table 4.2.17, long-term	Beach and seabed profile data should be provided for both landfalls. Coastal recession/accretion rates for	N	Beach profile and LiDAR datasets were obtained and used to provide an informed understanding of short and long-term changes in coastal morphology. Further details on coastal morphology are

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			erosive/accretive changes are described at landfall, based on beach profile data from 2003-2020 and available LiDAR survey data, however, these data have not been provided.	the landfall locations should also be provided.		included within **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment** for both landfalls.
		Offshore Physical Environment	4.2.7 Coastal sediment cells, nearshore and regional sediment transport pathways are an important part of the baseline but have not been provided.	Coastal sediment cells, nearshore and regional sediment transport pathways should be considered and identified on a map.	N	Coastal morphology is included within **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment** for both landfalls.
		Offshore Physical Environment and Design	Figure 1.4.22 & 1.4.5.138 Whilst Figure 1.4.22 identifies the indicative rock placement locations along the Offshore Scheme draft Order Limits, it is unclear if there is any overlap with sensitive habitats or physical environment receptors (e.g., sandwave fields, sandbanks etc).	A map showing the indicative rock placement locations along the offshore cable corridor relative to designated areas, marine processes and physical environment receptors would be useful in the ES.	N	A map showing the rock placement locations along the offshore cable corridor relative to designated areas and physical environment receptors are included within **Application Document 6.2.1.4 ES Description of the Proposed Project**.
		Offshore Physical Environment	Figures 4.2.1 & 4.2.4 Whilst Figure 1.4.22 identifies the indicative rock placement locations along the Offshore Scheme draft Order Limits, it is unclear if there is any overlap with sensitive habitats or physical environment receptors (e.g., sandwave fields, sandbanks etc).	A map showing the spring tidal excursion ellipses across the full study area should be provided in the ES.	N	**Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment** contains a map showing spring tidal excursion ellipses across the full study area.
		Geology and Hydrogeology	Image 4.2.1 A photograph of the Suffolk Landfall coastline has been provided, which is useful. However, there is no equivalent photograph for the Kent Landfall.	Please include a photograph of the Kent Landfall coastline in the ES.	N	**Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment** contains an aerial photograph of the Kent landfall site.
		Offshore Physical Environment	4.2.7.9, 4.2.7.33, 4.2.7.68 Peak spring and neap tidal flow speeds near The Haven coastline and Kent landfall have been provided, but there are no values for the wider study area.	A map showing peak spring tidal flow speeds along the length of the offshore cable route and across the wider study area should be provided.	N	**Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment** contains figures showing spring tidal flow rates along the cable corridor.
		Offshore Physical Environment	4.2.7.23 & 4.2.7.43 Sediment transport and seabed mobility needs to be considered not just within the coastal zone, but also the offshore, particularly at/near sensitive seabed areas, significant bedforms and MPAs. This is important because it will provide an indication of the potential extent and magnitude of the effect of the Project	Assess sediment transport pathways and potential seabed mobility in the vicinity of the cable route.	N	**Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment** considers areas of medium and high sediment mobility along the cable corridor, relative to significant/sensitive seabed features.

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			and likely fate of any material resuspended by installation activities or the presence of seabed infrastructure.			
		Offshore Physical Environment	Figures 4.2.7 & 4.2.9 Although Figures 4.2.7 and 4.2.9 provide a large-scale overview of the bathymetry for the southern section of the offshore cable corridor, there is no map identifying all significant Physical Environment seabed features and receptors.	A map identifying all significant seabed features and other physical environment receptors should be provided in the ES.	N	A map identifying significant seabed features and other physical environment receptors where available is included within **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment**.
		Offshore Physical Environment	**Data Analysis, Modelling and Reporting** Table 4.2.16 KP numbers are referenced from the MMT benthic report, however, there is no map to show their location relative to the cable route. Reference could be made to Figure 4.3.2 (Part 4: Chapter 3 Figures).	Include the KP numbers on the map.	N	KP numbers are included within the relevant maps across Volume 6 where applicable.
		Offshore Physical Environment and Design	Table 4.2.17 It is stated that despite the use of trenchless techniques in the nearshore zone, some trenching would still be likely to be required. Where is it anticipated that trenching will be needed? We note that in the benthic chapter this issue is not presented.	In all relevant chapters please provide the location, water depth, distance offshore of trenching in the nearshore zone and ensure consistency across thematic areas.	N	At both the Suffolk and Kent landfalls, a trenchless construction solution at landfall is possible. Due to the large extent of the intertidal area at Pegwell Bay, the HVDC cable will need to be buried in the soft sediment habitats on approach to landfall to the exit pit locations. Additional information on this has now been within **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment and Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**.
		Offshore Physical Environment	4.2.6.1 It is stated that the study area for the Physical Environment extends beyond the Offshore Scheme to account for the potentially wider Zone of Influence (ZoI). However, the ZoI has not been defined.	The anticipated maximum ZoI of the Project needs to be defined. Spring tidal excursion ellipse extent will help determine the spatial extent of sediment plumes, whilst littoral sub-cells can be used to inform assessment of changes to sediment transport processes and morphological change at the coast.	N	The ZOI is defined within **Application Document Part 4 Marine Chapter 1 Physical Environment**, based on a sediment transport model developed for the assessment.
		Inter-Project Cumulative Effects and Offshore Physical Environment	**Environmental Impact Assessment - Document Used: Part 1: Chapter 4 Description of the Proposed Project, Part 4: Chapter 2 Physical Environment** **Identified impacts** We are concerned that there is the potential for overlapping impacts due to the Project and a number of other plans	We advise that a cumulative effect assessment needs to be carried out for marine processes/physical environment to assess their impacts on protected sites, species and habitats of importance, significant bedforms and the coastal morphology at landfall.	N	A cumulative impact assessment for Physical Processes is presented in **Application Document 6.2.4.11 Part 4 Marine Chapter 11 Inter-Project Cumulative Effects**.

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			or projects. However, cumulative impacts have not been considered.			
		Offshore Physical Environment	Table 4.2.17 Receptors are discussed in Table 4.2.17, however, it would be useful if these could be summarised following Section 4.2.7 Baseline Conditions along with assessed impact pathways for each phase of the Project (i.e., construction, operation and decommissioning). There are also a number of receptors that have not been considered, including all designated sites, sandbanks, sandwave fields seabed features within the Zone of Influence (ZoI).	Provide a summary of assessed impact pathways and marine processes and physical environment receptors for each project phase. Affected MPAs and significant bedforms along the cable route and the coastline at landfall should be considered individually i.e., Goodwin Sands MCZ.	N	A full impact assessment relating to the construction, operation and decommissioning phases of the project is included within **Application Document 6.2.4.1 Part 4 Introduction Chapter 1 Physical Environment**, with consideration of designated sites, sandbanks, sandwave fields and seabed features within the ZoI.
		Agriculture and Soils	1.4.5.68 It is stated that pilot drilling cuttings will be disposed of appropriately off site, but it is not stated where this disposal site may be.	Spoil disposal locations should be identified, and any potential impacts considered and assessed.	N	Noted, as described within **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**, a Site Waste Management Plan will be developed prior to construction. The Plan will set out, in an auditable manner, how waste will be reduced, reused, managed and disposed of in accordance with the waste hierarchy. Dedicated areas will be identified on the construction plans to allow materials and wastes to be segregated at source, reducing the risk of damage or contamination. Disposal locations will be identified at the stage that these are produced.
		Offshore Physical Environment and Benthic Ecology	4.2.2.10 It is stated that "…as both landfalls will be achieved using trenchless techniques, there are no activities occurring at the surface in the intertidal area." However, in Table 4.2.17, it is also stated that "…some trenching would still be likely to be required" [in the nearshore]. This could lead to increased suspended sediment loads in the intertidal or nearshore during installation at both landfalls.	If there is the potential for increased suspended sediment loads in the intertidal zone during installation at both landfalls, this should be assessed. Details need to be provided of the location, total area of impact (both direct and indirect) of trenching in the intertidal or nearshore. Plume extent, concentration and persistence should be assessed. Subsequent sediment deposition should also be assessed. The presence of any sensitive habitats that may be impacted should also be identified. Potential impacts on receptors along the coast at landfall should also be considered. Predicted recovery rates of the intertidal or nearshore zone from temporary disturbance should be assessed.	N	**Application Document 6.2.4.1 Part 4 Chapter 1 Physical Environment** assesses the impact of sediment disturbance within the intertidal zone; however, this assessment is not based on results from local modelling of sediment plume dispersion where wave-induced currents are likely to be an important factor. Potential impacts will therefore be interpreted by considering local tidal conditions and the further enhanced dispersion due to wave effects. Ground investigations have confirmed the use of trenchless techniques at both landfalls. In Kent, this technique will avoid the sensitive saltmarsh habitats in the upper intertidal area. However, due to the extent of the intertidal area at Pegwell Bay, impacts during cable trenching will affect both intertidal and subtidal habitats until it reaches the exit pit. Therefore, impacts to intertidal habitats such as mudflats including temporary increased suspended sediment concentrations during construction, operation and decommissioning are to be scoped back into the ES. Therefore, based on updates to **Application Document Part 1 Chapter 4 Description of the Proposed Project**, all data to support the baseline and impact assessment, including consideration of recovery rates, is presented in **Application Document Part 4 Marine Chapter 2 Benthic Ecology**.

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		Landfall location, Design and Benthic Ecology	4.2.2.10 Whilst it is stated that '…both landfalls will be achieved using trenchless techniques,' we are concerned that trenchless methods may not be feasible. This in turn, could lead to intertidal environmental damage and disturbance due to cable installation (e.g., saltmarsh and mudflats at Pegwell Bay).	We note that once landfall surveys are completed, the Landfall Feasibility Technical Report is to be updated. This should be included in the ES. Please see comments on the benthic chapter and landfall chapters for further information on the feasibility study and comments relating to the use of HDD.	N	Ground investigations have confirmed the use of trenchless techniques at both landfalls. In Kent, this technique will avoid the sensitive saltmarsh habitats in the upper intertidal area. However, due to the extent of the intertidal area at Pegwell Bay, impacts during cable trenching will affect both intertidal and subtidal habitats until it reaches the exit pit. Therefore, impacts to intertidal habitats such as mudflats including temporary and physical disturbance, temporary increased suspended sediment concentrations during construction, operation and decommissioning are to be scoped back into the ES. Additionally, the introduction of the new access route via the former Ramsgate International Hoverport for any operation and maintenance activities now avoids the saltmarsh habitat at Pegwell Bay. However, temporary disturbance to the surrounding mudflats is anticipated between the cable and hoverport if access is required to the cable during operation. Therefore, impacts to intertidal mudflat habitats during operation are to be scoped back into the ES. The Landfall Feasibility Technical Report has been updated to reflect this update. Further details are contained in Appendix A of **Application Document 7.3 Design Development Report**.
		Inter-Project Cumulative Effects	1.4.5.2 Potential cumulative impacts at the Suffolk and Kent Landfall due to multiple cables coming onshore at the same location could lead to overlapping effects through the different phases of the Project.	These potential impacts should be considered in a Cumulative Effect Assessment.	N	These potential impacts have been considered in the following: • **Application Document 6.2.2.12 Part 2 Suffolk Chapter 12 Suffolk Onshore Scheme Intra-Project Cumulative Effects;** • **Application Document 6.2.3.12 Part 3 Kent Chapter 12 Intra-Project Cumulative Effects;** • **Application Document 6.2.4.10 Part 4 Marine Chapter 10 Intra-Project Cumulative Effects;** • **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects;** • **Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects; and** • **Application Document 6.2.4.11 Part 4 Marine Chapter 11 Inter-Project Cumulative Effects.**
		Offshore Physical Environment	4.2.7.79 - 4.2.7.83/Table 4.2.17 Aldeburgh Ridge, Aldeburgh Napes, offshore sandbanks and sandwave fields have not been identified in the Preliminary Assessment of Physical Environment effects.	Nearshore morphological bedforms and other significant bedforms offshore are physical environment receptors and should be included in the impact assessment.	N	The potential impact on nearshore morphological bedforms are assessed within **Application Document 6.2.4.1 Part 4 Marine Chapter 2 Physical Environment**.

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		Offshore Physical Environment	Table 4.2.17 Several of the impacts considered in the Preliminary Assessment are too broad, generic. The different project phases have also been considered together in the same impact assessment. Receptors identified are also too broad e.g., water column.	The assessed impact pathways and receptors need to be more specific for the preliminary impact assessment to be meaningful. For example: Impact Pathway: Sediment disturbance caused by activities that may lead to increased SSCs (e.g., cable installation) Receptor: Goodwin Sands MCZ	N	The assessed impact pathways and receptors are more clearly defined in **Application Document 6.2.4.1 Part 4 Marine Chapter 2 Physical Environment** as in the example provided. The updates to **Application Document Part 1 Chapter 4 Description of the Proposed Project** and additional survey data (**Application Document 6.3.4.2.A ES Appendix 4.2.A Benthic Characterisation Report (Original Report) and Application Document 6.3.4.2.B ES Appendix 4.2.B Geophysical Survey Interpretation (Additional Surveys),** have also informed updates to specific impact pathways and receptors in **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**.
		Offshore Physical Environment	Table 4.2.17 Preliminary sensitivity to sediment plumes and sediment deposition has only been considered for the water column. Yet, there are a number of MPAs that overlap or are in the vicinity of the offshore cable route, for example: Margate and Long Sands SAC (2km) Goodwin Sands MCZ (0km) Kentish Knock East MCZ (1km) Thanet Coast MCZ (<1km) Thanet Coast SAC (<1km) Sandwich Bay SAC (0km) Thanet Coast and Sandwich SPA (0km) We are concerned that the creation of sediment plumes may lead to settling of material onto benthic habitats, thus impacting sensitive receptors. The plumes themselves may also affect WFD water body status and impact ecological receptors through issues related to light attenuation.	The WCS should be determined in terms of maximum sediment plume concentration, extent and persistence, as well as associated changes in bed level for those cable route locations that overlap MPAs or are within proximity to them. Plume dispersal and subsequent sediment deposition predictions should be provided for specific locations along the cable route, for example, nearshore, near Margate and Long Sands SAC, Kentish Knock East MCZ, Thanet Coast MCZ, Goodwin Sands MCZ.	N	Based on a sediment transport model developed for the assessment, the ZOI is defined within **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment**. The impact of increased suspended sediment suspension and deposition on the sensitive aspects of the physical environment are also assessed within this Chapter. The ZoI overlaps with some MPAs along the offshore cable route. The impact of increased SSC on ecological receptors and the relevant designated sites within the ZoI are assessed in **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology, Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish Ecology** and **Application Document 6.11 Marine Conservation Zone Assessment**.
		Offshore Physical Environment and Design	Table 4.2.17 Receptor: Seabed Morphology, including Seabed Features such as Bedforms and Sandbanks (Construction and Decommissioning) It is suggested that the sensitivity of sandwaves and sandwave fields (e.g., Goodwin Sands, Aldeburgh Napes, Aldeburgh Ridge) to cable installation and decommissioning is low, as	We advise that potential changes to sandwaves, sandbanks, and other significant bedforms (including Aldeburgh Napes, Aldeburgh Ridge and Goodwin MCZ) along the offshore cable route, due to cable installation activities and decommissioning need to be fully assessed. The updated geophysical	N	Sandwaves, sandbanks and other significant bedforms (including Aldeburgh Napes, Aldeburgh Ridge and Goodwin MCZ) are considered within **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment**. The updated geophysical survey is used to support the assessment.

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			sandwave recovery is expected. How has bedform recovery been assessed? What are the expected timescales for bedform recovery? The magnitude of seabed disturbance is also considered low. However, we are concerned that significant changes in sandwave sandbank topography and habitat loss, for example, due to sandwave clearance, could affect the condition of Annex I sandbank. Sediment transport patterns could also be affected, resulting in morphological change. Currently, there is insufficient evidence to support these conclusions.	survey data should be used to inform identification of seabed morphological features, with particular regard to features within designated sites and/or sensitive areas of coastline. All possible efforts should be made to avoid these areas of sandwaves/minimise the need for clearance by micro-routing. Any evidence of sandwave recovery in affected MPAs should be used to inform the assessment of sensitivity and significance of effect. Cleared material should remain in the system and be 'intelligently' placed.		
		Offshore Physical Environment	Table 4.2.17 and Chapter 4/Figure 1.4.22 Receptor: Seabed Morphology, including Seabed Features such as Bedforms and Sandbanks (Construction and Decommissioning) Rock protection (10 rock bags per trenchless exit) will be required at landfall. The duration that these will be in place is unclear. However, their presence in shallow nearshore areas could affect the nearshore hydrodynamic regime or sediment transport pathways.	Potential impacts to the nearshore hydrodynamic regime and sediment transport pathways at the Suffolk and Kent coastal landfalls need to be considered and assessed.	N	To support the impact assessment of the nearshore seabed morphology, beach and seabed profile data is analysed and included within **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment** for both landfalls, with analysis of coastal recession/accretion rates. Coastal sediment cells, nearshore and regional sediment transport pathways are also considered within **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment** and identified via maps/figures.
		Offshore Physical Environment	Table 4.2.17 Receptor: Suffolk and Kent coastline morphology, including Sandwich Bay to Hacklinge Marshes SSSI and The Haven LNR (Construction and Decommissioning) Whilst we acknowledge the Project's efforts to avoid designated sites at landfall and minimise the impact of sediment disturbance in the intertidal zone during cable installation, we are unable to agree that the sensitivity is Low-Medium until further evidence and a fuller conceptual understanding of the coastal processes at landfall, is provided.	A feasibility study utilising geotechnical data should be prioritised. More detailed information needs to be provided regarding the nature of the landfall area in order to understand how the coast may alter through the lifetime of the Project and whether the integrity of the buried assets may be maintained. For example, survey data covering the intertidal area down to MLWS and the nearshore zone should be provided. Any installation and post-construction evidence on burial success, saltmarsh recovery, lessons learned from the Nemo Link and Thanet OWF projects in Pegwell	N	**Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment** considers the coastal processes operating at the landfall, and how they may alter through the lifetime of the Project taking into account the influence of climate change. Reference is made to the lessons learned from the Nemo Link and Thanet OWF projects in Pegwell Bay where appropriate.

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				Bay, should be included in the ES. Further consideration should be given to the coastal processes operating at landfall, and how they may alter through the lifetime of the Project taking into account the influence of climate change.		
		Water Environment and Geology and Hydrogeology	4.2.7.45, Table 4.2.17 Receptor: Water Quality (Construction and Decommissioning) There is the potential for cable installation to remobilise contaminants from the disused hoverport to the east of the Kent landfall site, and leached contaminants from the landfill site to the west.	This needs to be considered in the appropriate section of the ES.	N	The disused hoverport is included within the updated **Application Document 6.3.3.5.A ES Appendix 3.5.A Preliminary Contamination Risk Assessment** that will support the ES. The release of contaminants associated with water/intertidal construction activities are considered within **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment**. The Chapter considers what type of contaminants may be released, while ecology and water environment chapters will consider the impact on biological receptors.
		Offshore Physical Environment and Design	1.4.5.139-1.4.5.140 We note that cable and pipeline crossing locations have been provided in Tables 1.4.16 and 1.4.17, however, there is no map to accompany this information. This is important for evaluating potential effects on sensitive areas of seabed and/or designated sites.	Provide a map showing the location of cable and pipeline crossings, including designated areas, sensitive areas of seabed, other physical environment receptors.	N	A map showing the indicative rock placement and cable locations along the offshore cable corridor relative to designated areas is presented in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. No pipeline crossings are anticipated as part of the Offshore Scheme.
		Geology and Hydrogeology	Table 4.2.17 Receptor: Coralline Crag Ridges (Construction, Operation, Decommissioning) To what extent is it anticipated the Coralline Crag Ridges at the Suffolk landfall will be impacted by the Project?	Can this be clarified? Please be advised that all other projects to date have avoided this formation including Sizewell C and East Anglia 1N and 2.	N	The Coralline Crag formation is considered within **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment**. The cable corridor route passes over a small section of the Crag therefore, the potential impacts associated with suspended sediment deposition onto the Crag, cable installation burial and rock armouring are assessed in this Chapter. Furthermore, the potential for permanent damage to the Crag occurring and having a knock on impact on sediment transport in the region and potentially altering coastal geomorphology is also assessed.
		Offshore Physical Environment	Table 4.2.17 Receptor: Seabed (Operation) – Scouring impact of the seabed to sediment disturbance due to scouring are both considered Low. However, 'seabed' is a very broad receptor group which does not consider scour potential at specific areas of sensitive seabed, bedforms or designated areas (e.g.Goodwin Sands MCZ). We are also concerned that successful cable burial may not be	We advise that the potential for cable exposure and/or protection measures to lead to scour (or secondary scour) and removal of seabed sediments needs to be assessed for specific locations along the cable route (e.g., designated sites, at landfall, significant bedforms). Scour potential and seabed mobility need to be	N	**Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment** assesses the impact on the seabed in relation to specific sensitive areas and seabed mobility. The impact associated with cable exposure is also assessed.

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			achieved through the lifetime of the Project. Therefore, we are unable to agree with these conclusions.	adequately assessed for these receptors.		
		Onshore Mitigation	Table 4.2.17 Receptor: Suffolk and Kent Coastal Morphology , including Sandwich Bay to Hacklinge Marshes SSSI and The Haven LNR (Operational). It is stated that cable protection at landfall will be constructed in the nearshore during the operational phase of the Project. The sensitivity of both Suffolk and Kent landfall coastlines to this impact is considered Low-Medium. The magnitude of change due to the presence of nearshore cable protection is also considered Low. However, without detailed information on the landfall/nearshore bathymetry, coastal processes and morphology, we are unable to agree with these conclusions at present.	We advise that the mitigation hierarchy to avoid-reduce-mitigate should be followed to minimise environmental impacts along the proposed route. Cable protection should be avoided in MPAs. The potential for impacts to physical (and biological) processes within nearshore and intertidal habitats at landfall should be fully considered and assessed in the ES. Please refer to JNCC/NE best practice guidance: Environmental considerations for offshore wind and cable projects - 52965454Nature conservation considerations and environmental best practice for subsea cables for English Inshore and UK offshore waters, Sept 22.pdf - All Documents (sharepoint.com)	Y	The potential impacts to physical processes within nearshore and intertidal setting is fully considered and assessed in the **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment**. The ES assesses the impact of cable installation processes and the presence of the cable on nearshore/coastal hydrodynamics and sediment transport, and morphology. Since the PEIR, the Offshore Scheme has been re-routed to avoid the Goodwin Sands MCZ.
		Offshore Physical Environment and Landfall location	4.2.7.26 Atkinson and Esteves (2019) [Ref 2.50] observed the presence of a sediment convergence that benefits the ness (gravel foreland) north of Thorpeness, by influencing its stability and growth. The position of this sediment convergence is in turn influenced by nearshore conditions. This complex inter-relationship between the ness and adjacent coastline needs to be considered. It is suggested in 4.2.7.26 that the Thorpeness to Aldeburgh Bay is 'naturally stabilised.' However, Atkinson and Esteves suggest that there are 'considerable variability alongshore in the way beaches respond to the same offshore wave conditions' due to interaction with the complex nearshore bathymetry. Therefore, we are concerned that cable installation activities and the presence of cable protection measures in shallow nearshore areas could cause morphological change through	We advise that the potential for morphological change at landfall due to cable installation activities and presence of cable protection and vulnerability of the Project assets, need to be fully investigated for the lifetime of the Project.	N	**Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment** provides a detailed baseline assessment that considers the complex interrelationship between the Ness and the adjacent coastlines associated with the complex nearshore bathymetry and wave processes. The ES assesses the impact of cable installation processes and the presence of the cable on nearshore/coastal hydrodynamics and sediment transport, and morphology.

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			modification of nearshore hydrodynamic and sediment transport regimes.			
		Geology and Hydrogeology and Onshore Route location	Impacts to geological features of SSSIs have not been assessed.	Potential impacts to geological features should be assessed within the marine and coastal physical processes EIA.	N	Within **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment** the Sandwich Bay to Hacklinge Marshes SSSI and the Leiston-Aldeburgh SSSI are assessed in association with potential erosion/ geomorphological alteration of these sections of coastline, including changes to sediment transport patterns and hydrodynamics. The impact on ecological receptors at the SSSI sites are assessed in **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology and Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish Ecology**. The Coralline Crag is considered within **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment**. The cable corridor route passes over a small section of the Southern extent of the Coralline Crag. Therefore, the potential impacts associated with suspended sediment deposition, cable installation burial are assessed in this Chapter. Further, the potential for permanent damage to the Coralline Crag has been considered in this Chapter.
		Offshore Route location and Shipping and Navigation	Are any seabed impacts anticipated due to anchoring, jack-up barge or other seabed penetrating foundations?	Please clarify what is meant here.	N	Any seabed impacts associated with anchoring, jack-up barge or other seabed penetrating foundations are considered in **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment**. No significant adverse effects have been identified as a result of the Proposed Project on seabed features during any phase.
		Offshore Route location and Design	General Comment: The fate of cleared material, for example, due to pre-sweeping, has not been included in the assessment.	Disposal site information needs to be provided including specific locations, total area of impact (direct and indirect), volume of dredged material, habitats impacted, presence of sensitive habitats, nature of dredged material, impacts from disposal.	N	Any excavated material will be side cast within the Order Limits and not deposited away from the Offshore Scheme. Further details are available within **Application Document 6.2.4.1 Part 4 Chapter 1 Physical Processed** and **Application Document 6.2.1.4 Part 1 Chapter 4 Description of the Proposed Development**.
		Offshore Physical Environment	**Methodology** General Comment: A sufficiently robust conceptual understanding of coastal processes at the landfall sites has not been established. This is important to help understand how the proposed project may change or influence coastal and nearshore processes and morphology. For example, the relationship between	A more robust conceptual understanding of the coastal and nearshore system at landfall needs to be established.	N	Beach and seabed profile data is included within **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment** for both landfalls, with analysis of coastal recession/accretion rates. Coastal nearshore sediment cells and sediment transport pathways (and associated hydrodynamics) are considered within **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment** and identified via maps/figures.

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			beach erosion at the Suffolk landfall longshore sediment transport processes, nearshore wave climate and bathymetry, the ness to the north of landfall.			
		Offshore Physical Environment	General Comment: A source-pathway-receptor map for marine and coastal processes and physical environment receptors has not been provided.	A source-pathway-receptor map should be provided identifying all marine and coastal processes and physical environment receptors (and any other dependent environmental receptors).	N	**Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment** contains figures showing areas of medium and high sediment mobility along the cable corridor, relative to significant/sensitive seabed features, conservation areas, sediment transport pathways, and rock placements locations.
		Inter-Project Cumulative Effects	4.2.4 There is no cumulative impact assessment.	All potential cumulative impacts should be assessed in the EIA.	N	A full inter-project and intra-project effects assessment has been carried out for the Proposed Project. The inter-project cumulative effects assessments have assessed the combined environmental impacts resulting from proposed Developments due to come forward within the cumulative zone of influence. The full assessment is available within the following ES Chapters: • **Application Document 6.2.2.12 Part 2 Suffolk Chapter 12 Suffolk Onshore Scheme Intra-Project Cumulative Effects;** • **Application Document 6.2.3.12 Part 3 Kent Chapter 12 Intra-Project Cumulative Effects;** • **Application Document 6.2.4.10 Part 4 Marine Chapter 10 Intra-Project Cumulative Effects;** • **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects;** • **Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects; and** • **Application Document 6.2.4.11 Part 4 Marine Chapter 11 Inter-Project Cumulative Effects.**
		Offshore Physical Environment	Chapter 5/Image 1.5.2 Basis of assigning significance We note that within the matrix presented in Image 1.5.2, it is possible for an effect to span two different criteria ratings, for example, a small magnitude impact but very high value/sensitivity could lead to an effect being judged moderate or minor. Given that the identification of effect significance typically requires professional judgement, this can make	Please note that CIEEM advise against the use of a matrix-based approach to effect significance determination. The distinction between evidence-based and professional judgement-based assessments of effect significance, should be made clear. Furthermore, as a precautionary measure, we would advise that where the multiplying criteria (value/significance and magnitude of impact) span two	N	The assessment within the PEIR used professional judgement to estimate significance which is supported by the use of the matrix approach. Within the ES it is now made clearer that professional judgment has been used as the main determinator of significance. Where this differs from the results defined by the matrix approach, it is clearly explained/justified. Where appropriate, a precautionary approach has been used.

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			the process of determining effect significance, rather subjective. In turn, this could lead to an effect being deemed not significant in EIA terms.	different ratings, the higher (worst case) criteria should be selected.		
		Offshore Physical Environment	4.2.4.9 General approach taken to determining the significance of effect in this preliminary assessment is only to state whether effects are likely or unlikely to be significant, rather than assigning significance levels.	If the baseline characterisation and conceptual understanding were more robust, this would enable a more detailed assessment of effect significance. Moreover, if the baseline and impact assessment were at a more detailed stage, this would allow a more detailed response to be provided which, in turn, would better inform the Project design and EIA and reduce the need for a more precautionary approach.	N	Noted, the technical environmental assessments contained within the ES are supported by a robust baseline and associated assessment which categorises the residual effect, including whether the effect is considered significant or not. Each technical environmental assessment follows the general EIA methodology outlined within **Application Document 6.2.1.5 Part 1 Chapter 5 EIA Approach and Methodology** and where a different approach is taken this is detailed within the relevant ES Chapter.
		Offshore Physical Environment and Landfall location	**HRA - Document Used: Chapter 3: Habitat Regulations Screening Report & Figures** **Screening** Chapter 3/Table 4.3.1.1 We note that because no activities are anticipated in the intertidal zone at both Leiston-Aldeburgh SSSI (Suffolk Landfall) and Sandwich Bay Hacklinge Marshes SSSI (Kent Landfall), that these sites have not been considered in the impact assessment. However, given the landfall and geophysical surveys have yet to be reported and the coastal process/physical environment baseline and conceptual understanding are not yet complete, we would advise that these sites should be included in the assessment.	Include in the EIA.	N	There will be a jack up barge in the intertidal zone in Kent and this is reflected in **Application Document 6.6 Habitats Regulations Assessment Report**. Impacts on SSSIs are considered in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity and Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**.
		Coordination with other Projects	**MCZ Assessment. Document Used: Part 5: Chapter 4 Marine Conservation Zone Assessment & Figures** **Cumulative / In- combination Assessment** 5.4.9.11-5.4.9.12 The information on the North Falls OWF needs to be updated	North Falls OWF red line boundary has been revised. The northern array has been removed and the southern array no longer overlaps Kentish Knock East MCZ.	N	The Red Line Boundary for North Falls has now been updated to reflect the current design of the Proposed Project.

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			as the proposed scheme design has been revised.			
		Intra-Project Cumulative Effects	5.4.9 There is no map to show the location of the relevant plans and project for the in-combination effect assessment.	Map should be provided in the ES to show the location of the relevant plans and projects included in the in combination effect assessment.	N	A map showing the relevant plans and project is presented in **Application Document Part 4 Marine Chapter 11 Inter-Project Cumulative Effects**.
		Marine Conservation Zone Assessment and Benthic Ecology	**MCZ Assessment Conclusion** The baseline characterisation is incomplete therefore, Natural England is unable to agree with the outcome of the Stage 1 Assessment at present.	A robust baseline characterisation should be provided to inform the MCZA. Lessons learned and post-construction evidence from other projects (e.g., Nemo Link) should be drawn upon to inform the MCZA for Goodwin Sands MCZ. Please see the benthic response for further information on the MCZ assessment.	Y	A more thorough overview of the designated features and conservation objectives has been written as part of **Application Document 6.11 Marine Conservation Zone Assessment**. Additionally, a section has been included summarising the available information regarding lessons learned from previous developments. Furthermore, the re-routing of the Offshore Scheme to avoid the Goodwin Sands MCZ will avoid direct impacts, and reduce the impacts to the known and potential benthic receptors located within the area. Details are contained in **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**.
		Onshore Mitigation	**Further Receptor Points** Siting of the cable route through Goodwin Sands MCZ and in proximity to KKE MCZ and Thanet Coast MCZ.	Best practice dictates that as the process of method selection and final route refinement within the cable corridor is undertaken using the avoid, reduce, mitigate hierarchy.	Y	The Offshore Scheme has been re-routed to avoid the Goodwin Sands MCZ. Details are contained in **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**.
		Consultation	**Annex 5_PEIR Specialist Advice_Benthic Ecology** **Preliminary Environmental Information Report (PEIR) Review** **Annex 5 – Benthic Ecology** In formulating these comments, the following documents have been considered: Part 1 Introduction; Chapter 3 Main Alternative Considerations Part 1 Introduction; Chapter 4 Description of Project Part 1 Introduction; Chapter 5 PEIR Approach and Methodology Part 4 Offshore; Chapter 3 Benthic Ecology Part 4 Offshore; Chapter 11 Intra-project cumulative effects Part 4 Offshore; Chapter 12 Inter-project cumulative effects Part 5 Project Wide Effects; Chapter 2 Combined effects of onshore and offshore elements Part 5 Project Wide Effects; Chapter 3 Habitat Regulations Screening Part 5 Project Wide Effects; Chapter 4 Marine Conservation Zone Assessment		N	These comments have been noted by National Grid.

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			Natural England's Advice and Recommendations A summary of Natural England's advice in relation to Offshore Ornithology is set out in Table 1. Our key concerns along with recommendations are presented in further detail in Table 2.			
		Benthic Ecology and Geology and Hydrogeology	**Summary of Key Concerns** **Table 1 Summary of Key Issues - Benthic Ecology** Intertidal impacts on benthic receptors have been scoped out.	**Natural England's Recommendations to Resolve Issues.** Natural England doesn't agree with the scoping out of impacts on intertidal receptors. No feasibility studies have been presented to confirm the ability for the Applicant to use trenchless techniques at landfall locations. As previously advised by Natural England for Horizontal Directional Drilling (HDD) to be considered as viable, pre-consent geotechnical investigations are required to confirm what is achievable. Furthermore, lessons learnt from other plans and projects (Triton Knoll and Hornsea Project 2) where HDD has had unforeseen impacts due to the limitations of drilling in unconsolidated sediment and the occurrence of sink holes should be explored. Additionally, even if HDD is feasible, it is not void of any risk. Potential impacts on intertidal/subtidal benthic receptors have not been assessed for trenchless techniques including impacts at the exit pits.	N	Ground investigations have confirmed the use of trenchless techniques at both landfalls. In Kent, this technique will avoid the sensitive saltmarsh habitats in the upper intertidal area. However, due to the extent of the intertidal area at Pegwell Bay, impacts during cable trenching will affect both intertidal and subtidal habitats until it reaches the exit pit. Therefore, impacts to intertidal habitats such as mudflats including temporary and physical disturbance, temporary increased suspended sediment concentrations during construction, operation and decommissioning are scoped back into the ES in **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**. The Landfall Feasibility Technical Report has been updated to reflect this update. Further details are contained in Appendix A of **Application Document 7.3 Design Development Report**.
		Onshore Route location and Design	In addition to NE Ref 1, no other methodology has been assessed as an alternative if HDD is not a viable option.	With no alternative methodology having been assessed, a variation to the Development Consent Order (DCO), should HDD be found post consent to technically not viable. In this instance, alternative approaches could be considered a material change, noting the implications for any HRA determination.	N	Trenchless techniques have been confirmed as the viable option and have been assessed in the ES, as described in **Application Document 6.2.1.4 Part 1 Introduction Chapter 1 Description of the Proposed Project**. No other methods have been assessed. It is noted that an alternative approach could be considered a material change. However, there are no alternative approaches being considered at this stage.
		Benthic Ecology	Evidence: Benthic survey data is incomplete. 2023 data has not been included. Areas of the offshore scheme	The PEIR would have benefited from being submitted with completed surveys from 2023 and/or further	N	For the January DCO submission the ES uses the full benthic data (PSA, Macrofauna and DDV) from the 2021 Benthic Characterisation Survey for the marine route as of Environmental

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			boundary wider than 500m do not include survey data. Locations identified in 2021 data with ephemeral features have not been resurveyed (for example, Sabellaria spinulosa, Mytilus edulis), and data has been presented on why NERC Section 41 habitats cannot be avoided.	empirical evidence to support characterisation survey conclusions. We highlight that we have not been consulted on survey methodology, and currently can't comprehend the level of risk to sensitive receptors. Natural England is therefore unable to agree that the approach presented is sufficient and whether further surveys are advised. We advise that the Evidence Plan process is fully engaged with to determine if further information and mitigation measures are required for protected habitats and species. Under the NERC Act 2006, the Applicant has a duty to avoid, reduce, mitigate impacts on priority habitats. Natural England advises that an updated baseline is presented, and where appropriate repeated survey data across a wider area is included to enable conceptual understanding of the Worst-Case Scenario and potential mitigation measures.		Scoping boundary. As previously discussed, an additional survey campaign has been underway to target five discrete areas along the revised Offshore Scheme currently being taken forward to ES and subsequent DCO submission. The results from the comprehensive geophysical survey, preliminary imagery and survey logs are being integrated with our existing 2021 data and supplemented with existing environmental information from available sources such as One Benthic to provide confidence in the assessment. The final results of the most recent survey campaign will be provided prior to examination as supplementary information in order to provide an additional confidence in the conclusions. Assessment of impact pathways is now presented within **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**.
		Marine Conservation Zone Assessment, Benthic Ecology and Offshore Mitigation	The proposed cable route passes through Goodwin Sands Marine Conservation Zone (MCZ) and the 2021 benthic surveys indicate the presence of blue mussel (Mytilus edulis) the MCZ overlapping with the proposed cable route.	Evidence has not been provided by the Applicant to justify why Goodwin Sands MCZ cannot be avoided. Natural England is unable to agree with the MCZ Assessment conclusions. Natural England advises that a robust MCZ Assessment and supporting evidence similar to those provided for Sheringham and Dudgeon Extension Projects will be required due to the risk of the conservation objectives being hindered. Based on the information provided to date, further mitigation such as, avoidance of the site or a commitment of no rock armouring in the MCZ, appears to be the only option that would avoid the need for the decision-maker to proceed to the subsequent steps of a Stage 2 MCZ assessment.	Y	The re-routing of the Offshore Scheme will reduce impacts to the known and potential benthic receptors located within Goodwin Sands MCZ. This follows the mitigation hierarchy, avoiding impacts to the features and conservation objectives of Goodwin Sands MCZ. Additionally, the impacts of the Proposed Project on the blue mussel have now been detailed further in **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology and Application Document 6.11 Marine Conservation Zone Assessment**, as well as within **Application Document Part 4 Chapter 3 Fish and Shellfish Ecology**.

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				Natural England advises that the mitigation hierarchy is followed and that the Applicant thoroughly considers all benthic mitigation options provided in Appendix 1. We advise that the Applicant gives due consideration to the conservation objectives of the MCZ's designated features. Mytilus edulis beds are a designated feature in the site with a recover objective and an ephemeral species. The presence of juvenile Mytilus edulis indicates that the location of the proposed cable route has the potential to support the recovery of this designated feature. We advise that further information is provided along the section of the proposed cable route that overlaps with Goodwin Sands MCZ as well as survey data of a wider area to present options to avoid features. We highlight that Mytilus edulis reef is associated with the life cycle of Sabellaria spinulosa reef another interest feature of Goodwin Sands MCZ and both are priority habitats under NERC 2006 and therefore should also be avoided where possible outside of the designated site.		
		Benthic Ecology, Offshore Route location and Design	Natural England doesn't agree with the preliminary sensitivity assessment blue mussel (Mytilus edulis) beds, English Channel outburst flood features. Moderate energy circalittoral rock, Ross worm (Sabellaria spinulosa) reefs, Subtidal coarse sediment and Subtidal sand (including sandbanks) and therefore we therefore don't agree with the conclusions.	"The assessment provided for impacts from cable laying activities and placement of external rock protection on protected habitats and species is insufficient. Further information is required on the following to fully assess impacts and conceptualise Worst Case Scenarios: Specific locations of activities Total area of impact (direct and indirect, including impact from sediment plumes) Habitats impacted	N	Based on updates to **Application Document 6.2.4.1 Part 1 Introduction Chapter 4 Description of the Proposed Project** and additional survey data (**Application Document 6.3.4.2.A ES Appendix 4.2.A Benthic Characterisation Report (Original Report) and Application Document 6.3.4.2.B ES Appendix 4.2.B Geophysical Survey Interpretation (Additional Surveys**), all data to support the baseline and fully assess impact pathways is now presented within presented in **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**. Further information on the location and area of activities and the habitats to be affected is provided in **Application Document 6.2.4.1 Part 1 Introduction Chapter 4 Description of the Proposed Project** and **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**.

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				Presence of sensitive habitats		
		Marine Conservation Zone Assessment	**Table 2 Natural England's Key Advice and Recommendations – Benthic Ecology** **Project Parameters. Document(s) Used: Part 1: Chapter 3 Main Alternative Considerations, Chapter 4 Description of Project, Chapter 5 PEIR Approach and Methodology, Part 4: Chapter 3 Benthic Ecology** **Project Description** 1.3.4.32, 1.3.5.55-page 22 Offshore Environment section states that both offshore MCZs are avoidable.	This statement appears to contradict the proposed cable route, as the proposed cable route overlaps with Goodwin Sands MCZ. Data has not been presented to indicate whether the MCZ can be avoided.	Y	The Offshore Scheme has been re-routed to avoid the Goodwin Sands MCZ.
		Offshore Route location and Design	1.4.5.67 pages 42 to 45 Multiple trenchless landfall techniques are described.	Feasibility studies have not been presented to provide assurance that trenchless techniques are able to be used, and the potential impacts they may present to protected sites. We recommend that a figure showing the route and proposed length of HDD is presented. Depending on the yet to be determined (from pre consent geotechnical investigations), ground conditions, there are limitations to the use of HDD. The feasibility of HDD therefore requires further consideration at the time of consent. Natural England is particularly concerned in relation to the potential impacts from exit pit works both directly from habitat loss and indirectly from disruption of marine processes. We advise that no exit pits are located within a designated site and/or impact on designated site features and priority habitats.	N	National Grid confirm that a trenchless construction solution will be employed for both the Suffolk and Kent landfalls from the transition joint bays eastwards. An initial ground investigation survey has been undertaken to confirm the viability of this solution. Details are contained in The Landfall Feasibility Technical Report which has been updated to reflect this update. Further details are contained in Appendix A of **Application Document 7.3 Design Development Report**. The commitment to trenchless solutions is secured in Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). The Proposed Project description, design drawings and work plans are presented in **Application Document 2.5.3 Work Plans - Offshore, Application Document 2.13.4 Design and Layout Plans - Offshore, Application Document 2.14.3 Indicative General Arrangement Plans - Offshore and Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Marine Conservation Zone Assessment	Table 1.4.F.7 offshore scheme mitigation No mitigation measures are considered for benthic impacts.	The proposed cable route will enter Goodwin Sands MCZ. We advise that the Applicant adheres to the mitigation hierarchy. Please see further detail in our comments below	N	The Offshore Scheme has now been re-routed to avoid the Goodwin Sands MCZ. This has now been re-assessed in **Application Document 6.11 Marine Conservation Zone Assessment**.

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		and Onshore Mitigation		regarding the MCZ Assessment. Please also refer to Appendix 1 for a list of benthic mitigation measures to be considered by the Applicant.		
		Benthic Ecology	Chapter 5 PEIR Approach and Methodology overall statement	Natural England acknowledge the Applicant's statement that there is no prescribed format as to what a PEIR should comprise. However, it should allow consultees to understand the likely environmental effects of the Project. Therefore, NE would expect complete datasets to be presented to understand the potential impacts of the Project and allow an informed view of the impact assessments.	N	Based on updates to **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** and additional survey data (**Application Document 6.3.4.2.A ES Appendix 4.2.A Benthic Characterisation Report (Original Report) and Application Document 6.3.4.2.B ES Appendix 4.2.B Geophysical Survey Interpretation (Additional Surveys)**, all data to support the baseline and fully assess impact pathways is now presented within **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**.
		Inter-Project Cumulative Effects and Coordination with other Projects	Appendix 1.5B Inter project cumulative effects initial long list doesn't consider Nemo Link interconnector.	We advise that Nemo Link is included due to potential cumulative impacts at, Sandwich Bay to Hacklinge Marshes SSSI, Thanet Coast to Sandwich Bay SPA and Ramsar and Sandwich Bay SAC from landfall. We have previously advised that Sea Link reviews monitoring reports from Nemo Link and Thanet Offshore cables to consider the lessons learnt from projects landing in the same area, to better understand how potential impacts can be mitigated.	N	The Nemo Link has been added to the list of other proposed developments included within **Application Document 6.2.4.11 Part 4 Marine Chapter 11 Inter-Project Cumulative Effects**. Potential cumulative impacts with designated sites have been considered in **Application Document 6.6 Habitat Regulations Assessment Report**.
		Benthic Ecology, Offshore Route location and Design	**Natural England's Position on Worst Case Scenario** Part 4 Chapter 3 Table 4.3.6 ID 5.2.6 and 4.3.6 Disturbance to intertidal benthic receptors is scoped out on the basis that trenchless techniques will be used intertidally. Therefore, the worst-case scenario does not account for a scenario where trenchless techniques are not possible intertidally.	Natural England advise that for certainty on the use of trenchless techniques, feasibility studies are carried out and used to inform the ES. The WCS should be assumed for the purpose of the assessment unless the Applicant can provide evidence, beyond scientific doubt, that the exit pits will not be within the designated sites.	N	Ground investigations have confirmed the use of a trenchless solution at both landfalls. In Kent, this technique will avoid the sensitive saltmarsh habitats in the upper intertidal area. However, due to the extent of the intertidal area at Pegwell Bay, impacts during cable trenching will affect both intertidal and subtidal habitats until it reaches the exit pit. Therefore, impacts to intertidal habitats such as mudflats including temporary and physical disturbance, temporary increased suspended sediment concentrations during construction, operation and decommissioning are scoped back into the ES, using a worst-case scenario (**Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**). This has also been considered in **Application Document 6.6 Habitat Regulations Assessment Report**. The Landfall Feasibility Technical Report has been updated to reflect this update. Please refer to Appendix A of **Application Document 7.3 Design Development Report**.

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		Benthic Ecology	**Baseline Characterisation – Document(s) Used: Part 4 Chapter 3 Benthic Ecology** 4.3.4.7 - 4.3.4.13 Data from benthic surveys conducted in 2021 is presented: 37 subtidal sampling locations. Grab sampling for PSA and infauna analysis, 5 DDV transects where grab sampling not possible (hard bottom and sensitive areas)"	Natural England is unable to comment on whether the acquired subtidal data from 2023 is of sufficient quality. We recommend that through the Evidence Plan process this data is provided as early as possible to ensure that the data gathered is sufficient. It is not possible for Natural England to agree to the survey approach at this stage. It would have been valuable to wait until the necessary information has been gathered to inform the PEIR.	N	Based on updates to **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** and additional survey data (**Application Document 6.3.4.2.A ES Appendix 4.2.A Benthic Characterisation Report (Original Report) and Application Document 6.3.4.2.B ES Appendix 4.2.B Geophysical Survey Interpretation (Additional Surveys)**, all data to support the baseline and fully assess impact pathways is now presented within **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**.
		Benthic Ecology	**Data Gaps** Figure 4.3.2 Subtidal benthic surveys were conducted across the 500m wide Offshore Scheme Boundary.	There are sections of the Offshore Scheme Boundary which are wider than 500m and where biotope data is not presented. As a pre-construction requirement, we advise that surveys are carried out across a wider boundary which allows for avoidance of sensitive features and buffer, to assess the possibility of micro-siting. We advise that within the In Principle Monitoring Plan to be submitted with the application there is a requirement for preconstruction surveys to map feature extent.	N	For the DCO submission the ES uses the full benthic data (PSA, Macrofauna and DDV) from the 2021 Benthic Characterisation Survey for the Proposed Project marine route as of the Environmental Scoping boundary. As previously discussed, an additional survey campaign has been underway to target five discrete areas along the revised Offshore Scheme currently being taken forward to ES and subsequent DCO submission. The results from the comprehensive geophysical survey, preliminary imagery and survey logs are being integrated with existing 2021 data and supplemented with existing environmental information from available sources such as One Benthic to provide confidence in our assessment. Assessment of impact pathways is now presented within **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**. Pre- installation survey requirements are outlined in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Offshore Physical Environment, Design and Benthic Ecology	Figure 4.3.2 The figure shows areas of Sandbanks with high ecological functionality present at multiple locations along the 500m wide Offshore Scheme Boundary, including between KP114 and 110, where the route approximately overlaps with Goodwin Sands MCZ.	It is important that the ecological function of dynamic sandbanks is maintained. Therefore, we advise that bathymetric surveys are used to consider the ability for the cable to remain buried along the entirety of the cable route, and in particular where it may cross a designated site, due to the possibility of external cable protection being required at a later stage.	N	The Offshore Scheme has been rerouted to avoid Goodwin Sands MCZ. The nearest site designated for Annex I sandbanks is the Margate and Long Sands SAC, located 3 km to the west of the Offshore Scheme. Based on updates to **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**, including the rerouting of the Offshore Scheme, and additional survey data (**Application Document 6.3.4.2.A ES Appendix 4.2.A Benthic Characterisation Report (Original Report) and Application Document 6.3.4.2.B ES Appendix 4.2.B Geophysical Survey Interpretation (Additional Surveys)**, all data to support the baseline and fully assess impact pathways is now presented within **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**. This includes assessment of impacts on sandbanks. A Cable Burial Risk Assessment has also been completed, using data from project specific geophysical surveys. This has assessed where

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						pre-sweeping is required to prevent cable exposure at sandbank features. Several embedded and control measures for mitigation of benthic ecology have been included in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions (REAC) and Commitments** and **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**, in addition to the sensitive routing and siting of infrastructure and temporary works.
		Offshore Physical Environment, Design and Benthic Ecology	**Data Analysis, Modelling and Reporting** 4.3.7.11-4.3.7.12, Figure 4.3.2 and Table 4.3.9 Subtidal mixed sediments with patches of Sabellaria spinulosa were identified at locations KP 13.9 and 19.3 and Mytilus edulis beds at KP 15.4. It is stated that no reef formations of Sabellaria spinulosa or Mytilus edulis beds were present. However, in Figure 4.3.2 and Table 4.3.9 Sabellaria spinulosa and Mytilus edulis beds at the aforementioned locations are labelled as 'Sublittoral biogenic reef'.	Clarity of these statements would be welcomed for Sabellaria spinulosa and Mytilus edulis. Natural England advises further explanation about how refines has been assessed should be provided. Natural England advises that surveys are repeated preconstruction to map any reef extent and where found to be present a 50m buffer area applied as mitigation.	N	Based on updates to **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** and additional survey data (**Application Document 6.3.4.2.A ES Appendix 4.2.A Benthic Characterisation Report (Original Report) and Application Document 6.3.4.2.B ES Appendix 4.2.B Geophysical Survey Interpretation (Additional Surveys)**, all data to support the baseline and fully assess impact pathways is now presented within **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**. Further consideration has been given to potential receptors located within the area, including *Mytilus edulis* beds and *Sabellaria spinulosa* has been included.
		Benthic Ecology and Offshore Mitigation	**Environmental Impact Assessment - Document Used: Part 4 Chapter 3 Benthic Ecology** **Identified impacts** 4.3.7.11-4.3.7.12, Figure 4.3.2 and Table 4.3.9 Sabellaria spinulosa and Mytilus edulis beds have been recorded as present within the Offshore Scheme Boundary and potential impacts have not been taken forward for assessment.	There is an assumption that avoiding areas of reef is sufficient mitigation. This is inadequate mitigation and undermines the conclusion reached by the assessment itself. Sabellaria spinulosa and Mytilus edulis reef naturally develop and erode over time. Therefore, in order to maintain its extent, protection needs to be afforded to areas where reef is currently (i.e. at the time of survey), but also areas within Goodwin Sands MCZ where there is sufficient evidence to demonstrate that Annex I biogenic reef has previously been present and could therefore re establish and/or where juvenile reef may be developing. As well as the direct impact on Sabellaria spinulosa and Mytilus edulis, other impacts which need to be considered are temporary/localised increases in suspended sediment, disruption of	Y	The re-routing of the Offshore Scheme will reduce direct impacts to the known and potential benthic receptors located within Goodwin Sands MCZ, including *Sabellaria spinulosa* and *Mytilus edulis reef* which are present in pre-construction (**Application Document 6.11 Marine Conservation Zone Assessment**). Based on updates to **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** and additional survey data (**Application Document 6.3.4.2.A ES Appendix 4.2.A Benthic Characterisation Report (Original Report) and Application Document 6.3.4.2.B ES Appendix 4.2.B Geophysical Survey Interpretation (Additional Surveys)**, all data to support the baseline and fully assess impact pathways is now presented within **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology** including consideration of all features of conservation interest such as *Sabellaria spinulosa* and *Mytilus edulis* pre-construction. Furthermore, the benthic characterisation surveys did an analysis of 'reefiness,' to assess the structure of aggregations of *S. spinulosa* present, which did not indicate large aggregations of tubes, and therefore no presence of reef formations was identified. Pre-installation surveys will be carried out and will include drop down video and remotely operated vehicles to confirm locations of sensitive benthic habitats and features. Several embedded and

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				marine processes, permanent loss of natural substrate for biogenic reef habitats as well as impairment of the potential for reefs to develop in the future. Noting that reef may be present preconstruction, mitigation measures should be adopted as part of the consenting phase to ensure that impacts can be mitigated.		control measures for mitigation of benthic ecology have been included in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** and **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**, in addition to the sensitive routing and siting of infrastructure and temporary works.
		Benthic Ecology and Offshore Mitigation	Five grab samples were undertaken in the Goodwin Sands MCZ and juvenile Mytilus edulis were identified in four of the grab samples, but no beds were identified.	80% of grab samples in Goodwin Sands MCZ contained juvenile Mytilus edulis. Therefore, this indicates potential for reef to be present or to establish. Mytilus edulis beds are a feature of Goodwin Sands MCZ with a recover objective. In addition to our comment above, where extent needs to be recovered it is even more critical to afford protection to areas where reef could re-establish. By failing to afford any protection to areas where reef could re-establish, reef extent may not be adequately maintained and likely would not be restored. Natural England advises as a preconstruction requirement, that preconstruction biogenic reefs surveys are required to inform the deployment of mitigation measures. We advise that micro-siting is used as mitigation with a 50m buffer for this ephemeral species. As Mytilus edulis were identified within the boundary of the MCZ, we advise that a precautionary approach is applied here and this feature needs further consideration (loss of suitable habitat for reef formation, impairment of the potential for bed/reef to develop in future). The greater the confidence that can be achieved in defining these features, the less precautionary an assessment will need to be when assessing the potential impact of any development.	Y	The re-routing of the Offshore Scheme to avoid the Goodwin Sands MCZ will reduce direct impacts to the known and potential benthic receptors located within this designated site, including *Mytilus edulis* reef which are present in pre-construction (**Application Document 6.11 Marine Conservation Zone Assessment**). Based on updates to **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** and additional survey data (**Application Document 6.3.4.2.A ES Appendix 4.2.A Benthic Characterisation Report (Original Report) and Application Document 6.3.4.2.B ES Appendix 4.2.B Geophysical Survey Interpretation (Additional Surveys)**, all data to support the baseline and fully assess impact pathways is now presented within **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology** including consideration of all features of conservation interest such as *Mytilus edulis* during pre-construction. Pre-installation surveys will be carried out and will include drop down video and remotely operated vehicles (ROV) to confirm locations of sensitive benthic habitats and features. Several embedded and control measures for mitigation of benthic ecology have been included in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** and **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**, in addition to the sensitive routing and siting of infrastructure and temporary works.

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		Benthic Ecology and Offshore Mitigation	No additional mitigation measures have been identified beyond the embedded, control and management measures and no mitigation measures are stated for Goodwin Sands MCZ nor priority habitats outside of designated sites. .	The Offshore Scheme has the potential to impact the benthic receptors identified in Tables 4.3.10 and 4.3.12. We advise that the following may be impacted: blue mussel (Mytilus edulis) beds, Moderate energy circalittoral rock, Ross worm (Sabellaria spinulosa) reefs, Subtidal coarse sediment and Subtidal sand (including sandbanks). The recoverability of the identified benthic receptors has not been referred to, to establish the potential impact of the proposed activities and whether mitigation measures are required. Further assessment is required. In addition, the benthic receptors Sabellaria spinulosa and Mytilus edulis may have the potential to develop to form reefs and data from repeat surveys has not been presented to show temporal variation. Further assessment preconstruction and adoption of mitigation measures at the time of consenting are required. Please see Annex 2.	Y	Based on updates to **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** and additional survey data (**Application Document 6.3.4.2.A ES Appendix 4.2.A Benthic Characterisation Report (Original Report) and Application Document 6.3.4.2.B ES Appendix 4.2.B Geophysical Survey Interpretation (Additional Surveys)**, all data to support the baseline and fully assess impact pathways is now presented within **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**. This includes the consideration of all features of conservation interest such as circalittoral rock, subtidal coarse sediment, subtidal sand, *Sabellaria spinulosa* and *Mytilus edulis*, as well as the consideration of any mitigation measures where appropriate. As part of the sensitivity assessment of such features, recoverability was a factor that was considered. The Offshore Scheme has also been rerouted to completely avoid Goodwin Sands MCZ. An Intertidal Characterisation Survey was undertaken in 2023, and Subtidal Characterisation Surveys were undertaken in 2021 and 2024. The data from these surveys have been used in the assessment of impacts on benthic ecology. This included analysis of 'reefiness,' to assess the structure of the aggregations of *S. spinulosa* present, which did not indicate large aggregations of tubes, and therefore no presence of reef formations was identified. Pre-installation surveys will be carried out and will include drop down video and remotely operated vehicles to confirm locations of sensitive benthic habitats and features. Several embedded and control measures for mitigation of benthic ecology have been included in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** and **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**, in addition to the sensitive routing and siting of infrastructure and temporary works. No additional mitigation measures have been proposed, as no likely significant effects to benthic ecology have been identified during the assessment.
		Offshore Route location, Design and Benthic Ecology	Table 4.3.11 Benthic receptors for Leiston to Aldeburgh SSSI, Sandwich Bay to Hacklinge Marshes SSSI and Thanet Coast and Sandwich Bay SPA are not considered to have potential impacts.	This assumption is based on the ability to use a trenchless technique at landfall, which has not been verified by feasibility studies. additionally, potential interactions of trenchless techniques with benthic receptors have not been assessed. We advise that further detail is provided on the locations of entry and exit pits in relation to designated sites and their features. If the entry and exit pits are in the vicinity of designated sites, the potential	N	Ground investigations have confirmed the use of a trenchless solution at both landfalls. In Kent, this technique will avoid the sensitive saltmarsh habitats in the upper intertidal area. However, due to the extent of the intertidal area at Pegwell Bay, impacts during cable trenching will affect both intertidal and subtidal habitats until it reaches the exit pit. Therefore, impacts to intertidal habitats such as mudflats including temporary and physical disturbance, temporary increased suspended sediment concentrations during construction, operation and decommissioning are scoped back into the ES (**Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**). This has also been considered in **Application Document 6.6 Habitat Regulations Assessment Report**.

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				impacts will require assessment. Likewise, if cable protection is required at the exit pits any disruption to coastal processes which may have secondary impacts to designated sites must be considered.		
		Offshore Route location, Design and Benthic Ecology	Table 4.3.12 and 4.3.13. Table 4.3.13 states "The only Annex I habitat observed within the Offshore Scheme, was 'sandbanks which are slightly covered by sea water all the time' (Ref 3.2), but it is not specifically protected under any designated site," however Table 4.3.12 states Annex I habitat does not overlap with offshore scheme.	There are contradictions within the chapter of the presence of Annex 1 habitat. We advise that this is rectified. We advise that the proposed route does overlap with sandbanks which have high ecological functionality to the wider marine environment, which could qualify as Annex I sandbanks (1110).	N	The highlighted contradictions have been rectified. Based on updates to **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** and additional survey data (**Application Document 6.3.4.2.A ES Appendix 4.2.A Benthic Characterisation Report (Original Report) and Application Document 6.3.4.2.B ES Appendix 4.2.B Geophysical Survey Interpretation (Additional Surveys)**, all data to support the baseline and fully assess impact pathways is now presented within **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**. This will include the consideration of all features of conservation interest such as sandbanks as well their potential to qualify as Annex I features.
		Offshore Route location, Design and Benthic Ecology	Table 4.3.13. Table 4.3.13 states "The Offshore Scheme passes through the Goodwin Sands MCZ. The only feature of this designated site identified within the Offshore Scheme was 'subtidal sands. This habitat is considered to be of medium value and grab samples from within the MCZ were found to have sparse fauna. Thus, the sensitivity of this habitat is considered to be low."	These habitats (including sandbank habitats) are often found in high medium energy environments and have the potential to recover from cable activities relatively quickly with low to medium sensitivity to extraction, penetration, abrasion and smothering pressures. However, where features are dynamic, the introduction of hard substrate (such as external cable protection) is often required causing physical change to another seabed or sediment type and therefore likely loss of extent of the existing habitat, form and function. It is particularly important in MPAs designated for sandbank features to consider these pressures in the context of other operations within the site, as many sandbank MPAs are already impacted by these pressures therefore reducing their capacity to withstand further impacts. External cable protection has been considered in the chapter, exact locations should be identified, as if external cable protection is required (likely in this dynamic environment) on sub-tidal sands then additional	N	The exact locations for cable protection have now been identified, an overview of the expected areas of rock backfill are presented in **Application Document 6.4.1.4 Part 1 Introduction Chapter 1 Description of the Proposed Project**. Based on updates to **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** and additional survey data (**Application Document 6.3.4.2.A ES Appendix 4.2.A Benthic Characterisation Report (Original Report) and Application Document 6.3.4.2.B ES Appendix 4.2.B Geophysical Survey Interpretation (Additional Surveys)**, all data to support the baseline and fully assess impact pathways is now presented within **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**. This will include the consideration of any sandbank features.

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				pressures/impacts on this feature need to be considered too.		
		Benthic Ecology	Table 4.3.10 and 4.3.12 The Summary of Subtidal Habitats of Conservation Importance and Summary of Receptors includes the following habitats: Sandbanks which are slightly covered by seawater all the time. Communities of circalittoral rock Subtidal sands and gravels.	It is not clear from these tables or the sections above how these three receptors have been chosen to be assessed further in the Benthic Ecology Chapter and other benthic receptors identified, which will be sensitive to the proposed activities have not. Subtidal biogenic reefs including mussel beds and Sabellaria spp, whilst tolerant to a certain amount of smothering, biogenic reefs are highly sensitive to damage by abrasion and penetration (although if the area of impact is limited there is potential for the reef to reform over time). We advise that these tables are reconsidered	N	These tables have been reconsidered based on **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** and additional survey data (**Application Document 6.3.4.2.A ES Appendix 4.2.A Benthic Characterisation Report (Original Report) and Application Document 6.3.4.2.B ES Appendix 4.2.B Geophysical Survey Interpretation (Additional Surveys)** These determined the potential interactions between benthic receptors and the project activities. All data to support the baseline and fully assess impact pathways is now presented within in **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**. This includes the consideration of all features of conservation interest such as circalittoral rock, subtidal coarse sediment, subtidal sand, *Sabellaria spinulosa* and *Mytilus edulis*, as well as the consideration of any mitigation measures where appropriate.
		Benthic Ecology and Design	Table 4.3.13 The preliminary assessment of benthic ecology effects has identified multiple potential impacts from cable installation activities.	The following information is required for Natural England to advise on potential impacts: Specific locations of activities Total area of impact (direct and indirect, including impact from sediment plumes) Habitats impacted. Presence of sensitive habitats For example, we request reference to these activities in relation to their proximity to MPAs, Annex 1 habitats and habitats of principle importance under Section 41 of the NERC Act 2006. Natural England advises that no external cable protection is placed within Goodwin Sands MCZ and should be secured through condition of consent.	N	Further detail regarding the locations of activities and areas of impact have now been identified. Based on updates to **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** and additional survey data (**Application Document 6.3.4.2.A ES Appendix 4.2.A Benthic Characterisation Report (Original Report) and Application Document 6.3.4.2.B ES Appendix 4.2.B Geophysical Survey Interpretation (Additional Surveys)**, all data to support the baseline and fully assess impact pathways is now presented within **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**. This includes the consideration of allocations in relation to designated sites and features of conservation interest. Additionally, the re-routing of the Offshore Scheme will reduce direct impacts to the known and potential benthic receptors located within Goodwin Sands MCZ, including *Sabellaria* reef, subtidal sand and subtidal coarse sediment.
		Benthic Ecology	Table 4.3.13 The impact, temporary physical disturbance to subtidal benthic habitats and species, has been	Natural England requires further information to be able to agree with the conclusion on no significant	N	Natural England's advice has now been taken into consideration and recoverability of features has been considered within the assessment (**Application Document 6.2.4.2 Part 4 Marine**

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			identified due to a number of project activities that have been grouped together and will result in temporary physical disturbance to intertidal and subtidal benthic habitats and species. The preliminary sensitivity assessment includes Annex 1 sandbanks which are slightly covered by seawater all the time, communities of circalittoral rock and subtidal sands and gravels. The overall effect is considered not significant.	overall effect from temporary physical disturbance. Additionally, temporary disturbance assumes that habitats are able to recover from the project activities. However, the assessment does not consider the varying ability of benthic habitats to recover. Natural England welcome that Annex 1 sandbanks within Margate and Long Sands SAC will be avoided. However, sandbanks with high ecological functionality have been identified outside of MPAs within the Offshore Scheme Boundary and statements referring to the sensitivity of Annex 1 sandbanks should be referenced. For example, evidence to indicate the 'often low biodiversity' and 'high capacity to tolerate physical disturbance' which is used to conclude the low sensitivity of this habitat to temporary disturbance. Communities on circalittoral rock and subtidal sands and gravels are referred to together as 'medium importance' with 'medium sensitivity' to temporary disturbance. This statement is not referenced and does not consider the recoverability of habitats to disturbance from the various activities included in this assessment. For example, cable trenching on circalittoral rock will likely result in a permanent impact as the soft chalk and clay exposures identified within this habitat are irreplaceable and will have a different ability to recover from abrasion and disturbance to subtidal sand and gravels. Natural England advises recoverability evidence for habitats is presented in the assessment, that the total area of impact on habitats of principle importance is determined and that mitigation measures may be required.		**Chapter 2 Benthic Ecology and Application Document 6.6 Habitats Regulations Assessment Report**). The impact of the Proposed Project on the blue mussel and *Sabellaria spinulosa* reef have now been detailed further within the MCZ assessment (**Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**), as well as within fish and shellfish impact assessment (**Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish Ecology**). The impact of the Proposed Project on the *Sabellaria spinulosa* reef has also been detailed further within the MCZ assessment (**Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**).

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				Mytilus edulis recorded in the Offshore Scheme Boundary in Goodwin Sands MCZ are not included within this assessment. Please see our comments above advising that impacts on juvenile Mytilus edulis within Goodwin Sands MCZ are assessed. Similarly, we advise that Mytilus edulis beds and Sabellaria spinulosa located outside of a protected site are assessed and avoided where possible.		
		Benthic Ecology, Offshore Mitigation and Design	Table 4.3.13 The impact, direct loss of subtidal benthic habitats and species due to placement of hard substrates on the seabed, has been identified due to: Rock placement Concrete mattresses Rock/gravel/sand/grout bags Protection sleeves/cast-iron shells The overall effect is considered not significant.	It is stated that 0.01km2 of habitat in Goodwin Sands MCZ will be lost. We wish to remind the Applicant to adhere to the mitigation hierarchy, this needs to be fully justified and assessed in the ES. In addition, further information on and amounts of external rock protection placed within MPAs is required. Clarity is required on the potential for cable crossings in Goodwin Sands MCZ. Natural England advises further clarification on whether this habitat loss includes designated features of the site is required to enable conclusions to be drawn on significance of effect. Noting that the Mytilus edulis identified in Goodwin Sands MCZ have not been included within this assessment. We advise that further information is provided on the recoverability of habitats after external rock protection is removed. Please see comments below regarding the MCZ Assessment relating to the need for Measures of Equivalent Environmental Benefit (MEEB).	Y	The Offshore Scheme has been updated to avoid Goodwin Sands MCZ entirely and it no longer overlaps with the Order Limits. This follows the mitigation hierarchy, avoiding impacts to the features and conservation objectives of Goodwin Sands MCZ. The re-routing of the Offshore Scheme will reduce impacts to the known and potential benthic receptors located within the area, including avoiding any permanent loss of benthic habitat. The Offshore Scheme now avoids the Goodwin Sands MCZ, and so no rock protection will be required within this designated site. The total area of rock protection required for the Offshore Scheme is presented in **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**. The locations of rock protection are shown in **Figure 6.2.4.3.3**.
		Design	Table 4.3.13 External cable protection options presented: Rock placement	As part of the proposed works, we advise that decommissioning plans are clearly explained and that any external cable protection proposed is completely removed from the	N	Additional information and clarity regarding the Proposed Project's decommissioning plans have now been outlined in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** and within each of the marine technical chapters. As this work is planned decades into the future, it is

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			Concrete mattresses Rock/gravel/sand/grout bags Protection sleeves/cast-iron shells	seabed. External cable protection other than rock placement, such as mattresses, rock bags, would be easier to remove at decommissioning and result in better environmental outcomes. In addition, we advise that a monitoring plan for post decommissioning is committed to, to assess the recovery of any impacted features.		unknown what the exact methodology will be for decommissioning, as this will be based on the best available technology available at the time of decommissioning. An initial decommissioning plan would be written once the final route and installation methodology is engineered by the contractor post submission. This would be in accordance with all applicable legislation, best practice guidance and Shoreline Management Policies at the time of compilation. However, as decommissioning of the cable would be many decades into the future, regulatory requirements and industry best practice may change. Sediment transport studies have been commissioned and undertaken by National Grid which outline the short to long term nearshore beach variance and stability at both landfalls. These studies would be used to inform the initial decommissioning plan. A written scheme of decommissioning will be submitted for approval to the relevant planning authority at least six months prior to any decommissioning works. This would follow National Grid's processes at that point in time, for assessing and mitigating any environmental impacts.
		Marine Conservation Zone Assessment	**MCZ Assessment. Document Used: Part 5 Chapter 4 Marine Conservation Zone Assessment** **Screening** 4.5.3 The following impact pathways have been scoped in for subtidal and benthic habitats and species: Temporary disturbance Permanent loss Increase in suspended sediment. Introduction of invasive non-native species (INNS) Electromagnetic fields (EMF)	Natural England agrees with the impact pathways that have been scoped in	N	National Grid notes your comment.
		Marine Conservation Zone Assessment	Figure 5.4.1 The Swale Estuary MCZ and Blackwater, Crouch, Roach and Colne Estuaries MCZ are not depicted or assessed despite the overlap of both MCZs with the 30km buffer zone.	Both MCZs should be appropriately scoped in to the MCZ assessment, if not, justification should be given as to why these MCZs have not been assessed.	N	There has been further consideration of MCZs scoped into the assessment as part of **Application Document 6.11 Marine Conservation Zone Assessment**, with detailed justification provided where appropriate. The screening distance has been refined to 17 km, in line with the precautionary approach encouraged by the MMO. Therefore, MCZs which lie outside of this screening distance, including the Swale Estuary MCZ and Blackwater, Crouch, Roach and Colne Estuaries MCZ, have not been included.
		Marine Conservation	**Assessment**	Natural England disagrees with this conclusion and advise that, as presented, the proposed works have the potential to cause significant	Y	Natural England's advice has been taken into consideration in **Application Document 6.11 Marine Conservation Zone Assessment**.

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		Zone Assessment	The MCZ assessment concluded that the conservation objectives of Goodwin Sands MCZ will not be hindered. impacts on the designated features of Goodwin Sands MCZ, notably from temporary physical disturbance and permanent loss. Further mitigation measures are required at Stage 1 to determine that the conservation objectives will not be hindered, and a Stage 2 assessment is not needed. Natural England advises that a robust MCZ Assessment will be required due to the risk of the conservation objectives being hindered. The MCZ Stage 1 Assessment process (as stipulated in the MMO Guidance) should determine whether: there is no significant risk of the activity hindering the achievement of the conservation objectives stated for the MCZ. If this point cannot be met, then the Stage 1 Assessment should determine whether: there is no other means of proceeding with the act which would create a substantially lower risk of hindering the achievement of the conservation objectives stated for the MCZ. This should include proceeding with it (a) in another manner, or (b) at another location. Natural England advises that based on the information provided to date, the avoidance of the site or a commitment of no rock armouring in the MCZ (which must be secured through licence condition) appears to be the only option that would avoid the need for the decision-maker to proceed to the subsequent steps of the MCZ assessment process i.e. a Stage 2 Assessment.		Notably, the Offshore Scheme has been re-routed to avoid the Goodwin Sands MCZ and will therefore reduce impacts to the known and potential receptors located within the area.

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		Marine Conservation Zone Assessment, Design and Offshore Mitigation	Stage 1 assessed impacts on Kentish Knock East MCZ and Thanet Coast MCZ from temporary increase in suspended sediment and concluded that conservation objectives will not be hindered.	Natural England is unable to agree with this conclusion without further information. The final methodology for landfall has not been determined or backed up by feasibility studies. This activity has the potential to release significant amounts of suspended sediment which could impact Thanet Coast MCZ. Locations of cable preparation and installation activities, such as pre sweeping, have not been presented and have the potential to impact Kentish Knock East MCZ.	N	The latest methodology regarding the landfall is detailed in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. These methods have been carefully considered as part of **Application Document 6.11 Marine Conservation Zone Assessment**, including the potential effects that may occur to the designated features of Thanet Coast and Kentish Knock East MCZs. Additional consideration has been given to the advice provided by Natural England in the above comments, regarding the PEIR MCZ assessment. Notably, cable installation activities will not pass directly through the either of these MCZs, avoiding direct impacts, and reducing the impacts to the known and potential receptors located within the area. Both MCZs have been assessed in **Application Document 6.11 Marine Conservation Zone Assessment** for indirect impacts as a result of temporary increase in SSC. The temporary increase in SSC was concluded as unlikely to affect the conservation objectives of both sites.
		Inter-Project Cumulative Effects and Benthic Ecology	Cumulative / In- combination Assessment Part 4 Chapter 12 Offshore Scheme has included the following project for cumulative effects on benthic ecology: Lion Link Nautilus Neuconnect Gridlink Five Estuaries OFW North Falls OFW East Anglia One, Two and Three OFW Aggregate area 528 Nemo Link and Thanet Offshore have not been included in the inter-project cumulative effects.	Natural England advises that the Nemo Link interconnector cable and Thanet Offshore wind farm and cables are included within the cumulative effects and assessed appropriately for benthic impacts. Natural England also note that active nearby telecoms cables have not been depicted in any figures when considering cumulative impacts despite being present within the study area. These include the cables Atlantic Crossing 1, Mercator, Pan European Crossing and Tangerine. All telecoms' cables should be scoped in for cumulative impact assessment or justification should be provided as to why these cables have not been considered.	N	Natural England's advice has been considered and the recommended Nemo Link interconnector cables and Thanet Offshore wind farm cables have been considered within the cumulative effects assessment. Further information is provided within **Application Document 6.2.4.11 Part 4 Marine Chapter 11 Inter-Project Cumulative Effects**.
		Marine Conservation Zone Assessment and Benthic Ecology	**MCZ Assessment Conclusion**	We agree with the MCZs scoped in for a stage 1 assessment. However, we disagree with the conclusion for Goodwin Sands MCZ that conservation objectives will not be hindered. Natural England	Y	Natural England's advice has been taken into consideration in **Application Document 6.11 Marine Conservation Zone Assessment**. Notably, the Offshore Scheme has been re-routed to avoid the Goodwin Sands MCZ and will avoiding direct impacts, reducing the impacts to the known and potential receptors located within the area.

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				advises that the conservation objectives of the designated features are revisited, for example Mytilus edulis have a recover objective, and further mitigation applied. This requires further discussion about the development of an in principle MEEB plan using the evidence plan process. See previous comments.		Therefore, the development of an in-principle MEEB plan is not considered necessary.
		Benthic Ecology and Offshore Mitigation	**Priority Habitats and Species listed under Section 41 list of the Natural Environmental and Rural Communities (NERC) Act, 2006.** **Potential impact pathways where further info/assessment required.** 4.3.7.3 2 – 4.3.7.3 8 and Table 4.3.10 There is reference made to Mytilus edulis beds and Sabellaria spinulosa being recorded along the Offshore Scheme Boundary outside of a designated site. However, they are not included in Table 4.3.10 as subtidal habitats of Conservation Importance and assessed further within the chapter.	Sabellaria spinulosa reef and Mytilus edulis beds on sediment are protected under the Section 41 of the NERC Act 2006 and are UK BAP priority habitats. As set out in previous points further assessment and adoption of mitigation measures are required for biogenic reef.	N	These tables have been reconsidered, based on updates to **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** and additional survey data (**Application Document 6.3.4.2.A ES Appendix 4.2.A Benthic Characterisation Report (Original Report) and Application Document 6.3.4.2.B ES Appendix 4.2.B Geophysical Survey Interpretation (Additional Surveys)**, all data to support the baseline and fully assess impact pathways is now presented within **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**. This will include the consideration of all features of conservation interest such as *Sabellaria spinulosa* reef and *Mytilus edulis* beds.
		Marine Conservation Zone Assessment and Benthic Ecology	4.3.7.3 2 – 4.3.7.3 8 and Table 4.3.10 Juvenile Mytilus edulis have been recorded within Goodwin Sands MCZ along the proposed cable route, where Mytilus edulis beds are a designated feature. However, they are not included in Table 4.3.10 as subtidal habitats of Conservation Importance and assessed further within the chapter.	In addition, to our previous comment, we advise that Mytilus edulis recorded within Goodwin Sands MCZ are given further assessment and mitigation measures due to their potential interaction with project activities, and their recover objective, as it is even more critical to afford protection to areas where reef could re-establish.	Y	The Offshore Scheme has been rerouted to completely avoid the Goodwin Sands MCZ. This avoids direct impacts to the MCZ and reducing the impacts to the known and potential benthic receptors located within the area, including *Mytilus edulis*.
		Marine Conservation Zone Assessment and Benthic Ecology	4.3.7.5 2 – 4.3.8.1 and Appendix 1.4F Sandbanks which are slightly covered by seawater all the time, Communities on circalittoral rock and subtidal sands and gravels and identified as benthic ecology receptors, however no mitigation measures for benthic ecology are applied in the referenced Appendix 1.4F	Natural England advises that designated site features and NERC 2006 priority habitats are thoroughly assessed. In addition, clay outcrops and soft chalk have been identified in the communities on circalittoral rock. These are rare and irreplaceable habitats that we advise are given a robust assessment of potential impacts and consideration of	N	The designated features of the MCZs screened into assessment, including clay and soft chalk communities, have been carefully considered as part of **Application Document 6.11 Marine Conservation Zone Assessment**.

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			mitigation measures following the mitigation hierarchy.		
		Offshore Mitigation and Benthic Ecology	**Appendix 1** **Benthic mitigation measures** We note that the proposed Measure of Equivalent Environmental Benefit Assessment needs to be defined as mitigation measures have not been fully explored. Natural England advises that the impacts on benthic ecology could be avoided, reduced and mitigated by implementing (but not exclusively) the following mitigation measures: - Avoid SAC/MCZ Reduce number of cables though use of HV/DC system or coordinated approach with other projects. Micro siting cables around reef and other features of ecological importance – All projects post Lincs OWF consent 2008. Sandwave levelling to reduce risk of free spanning cables and requirement for external cable protection – though this has own issues in relation to ensuring sediment remains in the system, disposal in like for like habitat/sediment, demonstrating full recoverability etc. – All projects since 2016 have included an element of this Adoption of the reburial hierarchy with external cable protection being last resort – all projects Pre consent undertake a cable burial risk assessment using geotechnical data to focus cable protection requirements to areas where cables are likely to be sub-optimally buried e.g., mixed sediment - to apply for a realistic worse-case scenario – All projects since Vanguard. Use of guard vessels and/or advance mapping to avoid sub-optimally buried/surface laid cables negating the need for physical cable protection e.g., Lincs cable in the Wash. Requirement to install cable protection with the minimal footprint e.g., pinning – TWT cable corridors. Requirement to install cable protection with the greatest likely of removal e.g., rock bags. See decommissioning paper. Example Norfolk Projects No use of jack up barges along export cable routes through benthic SACs – Norfolk OWF projects No cable protection in fisheries byelaw areas to avoid hindering reef recovery, noting that cable may still go through the outskirts of these areas - Norfolk Projects Designing rock armouring to mirror the structure and function of geogenic reef – advised for Viking Link interconnector. Bundle Cables to reduce impact footprint – Dogger Bank A & B	N	Natural England's advice has been taken into consideration and all relevant mitigation measures have been considered in **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology** and **Application Document 6.11 Marine Conservation Zone Assessment**.

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		Consultation	**Annex 6_PEIR Specialist Advice_Fish & Shellfish** **Preliminary Environmental Information Report (PEIR) Review** **Annex 6 – Fish and Shellfish Ecology** In formulating these comments, the following documents have been considered: Part 1 Introduction; Chapter 1 Introduction Part 1 Introduction; Chapter 2 Regulatory and Planning Policy Context Part 1 Introduction; Chapter 3 Main Alternative Considerations Part 1 Introduction; Chapter 4 Description of Proposed Project Part 4 Offshore; Chapter 4 Fish & Shellfish Part 5 Project Wide Effects; Chapter 3 Habitat Regulations Screening Part 5 Project Wide Effects; Chapter 4 Marine Conservation Zone Assessment **Natural England's Advice and Recommendations** A summary of Natural England's advice in relation to Offshore Ornithology is set out in Table 1. Our key concerns along with recommendations are presented in further detail in Table 2.	N	National Grid acknowledges your comment.
		Fish and Shellfish Ecology and Consultation	**Summary of Key Concerns** **Table 1 Summary of Key Issues - Fish & Shellfish Ecology** Natural England defers to the expertise of Cefas in relation to fish and shellfish, where they are not features of designated sites or a prey species associated with the feature of a designated site. The absence of comment on aspects such as underwater noise, adequate baseline characterisation, and the impact assessment etc., should not be assumed to mean the absence of any concerns.	Natural England's Recommendations to Resolve Issues. We advise the Project seeks the advice of Cefas on the sensitivity of particular species, and the appropriateness of the sensitivity assigned in the assessment. We advise that Natural England's comments are read in conjunction with the advice of Cefas. It should be noted that Natural England's remit differs to that of Cefas. Natural England's role is to advise on features of designated sites in the context of the conservation objectives, to ensure that the sites fulfil their function and make their due contribution to the Marine Protected Areas network. Cefas' role is to advise on how the development might interact with the fish populations as a whole. This context should be considered when reading the advice of both organisations and	N	National Grid has had early engagement with Cefas regarding a range of issues, including underwater sound, herring and sandeel spawning, and UXO assessments. This included meetings held on 31 May 2023 and 08 February 2024. National Grid has considered the context of both regulators advice and have addressed them in unison.

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				is likely to be the reason for any perceived differences. Natural England's RAG rating relates to our remit, and therefore this may not fully reflect the significance of an issue when considered under Cefas' remit.		
		Fish and Shellfish Ecology, Consultation and Offshore Mitigation	We defer to Cefas in relation to the appropriate mitigation but note that, based on the overlap/proximity of herring and nursery areas, the proposal cable route interacts with sandeel spawning areas and both herring and sandeel preferred/marginal habitat (Figures 4.4.4 to 4.4.8). As the Project will also interact with the Outer Thames Estuary Special Protection Area (OTE SPA) and Southern North Sea Special Area of Conservation (SNS SAC) it is possible that mitigation measures will need to be further explored. Any mitigation proposed will need to be accompanied by suitable evidence to demonstrate it efficacy.	We recommend the Project take on board advice received from Cefas regarding mitigation measures for the herring and sandeel spawning and nursery habitats. Natural England advises that a map showing locations for external cable protection are provided with layers for sandeel and herring suitable habitat and in OTE SPA and SNS SAC. We advise the Applicant that impacts on prey availability in these sites, including suitable habitat availability and recoverability, will need thorough assessment and consideration at Appropriate Assessment and appropriate mitigation measures are applied.	N	National Grid has had early engagement with Cefas on the approach to the herring and sandeel spawning assessment. This included meetings held on 31 May 2023 and 08 February 2024. This approach has been approved by Cefas. Cable protection areas have been plotted with layers of suitable habitat and have been assessed as part of the herring and sandeel assessment within the fish and shellfish impact assessment (**Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish Ecology**). The potential effects to prey items have been considered within **Application Document 6.6 Habitats Regulations Assessment Report**.
		Fish and Shellfish Ecology	The Worst-Case Scenario (WCS) refers permanent habitat loss of all suitable habitat for herring and sandeel due to external cable protection and concludes that the impact of this is not significant.	In addition to NE Ref 3, we recommend that robust assessment is carried out in relation to the WCS of all suitable herring and sandeel habitat lost where the proposed cable route interacts with OTE SPA and SNS SAC.	N	Consideration of the potential indirect prey effects to the features of these designated sites from loss of potential herring and sandeel spawning habitat, has been considered with **Application Document 6.6 Habitats Regulations Assessment Report** which concludes that the Proposed Project will not result in an adverse effect on the integrity of any European sites either alone or in combination with other plans or projects.
		Fish and Shellfish Ecology, Marine Conservation Zone Assessment and Onshore Mitigation	Mytilus edulis has been recorded along the proposed cable route and within Goodwin Sands MCZ.	Natural England disagree with the conclusions of the MCZ Assessment, that the conservation objectives of Goodwin Sands MCZ will not be hindered. We advise that further information regarding impacts and mitigation measures to reduce the level of risk to acceptable levels are required. Please see our comments in Annex 5 Benthic Ecology. Evidence has not been provided by the Applicant to justify why Goodwin Sands MCZ cannot be avoided. Natural England is unable to agree	Y	The re-routing of the Offshore Scheme will reduce direct impacts to the known and potential benthic receptors located within Goodwin Sands MCZ, including *Mytilus edulis* reef (**Application Document 6.11 Marine Conservation Zone Assessment**). This follows the mitigation hierarchy, avoiding impacts to the features and conservation objectives of Goodwin Sands MCZ. Based on updates to **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** and additional survey data (**Application Document 6.3.4.2.A ES Appendix 4.2.A Benthic Characterisation Report (Original Report) and Application Document 6.3.4.2.B ES Appendix 4.2.B Geophysical Survey Interpretation (Additional Surveys)**, all data to support the baseline and fully assess impact pathways is presented in **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology** including consideration of all features of

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			with the MCZ Assessment conclusions. Natural England advises that a robust MCZ Assessment and supporting evidence similar to those provided for Sheringham and Dudgeon Extension Projects will be required due to the risk of the conservation objectives being hindered. Based on the information provided to date, further mitigation such as, avoidance of the site or a commitment of no rock armouring in the MCZ, appears to be the only option that would avoid the need for the decision-maker to proceed to the subsequent steps of a Stage 2 MCZ assessment. Natural England advises that the mitigation hierarchy is followed and that the Applicant thoroughly considers all benthic mitigation options provided in Annex 5. We advise that the Applicant gives due consideration to the conservation objectives of the MCZ's designated features. Mytilus edulis beds are a designated feature in the site with a recover objective and an ephemeral species. The presence of juvenile Mytilus edulis indicates that the location of the proposed cable route has the potential to support the recovery of this designated feature. We advise that further information is provided along the section of the proposed cable route that overlaps with Goodwin Sands MCZ as well as survey data of a wider area to present options to avoid features. We highlight that Mytilus edulis reef is associated with the life cycle of Sabellaria spinulosa reef another interest feature of Goodwin Sands MCZ and both are priority habitats under NERC 2006 and therefore should also be avoided where possible outside of the designated site.		conservation interest such as *Mytilus edulis* and *Sabellaria spinulosa reef*.

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		Fish and Shellfish Ecology	**Table 2 Natural England's Key Advice and Recommendations – Fish and Shellfish Ecology** **Baseline Characterisation – Document(s) Used: Part 4 Chapter 4 Fish and Shellfish ecology** 4.4.7.15 Results and academic papers from a project called Salmonid Management around the Channel (SAMARCH) may have more information on swimming depths for Brown Trout.	Consider searching for published information/ contacting Game and Wildlife Conservation Trust (GWCT) for more information on this.	N	A range of academic sources have been considered for information on the swimming depths for brown trout. This now includes academic papers from the Salmonid Management around the Channel project. National Grid has also searched for published information/ contacting Game and Wildlife Conservation Trust.
		Fish and Shellfish Ecology	Table 4.4.10; 4.4.11; 4.4.15; 4.4.16	Natural England are satisfied with the data sources which have been provided in these tables.	N	National Grid acknowledges your comment.
		Fish and Shellfish Ecology, Noise and Vibration and Offshore Mitigation	Table 4.4.18 Within "preliminary likely significance of effect" relating to underwater sound (excluding UXO), the Applicant states that soft start procedures to any works will ensure sound levels only gradually increase to allow fish to move away from the noise source and reduce risk of injury. Natural England do not agree with soft start procedure being applicable to fish, as there is very little evidence to support any assertion that fish flee consistently and coherently away from noise sources.	Ensure consistency across the submitted assessment to ensure that this method is not incorrectly portrayed as an appropriate mitigation measure for underwater noise impacts on fish.	N	National Grid has considered the guidance on UXO detonation mitigation measures from the JNCC (2010), noting that this guidance is specific to marine mammals. It has considered the requirement for additional mitigation for fish, noting that soft-starts are not an appropriate form of mitigation.
		Fish and Shellfish Ecology and Consultation	Figures 4.4.4 to 4.4.8 Herring and sandeel spawning and nursery grounds have been mapped, along with preferred/marginal habitat along the cable route and a contour map showing International Herring Larvae Surveys (IHLS) from 2008 and 2017. It is unclear why the most up to date IHLS data has not been used.	We defer to Cefas to comment on the appropriateness of the data presented and sufficiency of surveys mapping the preferred/marginal habitat for assessing impacts of the proposed cable route on herring and sandeel species. We therefore recommend discussing the most appropriate dataset to use with Cefas.	N	A meeting was held with Cefas on 08 February 2024 which outlined the approach to the herring and sandeel spawning assessment, including the data to be presented and the data sources used. This approach was approved by Cefas.
		Fish and Shellfish Ecology	**Data Analysis, Modelling and Reporting** Figures 4.4.4 to 4.4.5. Figure 4.4.4 indicates the known locations of herring spawning and nursery grounds in	The data presented in the figures suggests that the proposed cable route overlap with spawning habitat and low intensity nursery habitat for	N	Indirect effects from prey items on the features of these designated sites, has been considered in **Application Document 6.6 Habitats Regulations Assessment Report**. This includes presentation of these designated sites in a figure.

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			relation to the proposed cable route from Coull et al 1998 and Ellis et al 2012. Figure 4.4.5 indicates the known spawning and nursery grounds for sandeel from the same data sources. Both figures use Ellis et al 2012 to show estimated intensity of nursery grounds.	sandeel, as well as high intensity nursery habitat for herring. Natural England advises that the Figures also include the designated SPAs and SACs that the proposed project will interact with, as there is potential for impacts to occur on the prey species of designated features within OTE SPA and SNS SAC.		However, the herring and sandeel spawning assessment figures (**Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish Ecology**) also include these designated sites, for greater context.
		Fish and Shellfish Ecology	Figure 4.4.6 shows the results of IHLS in the North Sea as a contour map. The results presented in the contour map show that the proposed cable route includes a large portion of amber/medium abundance of herring larvae ranging from 200-600 eggs and larvae found per m2.	Although, no portion of the proposed cable route overlaps with high abundance of herring eggs and larvae (600-46600m2), a medium abundance indicates suitable conditions for eggs and larvae and requires sufficient assessment for potential impacts from the project on loss of prey availability for the OTE SPA and SNS SAC.	N	A full herring and sandeel spawning assessment, including potential effects to these receptors has been undertaken in **Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish Ecology**. Indirect effects from prey items on the features of these designated sites, has been considered in **Application Document 6.6 Habitats Regulations Assessment Report** which concludes that the Proposed Project will not result in an adverse effect on the integrity of any European sites either alone or in combination with other plans or projects.
		Fish and Shellfish Ecology	Figures 4.4.7 and 4.4.8 Coull et al (1998) and benthic characterisation surveys have been used to map preferred/marginal habitat for herring and sandeel.	See comment on Figures 4.4.4 to 4.4.5 above, which also applies here.	N	Indirect effects from prey items on the features of these designated sites, has been considered in **Application Document 6.6 Habitats Regulations Assessment Report**. This includes presentation of these designated sites in a figure. However, the herring and sandeel spawning assessment figures (**Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish Ecology**) also include these designated sites, for greater context.
		Fish and Shellfish Ecology and Consultation	**Environmental Impact Assessment - Document Used: Part 4 Chapter 4 Fish and shellfish ecology; Part 1 Chapter 6 Scoping Opinion and EIA Consultation; Part 1 Chapter 5 PEIR Approach and Methodology** Outer Thames Estuary Special Protection Area (OTE SPA) – as recognised in Natural England's supplementary advice on the conservation objectives for the site, species such as herring and sandeels are key prey species of red-throated diver (RTD). Impacts to these key fish species therefore have the potential to reduce prey availability for RTD. Impacts to the mortality, fitness or distribution of these species have the	We advise that providing an adequate baseline, utilising the best available evidence for herring and sandeel, is key to the assessment of impacts on these species. Such evidence is also required to inform the assessment of impacts on prey availability for RTD in the Ornithology Chapter and through the Habitats Regulations Assessment (HRA). We advise that Natural England's comments are read in conjunction with the advice of Cefas. It should be noted that Natural England's remit differs to that of Cefas. Natural England's role is to advise on features of designated sites in the context of the conservation objectives, to ensure that the sites	N	National Grid has had early engagement with Cefas on the approach to the herring and sandeel spawning assessment. This included meetings held on 31 May 2023 and 08 August 2024. This approach has been approved by Cefas. A full herring and sandeel spawning assessment, including potential effects to these receptors has been undertaken in **Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish Ecology**. Indirect effects from prey items on the features of these designated sites, has been considered in **Application Document 6.6 Habitats Regulations Assessment Report**.

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			potential to add to existing pressures on RTD due to anthropogenic disturbance. Natural England defers to the expertise of Cefas in relation to fish and shellfish, where they are not features of designated sites or a prey species associated with the feature of a designated site. The absence of comment on aspects such as underwater noise, adequate baseline characterisation, and the impact assessment etc., should not be assumed to mean the absence of any concerns.	fulfil their function and make their due contribution to the Marine Protected Areas network. Cefas' role is to advise on how the development might interact with the fish populations as a whole. This context should be considered when reading the advice of both organisations and is likely to be the reason for any perceived differences. Natural England's RAG rating relates to our remit, and therefore this may not fully reflect the severity significance of an issue when considered under Cefas' remit.		
		Fish and Shellfish Ecology, Consultation and Design	Table 4.4.17 and 4.4.18 Figures 4.4.4 to 4.4.8 It is important that the ecology of each individual species is taken into account when determining potential impacts upon them. This includes aspects such as their lifecycle (and sensitive stages within this, such as spawning, when fish can be in poor body condition), physiology, habitat requirement for spawning etc. It is key to note that both herring and sandeel are substrate specific demersal spawners. This makes them particularly sensitive to temporary or permanent changes in the particular substrate types that they use for spawning. Temporary increase Suspended Sediment Concentration (SSC) and subsequent sediment deposition. has the potential to impact negatively on spawning, which particularly needs to be considered in relation to the herring spawning areas as modelling of sediment dispersion has not been presented. As presented in Figures 4.4.4 to 4.4.8, there is overlap with the Project and herring high intensity nursery grounds, and sandeel spawning and nursery grounds and preferred/marginal habitat for both species. Therefore, we do not agree that habitat loss will be temporary, and the seabed will quickly recover to its	We advise the Project seeks the advice of Cefas on the sensitivity of particular species, and the appropriateness of the sensitivity assigned in the assessment. Natural England advises the Applicant that recoverability of habitat is thoroughly assessed and referenced, and that a commitment is made to monitor recovery of herring and sandeel habitat post-construction, to ensure that any potential impacts on OTE SPA and SNS SAC designated features are not permanent. In addition, to reduce permanent impacts, we advise that no external cable protection is laid at locations where Cefas determine high sensitivity for herring and sandeel, where the proposed cable route interacts with OTE SPA and SNS SAC, wherever possible. Natural England advise that the Applicant shares further detail on the exact locations of proposed external cable protection in relations to OTE SPA and SNS SAC.	N	A meeting was held with Cefas on 08 February 2024 which outlined the approach to the herring and sandeel spawning assessment, including the data to be presented and the data sources used. This approach was approved by Cefas. The exact locations of the proposed cable protection required have been presented within **Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish Ecology**. Consideration will also be given to the recoverability of herring and sandeel spawning habitat, following temporary disturbance.

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			original condition where external cable protection has been placed. This is because the habitat type will have changed. In relation to long-term habitat loss, we advise this is permanent rather than long term. This is due to the lack of certainty of methods of external rock protection and recovery after decommissioning. In addition, we do not agree that a WCS of permanent habitat loss of all suitable habitat for herring and sandeel due to external cable protection is not significant. Outer Thames Estuary Special Protection Area (OTE SPA) – as recognised in Natural England's supplementary advice on the conservation objectives for the site, species such as herring and sandeels are key prey species of red-throated diver (RTD).			
		Fish and Shellfish Ecology, Consultation and Design	4.4.8.4 We defer to Cefas in relation to the appropriate mitigation but note that, based on the overlap/proximity of herring high intensity nursery areas, sandeel spawning and nursery areas and herring and sandeel preferred/marginal habitat, it is possible mitigation measures will need to be further explored. Any mitigation proposed will need to be accompanied by suitable evidence to demonstrate its efficacy.	The submitted ES should fully reflect any advice received from CEFAS regarding mitigation measures for herring and sandeel spawning and nursery habitat. Natural England advises that any proposed mitigation measures to seasonally restrict the proposed works outside of herring and/or sandeel spawning periods would also be appropriate to reduce impacts on OTE SPA and SNS SAC. In addition, to reduce permanent impacts, we advise that no external cable protection is laid at locations where Cefas determine high sensitivity for herring and sandeel, where this interacts with OTE SPA and SNS SAC wherever feasible.	N	The cable route is not considered to go through important spawning grounds for sandeel and herring (**Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish Ecology**). A full seasonal restriction (1st November – 31st March) in the Outer Thames Estuary SPA will be implemented for all offshore cable installation activities, excluding the PLGR, for red-throated diver. A reduced seasonal restriction (1st January – 31st March) is also in place for landfall cable installation activities at the Suffolk landfall in Aldeburgh. Therefore, the Proposed Project will also avoid the seasonal period for spawning herring and sandeel of November – January and November – February (respectively) within the Outer Thames Estuary SPA with regards to cable burial activities (excluding PLGR).
		Benthic Ecology	4.4.7.8 Mytilus edulis was recorded as one of the top ten most abundance species in the Offshore Scheme's survey area and was recorded within grab samples in Goodwin Sands MCZ.	Please refer to our comments in Annex 5 Benthic Ecology regarding Mytilus edulis identified within the Offshore Scheme and within Goodwin Sands MCZ.	Y	The re-routing of the Offshore Scheme will reduce direct impacts to the known and potential benthic receptors located within Goodwin Sands MCZ, including *Mytilus edulis* reef (**Application Document 6.11 Marine Conservation Zone Assessment**). This follows the

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation		Change Y/N?	Regard had to response (s49)
						mitigation hierarchy, avoiding impacts to the features and conservation objectives of Goodwin Sands MCZ. Based on updates to **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** and additional survey data (**Application Document 6.3.4.2.A ES Appendix 4.2.A Benthic Characterisation Report (Original Report) and Application Document 6.3.4.2.B ES Appendix 4.2.B Geophysical Survey Interpretation (Additional Surveys)**, all data to support the baseline and fully assess impact pathways is presented in **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology** including consideration of all features of conservation interest such as *Mytilus edulis* and *Sabellaria spinulosa reef*.
		Habitat Regulations Screening	**HRA - Document Used: Part 5 Chapter 3 Habitats Regulations Screening** **Screening** Overall Relevant sites and features have been identified and screened in/ out with justification.	Natural England agree with the sites and designated features screened in for the HRA.	N	National Grid acknowledges your comment.
		Fish and Shellfish Ecology and Offshore Mitigation	Table 5.3.3 The Appropriate Assessment for Outer Thames Estuary Special Protection Area has concluded that there will be permanent loss of subtidal offshore areas including foraging ground and increase in Suspended Sediment Concentration including foraging ground.	The submitted ES should fully reflect any advice received from CEFAS regarding mitigation measures for herring and sandeel spawning and nursery areas. We recommend that the herring and sandeel spawning and nursery grounds and priority/marginal habitat maps in Figures 4.4.4 and 4.4.8 are overlain on OTE SPA.	N	National Grid acknowledges your comment. A full seasonal restriction (1st November – 31st March) in the Outer Thames Estuary SPA will be implemented for all offshore cable installation activities, excluding the PLGR, for red-throated diver. A reduced seasonal restriction (1st January – 31st March) is also in place for landfall cable installation activities at the Suffolk landfall in Aldeburgh. Therefore, the Proposed Project will also avoid the seasonal period for spawning herring and sandeel of November – January and November – February (respectively) within the Outer Thames Estuary SPA with regards to cable burial activities (excluding PLGR).
		Fish and Shellfish Ecology and Offshore Mitigation	Table 5.3.16 The Appropriate Assessment for Southern North Sea Special Area of Conservation has concluded that there will be permanent loss of subtidal offshore areas including foraging ground and increase in Suspended Sediment Concentration including foraging ground.	The submitted ES should fully reflect any advice received from CEFAS regarding mitigation measures for herring and sandeel spawning and nursery areas. We recommend that the herring and sandeel spawning and nursery grounds and priority/marginal habitat maps in Figures 4.4.4 and 4.4.8 are overlain on OTE SPASNS SAC.	N	National Grid acknowledges your comment. A full seasonal restriction (1st November – 31st March) in the Outer Thames Estuary SPA will be implemented for all offshore cable installation activities, excluding the PLGR. A reduced seasonal restriction (1st January – 31st March) is also in place for landfall cable installation activities at the Suffolk landfall in Aldeburgh. Therefore, the Proposed Project will also avoid the seasonal period for spawning herring and sandeel of November – January and November – February (respectively) within the Outer Thames Estuary SPA with regards to cable burial activities (excluding PLGR). Seasonal restrictions will not be implemented in the Southern North Sea SAC.

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		Fish and Shellfish Ecology and Offshore Mitigation	Table 5.3.16 The Appropriate Assessment for Southern North Sea Special Area of Conservation has concluded that there will be permanent loss of subtidal offshore areas including foraging ground and increase in Suspended Sediment Concentration including foraging ground.	The submitted ES should fully reflect any advice received from CEFAS regarding mitigation measures for herring and sandeel spawning and nursery areas. We recommend that the herring and sandeel spawning and nursery grounds and priority/marginal habitat maps in Figures 4.4.4 and 4.4.8 are overlain on SNS SAC.	N	National Grid acknowledges your comment.
		Marine Conservation Zone Assessment, Benthic Ecology and Offshore Mitigation	**MCZ Assessment. Document Used: Part 5 Chapter 4 Marine Conservation Zone Assessment** **Screening** Figure 5.4.1 The Blackwater, Crouch, Roach and Colne Estuaries MCZ, which is designated for native oyster (Ostrea edulis) and native oyster beds, is not depicted or assessed despite the overlap of the MCZs with the 30km buffer zone. The MCZ assessment concluded the conservation objectives of Goodwin Sands MCZ will not be hindered. All relevant sites/ features have been screened in.	Natural England advises that the MCZ is scoped in to the MCZ Assessment. Natural England disagree with this conclusion and advise that, as presented, the proposed works have the potential to cause significant impacts on the designated features of Goodwin Sands MCZ, such as Mytilus edulis beds, notably from temporary physical disturbance and permanent loss. Please refer to comments in Annex 5 Benthic Ecology. We advise that a further information regarding impacts and mitigation measures to reduce the level of risk to acceptable levels are required. Natural England agree with the sites and designated features screened in for the MCZ assessment	Y	There has been further consideration of MCZs scoped into assessment as part of **Application Document 6.11 Marine Conservation Zone Assessment**, with detailed justification provided where appropriate. The screening distance has been refined to 17 km, in line with the precautionary approach encouraged by the MMO. Therefore, the Blackwater, Crouch, Roach and Colne Estuaries MCZ has not been screened in as it lies outside of the refined 17 km screening distance. Notably, the Offshore Scheme has been rerouted to completely avoid the Goodwin Sands MCZ, avoiding direct impacts and reducing the impacts to the known and potential receptors located within the area.
		Marine Conservation Zone Assessment, Benthic Ecology and Offshore Mitigation	**MCZ Assessment Conclusion** Overall: The MCZ assessment concluded the conservation objectives of Goodwin Sands MCZ will not be hindered.	Natural England disagree with this conclusion and advise that, as presented, the proposed works have the potential to cause significant impacts on the designated features of Goodwin Sands MCZ, such as Mytilus edulis beds, notably from temporary physical disturbance and permanent loss. Please refer to comments in Annex 5 Benthic Ecology regarding our advised approach to the MCZ Assessment. We advise that further information regarding impacts and mitigation measures to reduce the level of risk to acceptable levels are required.	Y	The assessment of temporary physical disturbance and permanent loss to benthic designated features has been carefully considered within **Application Document 6.11 Marine Conservation Zone Assessment**. Notably, the re-routing of the Offshore Scheme to avoid the Goodwin Sands MCZ avoiding direct impacts, and reducing the impacts to the known and potential receptors located within the area.

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		Fish and Shellfish Ecology and Legislation and Policy inc. Permits	**Priority Habitats and Species listed under Section 41 list of the Natural Environmental and Rural Communities (NERC) Act, 2006.** Overall: Natural England would like to highlight that lesser sandeel (Clupea harengus) and herring (Clupea harengus) are protected species as listed on Section 42 of the Natural Environmental and Rural Communities (NERC) Act 2006.	The Applicant should have due regard for species listed on Section 42 of the NERC Act 2006 and provide a robust assessment of impacts both direct and indirect, prior to concluding no significant effect.	N	Section 42 Species of Principal Importance have been considered within **Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish Ecology**, including the assessment of direct and indirect impacts. No likely significant effects were identified.
			Annex 7_PEIR Specialist Advice_Marine Mammals **Preliminary Environmental Information Report (PEIR) Review** **Annex 7 – Marine Mammals** In formulating these comments, the following documents have been considered: Part 4 Offshore; Chapter 5 Marine Mammals Part 4 Offshore; Chapter 11 Intra-Project Cumulative Impacts Part 4 Offshore; Chapter 12 Inter-Project Cumulative Impacts Part 4 Offshore; Chapter 12 Inter-Project Cumulative Impacts; Appendix 4.12.A Description of Other Projects Part 5 Project Wide Effects; Chapter 3 HRA Screening Report **Natural England's Advice and Recommendations** A summary of Natural England's advice in relation to Marine Mammals is set out in Table 1. Our key concerns along with recommendations are presented in further detail in Table 2.		N	National Grid acknowledges this feedback.
		Inter-Project Cumulative Effects	**Summary of Key Concerns** **Table 1 Summary of Key Issues - Marine Mammals** Nemo interconnector is not scoped into the inter-project cumulative impacts assessment. Nemo comprises subsea cables connected to a converter station running from Pegwell Bay, it is likely that both Nemo and Sea Link may overlap and have cumulative impacts.	**Natural England's Recommendations to Resolve Issues.** Nemo interconnector should be considered in the inter-project cumulative impacts assessment and any potential for cumulative or in-combination effects identified and addressed through careful application of the mitigation hierarchy.	N	The Nemo interconnector is considered further in the inter-project cumulative impacts assessment for any potential of cumulative or in-combination effects in **Application Document 6.2.4.11 Part 4 Marine Chapter 11 Inter-Project Cumulative Effects**.

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		Marine Mammals	**Table 2 Natural England's Key Advice and Recommendations – Marine Mammals** **Baseline Characterisation – Document(s) Used: Chapter 4 Part 5 Marine Mammals** **Survey Data Acquisition** 4.5.4.5 Natural England note at the time of assessment the SCANS IV were not available and SCANS III were used as the most recent, available surveys. SCANS IV are now available and should be considered and assessed appropriately to reflect any cetacean abundance and distribution updates.	Consider the latest SCANS IV report and update the density and abundance figures in the submitted ES as required.	N	SCANS IV data has been considered in **Application Document 6.2.4.4 Part 4 Marine Chapter 4 Marine Mammals**.
		Marine Mammals	4.5.6.4 The Management Unit (MU) named for Minke whale is European North Atlantic, however in section 4.5.7.15 describes Minke whale in the Celtic and Greater North Sea MU.	Correct the name of the MU for minke whale in the submitted ES.	N	The corrected name for the Minke Whale MU has been applied in **Application Document 6.2.4.4 Part 4 Marine Chapter 4 Marine Mammals**.
		Marine Mammals	4.5.7.53 The PEIR states Berwick and North Northumberland Coast SAC is designated for harbour seal. This is incorrect, this SAC is designated for grey seal.	The ES should be corrected as per our comment. submitted	N	This comment has been addressed in **Application Document 6.2.4.4 Part 4 Marine Chapter 4 Marine Mammals**.
		Marine Mammals	4.5.7 Baseline Conditions - For abundance estimates it is advised that precautionary densities are used.	The submitted ES should use the most precautionary densities or provide justification if such an approach was not applied.	N	Precautionary densities have been applied again in **Application Document 6.2.4.4 Part 4 Marine Chapter 4 Marine Mammals**.
		Marine Mammals	4.5.7 Baseline Conditions - SCOS 2022 report should be included as the most recent surveys available for matters relating to management of seal populations	The submitted ES should include consideration of the latest SCOS report (2022).	N	The most recent SCOS report has been considered in **Application Document 6.2.4.4 Part 4 Marine Chapter 4 Marine Mammals**.
		Marine Mammals and Inter-Project Cumulative Effects	**Data Gaps** 4.12.2 Telecommunications cables have not been considered for CEA, including Atlantic Crossing 1, Mercator, Pan European Crossing and Tangerine. Telecommunications cables should be scoped in for CEA. If not, justification	The major developments 'Long List' should be re-considered in the inter project cumulative effects assessment presented in the submitted ES.	N	The major developments long list has been carefully considered as part of **Application Document 6.2.4.11 Part 4 Marine Chapter 11 Inter-Project Cumulative Effects**. For other fully operational projects, i.e. those developments that will be completed prior to the Proposed Project construction activities and where little to no operation and maintenance activities are expected, these have been considered as part of the future baseline conditions reported in Volume 6, Part 4 of the ES. These projects therefore are not considered as part of the inter-project cumulative

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			should be provided as to why these cables have been scoped out.			appraisal reported by this chapter. This includes the following developments: • Atlantic Crossing 1; • Mercator; • Pan European Crossing; and • Tangerine.
		Marine Mammals and Inter-Project Cumulative Effects	4.12.2 Nemo Interconnector should be scoped in for CEA. Nemo comprises subsea cables connected to a converter station running from Pegwell Bay, it is likely that both Nemo and Sea Link may overlap and have cumulative impacts.	Nemo interconnector should be considered in the inter-project cumulative impacts assessment and any potential for cumulative or in combination effects identified and addressed through careful application of the mitigation hierarchy.	N	The Nemo Interconnector is considered as part of **Application Document 6.2.4.11 Part 4 Marine Chapter 11 Inter-Project Cumulative Effects** including the implementation of embedded mitigation and any need for additional mitigation.
		Marine Mammals	5.3.4 European Sites: HRA Screening Report - Although the HRA identifies connectivity of seal populations in Humber Estuary SAC, Berwickshire and North Northumberland Coast SAC and the Wash and North Norfolk Coast SAC, these populations are not included in EIA and, therefore, there may be discrepancies in population abundance.	The submitted ES should apply a consistent approach to marine mammal populations across EIA and HRA.	N	Care has been taken to ensure there is consistency between **Application Document 6.2.4.4 Part 4 Marine Chapter 4 Marine Mammals** and **Application Document 6.6 Habitats Regulations Assessment Report**.
		Marine Mammals	**Data Analysis, Modelling and Reporting** 4.5.17 Preliminary assessment of effects on marine mammals - Further explanation on which JNCC guidelines to minimise auditory injury are being followed."	The submitted ES should specify which JNCC guidelines documents will be followed.	N	JNCC guideline documents followed are specified in the **Application Document 6.2.4.4 Part 4 Marine Chapter 4 Marine Mammals**.
		Offshore Mitigation	4.5.17 Control and Management Measures -GM03 has been described but mitigation is not specified in the preliminary assessment (i.e., what is this measure mitigating against?)	Please provide clarification in the submitted ES.	N	GM03 is an embedded mitigation or control measure which applies across the Proposed Project. It is considered industry best practice and does not relate to any specific Proposed Project activity impact.
		Offshore Mitigation	4.5.17 Control and Management Measures - Mitigation measures LVS03 and LVS05 are described however it is not clear which impacts there are implemented for. we advise it to be made clear what impacts this mitigation measure is addressing.	Please provide clarification in the submitted ES.	N	LVS03 and LVS05 are embedded mitigation or control measures which apply across the Proposed Project. They are considered industry best practices and do not relate to any specific Proposed Project activity impact.

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		Offshore Mitigation	4.5.17 Preliminary assessment – potential for indirect effects through impacts to prey species - GM01 stated as mitigation for potential indirect effects through impacts to prey species, but there is no description of what GM01 defines under control and management measures section.	Please provide clarification in the submitted ES.	N	GM01 has been defined within the Control and Management measures of the **Application Document 6.2.4.4 Part 4 Marine Chapter 4 Marine Mammals**.
		Marine Mammals and Inter-Project Cumulative Effects	**Environmental Impact Assessment - Document Used: Part 4 Chapter 12 Inter-Project Cumulative Impacts** **Identified Impacts** 4.12.17 Marine Mammals Cumulative Impacts Assessment - We advise the implementation of a tiered system approach for cumulative impacts assessment for marine mammals, as agreed between NE and JNCC (please see Annex 9)).	We recommend the submitted ES adopt the tiered system approach as per NE and JNCC advice.	N	National Infrastructure Planning Advice Notes have been utilised as part of the assessment and reference to these where applicable has been made within the ES in Parts 2, 3 and 4 of the technical specialist assessments. National Grid has reviewed this additional guidance and taken the guidance into consideration where required. However, for a consistent approach across all schemes, National Grid has followed the guidance from the planning inspectorate provided in National Significant Infrastructure Projects: Advice on Cumulative Effects Assessment. Therefore, the tier system provided in Nationally Significant Infrastructure Projects: Advice on Cumulative Effects Assessment has been adopted in the inter-project cumulative effects assessment. This adopts a 3-tier approach when identifying the 'other developments' considered in the inter-project cumulative effects assessment as opposed to 6 tiers. It should be noted that although there are fewer tiers, the suggested criteria set out in the 6 tiers is also captured within the 3-tier approach set out within the Planning Inspectorate's guidance 'National Significant Infrastructure Projects: Advice on Cumulative Effects Assessment'. The categories of other developments within Tier 1 in Annex 9 are considered within the future baseline, Tier 2, 3 and 4 outlined in Annex 9 are covered in Tier 1 of the PINS guidance, Tier 5 within Tier 2 and Tier 6 within Tier 3. It should also be noted that for each shortlisted project that has been assigned a Tier number using the Planning Inspectorate's Guidance (Nationally Significant Infrastructure Projects: Advice on Cumulative Effects Assessment), further details such as application status and date of application have been included within **Application Document 6.3.1.5.C ES Appendix 1.5.C Inter-Project Cumulative Effects Short List**. Further detail on the approach applied to the cumulative effects assessment is contained in **Application Document 6.3.1.5.A ES Appendix 1.5.A Cumulative Effects Assessment Methodology**.
		Consultation	**Annex 8_PEIR Specialist Advice_Ornithology** **Preliminary Environmental Information Report (PEIR) Review** **Annex 8 – Offshore Ornithology In formulating these comments, the following documents have been considered:** Part 1 Introduction; Chapter 3 Main Alternative Considerations		N	These comments have been noted by National Grid.

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			Part 1 Introduction; Chapter 4 Description of Project Part 1 Introduction; Chapter 5 PEIR Approach and Methodology Part 4 Offshore; Chapter 4 Fish and Shellfish Part 4 Offshore; Chapter 6 Ornithology • Part 4 Offshore; Chapter 11 Intra-project cumulative effects Part 4 Offshore; Chapter 12 Inter-project cumulative effects Part 5 Project Wide Effects; Chapter 2 Combined effects of onshore and offshore elements Part 5 Project Wide Effects; Chapter 3 Habitat Regulations Screening **Natural England's Advice and Recommendations** A summary of Natural England's advice in relation to Offshore Ornithology is set out in Table 1. Our key concerns along with recommendations are presented in further detail in Table 2.			
		Ornithology	**Summary of Key Concerns** **Table 1 Summary of Key Issues - Offshore Ornithology** The seasonal restrictions suggested for Red Throated Diver as mitigation measures are January to March.	**Natural England's Recommendations to Resolve Issues.** Natural England advice for Red Throated Diver (RTD) has been updated for the core over-wintering period. We advise that 1st November to 31st March is applied as a seasonal restriction for works in the Outer Thames Estuary (OTE) Special Protection Area (SPA). This condition should be secured through condition within the Development Consent Order.	N	As discussed with Natural England, National Grid has committed to a seasonal restriction of 01 November to 31 March for offshore cable installation activities and a seasonal restriction of 01 January to 31 March for cable installation activities at the landfall. This is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**, which is secured by Requirement 6 in Schedule 3 of the draft DCO (**Application Document 3.1**).
		Ornithology	Coastal Sites of Special Scientific Interest (SSSI), Ramsar sites and SPAs which overlap with intertidal works have not been thoroughly assessed for impacts on breeding and over-wintering ornithological features. It is noted that findings from all breeding and over wintering bird surveys have not been presented.	Natural England is of the opinion that the PEIR would have been more valuable to be presented with complete over-wintering and breeding bird data to create a robust assessment of potential impacts. We are unable to advise on the most appropriate mitigation and agree with conclusions. We request that the Applicant engage with us once the findings from all the breeding and over-wintering surveys are available. Natural England advise that intertidal works will result in Likely Significant Effects from noise and visual disturbance at Thanet Coast to	N	Bird surveys were still being conducted at the time of PEIR submission and therefore it was not possible to include a full dataset. However, a full dataset is available for the ES, which has informed the further assessment of potential impacts in **Application Document 6.2.4.5 Part 4 Marine Chapter 5 Ornithology** for the Offshore Scheme and **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity** for the Kent Onshore Scheme. Appropriate mitigation measures, informed by bird surveys conducted, have also been provided, including the consideration of seasonal restrictions and avoiding severe weather conditions, and the provision of mitigation land for wintering golden plover in the form of enhancement of off-site arable land. Natural England's advice on seasonality has also been considered.

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				Sandwich Bay SPA, Ramsar and Sandwich Bay to Hacklinge Marshes SSSI and Leiston to Aldeburgh SSSI, Alde-Ore Estuary SPA, Ramsar and SSSI. We advise that mitigation is considered to reduce these impacts, such as seasonal restrictions on intertidal works and avoiding construction work severe weather restrictions. We would like to refer the Applicant to Natural England's advice on seasonality Site Search (naturalengland.org.uk).		
		Fish and Shellfish Ecology and Ornithology	The Offshore Scheme passes through preferred/marginal herring and sandeel spawning habitat and herring and sandeel nursery habitat.	Natural England advise that adequate baselines to determine priority spawning and nursery grounds for herring and sandeel should be presented in the submitted ES. We defer to Cefas in relation to the appropriate mitigation, based on the overlap/proximity of sandeel and herring spawning and nursery areas. We recommend that the Outer Thames Estuary SPA boundary is overlain on the herring and sandeel spawning and nursery habitat maps in the submitted ES, and an assessment of potential implications for red-throated diver presented.	N	A full herring and sandeel spawning assessment, including potential effects to these receptors has been undertaken in **Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish Ecology**. This has also informed **Application Document 6.2.4.5 Part 4 Marine Chapter 5 Ornithology and Application Document 6.6 Habitats Regulations Assessment Report**.
		Ornithology and Offshore Mitigation	Construction works in the intertidal area during freezing conditions have the potential to exacerbate impacts to breeding bird features that use the intertidal area of the Alde-Ore Estuary SPA.	Natural England would welcome a cold weather protocol: 'If freezing conditions persist for five consecutive days work should cease until there has been three consecutive days of thaw'. This should be secured through condition/requirement in any Development Consent Order submitted with the application. However, Natural England notes our comment above regarding the need for a seasonal restriction, which may override any need for a cold weather protocol.	N	The inclusion of a cold weather protocol for the Pegwell Bay area of the Thanet Coast and Sandwich Bay SPA is provided in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**. National Grid do not consider it necessary to implement any similar protocol at the Suffolk landfall, due to the absence of intertidal areas used by qualifying features of the Alde-Ore Estuary SPA.
		Ornithology	**Table 2 Natural England's Key Advice and Recommendations – Offshore Ornithology**	Update the table in the submitted assessment to reflect the correct features.	N	Noted. The designated features of Alde-Ore Estuary Ramsar have been reviewed as part of **Application Document 6.2.4.5 Part 4 Marine Chapter 5 Ornithology**.

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			Baseline Characterisation – Document(s) Used: Part 4 Chapter 6 Ornithology **Survey Data Acquisition** 4.6.10 Sites Designated for Marine Ornithology – Alde-Ore Estuary Ramsar is also designated for winter waterbird assemblages, this is not noted in the table.			
		Ornithology	4.6.6 Study Area – Natural England would welcome reference to how the study area was calculated as the maximum zone of influence for ornithological features.	Please provide clarification in the submitted assessment.	N	A more detailed description of the study area and justification for its extent has been provided in **Application Document 6.2.4.5 Part 4 Marine Chapter 5 Ornithology**.
		Ornithology and Noise and Vibration	**Data Gaps** Chapter 6 and 5.3.9.3 Over-wintering bird surveys have not been presented within the PEIR.	Natural England advise that it would have been valuable for this information to be available for the PEIR. Without the data presented, we are unable to agree with the conclusions of the HRA and determine the appropriateness of scoping out intertidal impacts on ornithological features due to noise and visual disturbance.	N	The overwintering bird survey had not been completed prior to submission of the PEIR and therefore the results could not be presented. Over-wintering bird surveys have now been completed and the results are presented in **Application Document 6.2.4.5 Part 4 Marine Chapter 5 Ornithology**.
		Ornithology and Noise and Vibration	**Environmental Impact Assessment - Document Used: Part 4 Chapter 6 - Ornithology** **Identified Impacts** Table 4.6.10 Impacts from the Offshore Scheme on overwintering ornithological features of Thanet Coast to Sandwich Bay SPA and Ramsar site, Sandwich Bay to Hacklinge Marshes SSSI and Sandwich and Pegwell Bay National Nature Reserve (NNR) have not been considered in the assessment.	Natural England advise that intertidal works have the potential to cause noise and visual disturbance to overwintering features within the SSSI, Ramsar site and SPA, as works pass through 2km of the sites. Further assessment and mitigation may be required. For example, avoidance on intertidal works during the overwintering period (November to February inclusive) and severe weather restrictions.	N	Further assessment of noise and visual disturbance to overwintering features within the SSSI, Ramsar sites and SPAs is provided in **Application Document 6.2.4.5 Part 4 Marine Chapter 5 Ornithology**, and further mitigation is recommended where appropriate. Likely Significant Effects from noise and visual disturbance at Thanet Coast to Sandwich Bay SPA, Ramsar and Sandwich Bay to Hacklinge Marshes SSSI and Leiston to Aldeburgh SSSI, Alde-Ore Estuary SPA, Ramsar and SSSI have been considered in **Application Document 6.6 Habitat Regulations Assessment Report**. The use of best practicable methods to reduce noise is commitment B106 in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured by Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Ornithology and Noise and Vibration	Table 4.6.10 Impacts from the Offshore Scheme on overwintering ornithological features of Leiston to Aldeburgh SSSI, Alde-Ore Estuary SPA, Ramsar site and SSSI and Minsmere-Walberswick SPA,	Natural England advise that intertidal works have the potential to cause noise and visual disturbance to overwintering features within the SSSIs, SPAs and Ramsar sites, as the works are being carried out	N	Where appropriate, further assessment of noise and visual disturbance to overwintering features in intertidal habitats within the SSSI, Ramsar sites and SPAs is provided in **Application Document 6.2.4.5 Part 4 Marine Chapter 5 Ornithology**, and further mitigation is recommended. Likely Significant Effects from noise and visual disturbance at Thanet Coast to Sandwich Bay SPA,

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			Ramsar site and SSSI have not been considered in the assessment.	adjacent to the sites. Further assessment and mitigation may be required. For example, avoidance on intertidal works during the overwintering period (November to February inclusive) and severe weather restrictions.		Ramsar and Sandwich Bay to Hacklinge Marshes SSSI and Leiston to Aldeburgh SSSI, Alde-Ore Estuary SPA, Ramsar and SSSI have been considered in **Application Document 6.6 Habitat Regulations Assessment Report**. The use of best practicable methods to reduce noise is commitment B106 in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured by Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Ornithology	4.6.8.4 Mitigation measures – all works with the exception of trenchless installation at landfall will avoid the overwintering period for RTD, which is defined as January to March.	Natural England advice for RTD has been updated for the core over-wintering period. We advise that 1st November to 31st March is applied as a seasonal restriction for works in the OTE SPA. This restriction should be secured through condition within the Development Consent Order.	N	As discussed with Natural England, National Grid has committed to a seasonal restriction of 01 November to 31 March for offshore cable installation activities and a seasonal restriction of 01 January to 31 March for cable installation activities at landfall. This is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**, which is secured by Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Ornithology, Fish and Shellfish Ecology and Benthic Ecology	Table 4.6.14 Direct loss and disturbance of seabed habitat (including associated prey) used by seabirds and waterbirds.	Natural England advise that adequate baselines to determine priority spawning and nursery grounds for herring and sandeel should be presented in the submitted ES. We defer to Cefas in relation to the appropriate mitigation, based on the overlap/proximity of sandeel spawning and herring nursery areas. This evidence is also required to inform the assessment of impacts on prey availability for RTD in the Ornithology Chapter and through the Habitats Regulations Assessment (HRA). We advise that our comments in Annex 6 Fish and Shellfish are referred to, to determine the extent of impact from the proposed works on prey fish spawning habitat in Outer Thames Estuary SPA and for designated breeding seabirds in Alde Ore Estuary SPA, Ramsar site and SSSI and Minsmere-Walberswick SPA and Ramsar site and Minsmere-Walberswick Heaths and Marshes SSSI	N	Further assessment on the impacts of prey availability for all bird species considered is provided in **Application Document 6.2.4.5 Part 4 Marine Chapter 5 Ornithology**.
		Ornithology and Habitat	Table 4.6.12 and Table 4.6.14 Figures 4.6.3, 4.6.4, 4.6.5 Table 4.6.14	We advise that further information, such as the completed over-wintering and breeding bird survey	N	Over-wintering and breeding bird survey data have been included **Application Document 6.2.4.5 Part 4 Marine Chapter 5 Ornithology** to further inform the assessment of impacts. This

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		Regulations Screening	Breeding seabirds designated in Alde-Ore Estuary SPA, Ramsar site and SSSI and Minsmere Walberswick SPA and Ramsar site and Minsmere-Walberswick Heaths and Marshes SSSI have the potential to interact with the Offshore Scheme. Combined, the sites are designated for the following breeding seabirds: Little tern Sandwich tern Arctic tern Common tern Lesser black-backed gull Common gull Black-headed gull Herring gull All designated breeding seabirds, with the exception of common gull, arctic tern and sandwich tern, have been identified as likely to be present in the Study Area of the Offshore Scheme. Heat maps have been presented in January and July for the following species: Lesser black backed gull Herring gull Razorbill Potential impacts from direct disturbance and displacement of birds from noise and visual impacts have been assessed for breeding seabirds as ranging from low to medium sensitivities to displacement by vessels (MMO data, Fliessbach et al, Garthe and Huppop) and sensitivities due to impacts on prey availability have been determined as not significant.	data, is required to determine that impacts on breeding seabirds will be not significant. However, we note contradiction in the Applicant's assessment approach, as in the Habitat Regulations Assessment, these features have been taken to Appropriate Assessment.		Chapter and **Application Document 6.6 Habitats Regulations Assessment Report** have now been aligned.

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		Ornithology and Habitat Regulations Screening	4.6.7.22 Alde-Ore Estuary SPA, Ramsar and SSSI and Minsmere-Walberswick SPA, Ramsar and SSSI are also designated for breeding waders including avocet, oystercatcher, redshank, ringed plover.	These features may have the potential to interact with the proposed intertidal works. Natural England advise that breeding bird surveys are presented to provide a robust assessment of the potential impact of the works on functional habitat, and noise and visual disturbance.	N	Breeding bird survey data have been included in **Application Document 6.2.4.5 Part 4 Marine Chapter 5 Ornithology** to further inform the baseline and assessment of impacts.
		Ornithology	4.6.15 The preliminary assessment of impacts concluded all impact pathways to be non-significant for ornithological features	Please see Natural England's RTD advice above for recommended seasonal restrictions. We advise that intertidal impacts on breeding and over-wintering ornithological features are given robust consideration, please see our comments above.	N	Intertidal impacts on breeding and over-wintering ornithological features have been considered further in **Application Document 6.2.4.5 Part 4 Marine Chapter 5 Ornithology**. The inclusion of a full seasonal restriction (1 November – 31 March) for offshore cable installation activities in the Outer Thames Estuary SPA and a reduced seasonal restriction (1 January – 31 March) for landfall cable installation activities at the Suffolk landfall in Aldeburgh is provided in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured by Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Ornithology and Offshore Mitigation	4.6.8.4 The following mitigation measures have been suggested for ornithological receptors in the Offshore Scheme: There will be Health, Safety and Environment (HSE) procedures implemented, with strict limits on weather conditions, equipment maintenance and personnel to further reduce the risk of any accidental spills/releases. Furthermore, in the event of a spill, a response will be made swiftly. Existing shipping lanes will be utilised for vessel transiting routes to avoid additional disturbance where practicable. Vessel operators will be made aware of the importance and sensitivity of the species to disturbance. Vessels will avoid rafting birds and areas with high densities of birds where practicable.	Natural England are pleased to see the suggested mitigation measures. However, we advise that further mitigation may also be required to reduce potential impacts on breeding and overwintering features designated in the coastal SPAs, Ramsars and SSSIs. We advise that the Applicant engage with us during the Evidence Plan Process once all breeding and over-wintering bird surveys are complete to ensure that seasonal restrictions are applied wherever necessary. In addition, we recommend that the following wording is used for severe weather restrictions: "If freezing conditions persist for five consecutive days work should cease until there has been three consecutive days of thaw". This mitigation should be secured through condition/requirement within the development Consent Order. However, Natural England notes our comment above regarding the need	N	Further consideration of mitigation measures and recommended wording has been included in **Application Document 6.2.4.5 Part 4 Marine Chapter 5 Ornithology**. The inclusion of a cold weather protocol for the Pegwell Bay area of the Thanet Coast and Sandwich Bay SPA is provided in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**, which is secured by Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).

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			Artificial lighting on vessels will be directional and only used when necessary, noting that health and safety requirements will need to be met for safe working practices; and To avoid cumulative effects with other projects, with the exception of trenchless installation techniques at landfall, all other construction works will be timed to ensure the overwintering period of the red-throated diver is avoided (in the months of January – March).	for a seasonal restriction, which may override any need for a cold weather protocol.		
		Ornithology, Offshore Mitigation and Habitat Regulations Screening	**HRA - Document Used: Part 5 Chapter 3 Habitat Regulations Screening** **Screening** 5.3.9.4 For landfall at Kent, Likely Significant Effect (LSE) has been concluded for Thanet Coast and Sandwich Bay SPA due to loss of functionally linked land for golden plover (non-breeding) and will be taken forward to Appropriate Assessment.	Mitigation measures have not been proposed and over-wintering bird surveys have not been presented. As the proposed works have the potential to lead to loss of functionally linked land of a non breeding bird feature, over-wintering bird restrictions may also be required. The proposed intertidal works have the potential to produce noise and visual disturbance, however no LSE has been concluded. We advise that this is reviewed with the over-wintering bird surveys.	N	National Grid acknowledges this feedback. Wintering bird reports have now been shared with Natural England along with the results of noise modelling and proposals for mitigating losses of functionally linked land.
		Ornithology, Offshore Mitigation and Habitat Regulations Screening	5.3.9.3 For landfall at Suffolk, LSE has been concluded for Minsmere-Walberswick SPA due to loss of functionally linked land for white fronted geese (non-breeding) and will be taken forward to Appropriate Assessment.	Mitigation measures have not been proposed and over-wintering bird surveys have not been presented. As the proposed works have the potential to lead to loss of functionally linked land of a non-breeding bird feature, over-wintering bird restrictions may also be required. The proposed intertidal works have the potential to produce noise and visual disturbance, however no LSE has been concluded. We advise that this is reviewed with the over-wintering bird surveys.	N	National Grid acknowledges this feedback. Wintering bird reports have now been shared with Natural England along with the results of noise modelling. No significant populations of non-breeding SPA birds (including white fronted goose) have been recorded in locations to be subject to surface works.
		Ornithology and Fish and	5.3.9.5 For the Offshore Scheme, LSE has been concluded for RTD in OTE SPA due to temporary physical disturbance, permanent loss, increase in	Natural England agrees with this conclusion. Please see our comments above on seasonal restrictions for RTD for the	N	Further consideration of seasonal restrictions and prey availability have been included in **Application Document 6.2.4.5 Part 4 Marine Chapter 5 Ornithology**.

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		Shellfish Ecology	suspended sediment and airborne sounds and visual disturbance, and will be taken forward to Appropriate Assessment.	construction phase for the appropriate mitigation measures, and Annex 6 Fish and Shellfish for impacts on prey availability.		
		Ornithology and Fish and Shellfish Ecology	5.3.9.5 For the Offshore Scheme, impact pathways for Alde-Ore Estuary SPA and Minsmere-Walberswick SPA have been scoped in due to: Temporary physical disturbance Permanent loss of habitat Temporary increase in suspended sediment Airbourne sounds and visual disturbance	Natural England agree with the conclusion that these impact pathways are taken to appropriate assessment for the designated breeding seabird features in these sites. Natural England welcome the Applicant to engage with us during the Evidence Plan Process to ensure that the appropriate mitigation measures are applied and that surveys are sufficient.	N	All appropriate mitigation measures and survey data have been included in **Application Document 6.2.4.5 Part 4 Marine Chapter 5 Ornithology**.
		Ornithology and Inter-Project Cumulative Effects	**In- combination** 5.3.8 London Array Offshore Wind Farm (OWF) has not been scoped in for in combination effects in the Offshore Scheme	Natural England advise that London Array OWF is assessed for in-combination effects on RTD in OTE SPA.	N	London Array OWF has now been included in the in-combination effects at the ES stage and is assessed within **Application Document 6.6 Habitats Regulations Assessment Report**.
		Inter-Project Cumulative Effects	**Annex 9_Suggested Tiers for Cumulative Impact Assessment_JNCC x N** **JNCC and Natural England Suggested Tiers for Cumulative Impact Assessment** Cumulative assessment is required within any environmental impact assessment (EIA) that is undertaken for development projects and the outcomes are presented in an environmental statement (ES). However, there is often considerable deliberation over which projects should be included in a cumulative assessment, i.e. what projects are considered reasonably foreseeable (which guidance1 recommends should be the basis for inclusion). Although this framework has been outlined in the context of cumulative impact assessment it can also be used for the purposes of in-combination assessment within Habitats Regulations Assessment (HRA). To assist with providing a framework for cumulative assessment in some recent ESs a system of tiers has been used. JNCC and NE believe that this staged approach could potentially be helpful in resolving the deliberations regarding what projects should be included in cumulative assessments. The structured approach allows the level of uncertainty associated with the assessment tiers (and the data used in the assessment) to be highlighted according to the consenting stage of the cumulative projects. The more preliminary the projects, the greater the uncertainty associated with assessment as the data used are less comprehensive/recent (so the higher the tier, the greater the uncertainty). Once you reach Tier 5 then data is less likely to be publicly available therefore the assessment from this stage is more		N	National Infrastructure Planning Advice Notes have been utilised as part of the assessment and reference to these where applicable has been made within the Environmental Statement in Part 2, 3 & 4 of the technical specialist assessments. National Grid have reviewed this additional guidance and taken the guidance into consideration where required. However, for a consistent approach across all schemes, National Grid have followed the guidance from the planning inspectorate provided in National Significant Infrastructure Projects: Advice on Cumulative Effects Assessment. Therefore, the tier system provided in Nationally Significant Infrastructure Projects: Advice on Cumulative Effects Assessment has been adopted in the inter-project cumulative effects assessment. This adopts a 3-tier approach when identifying the 'other developments' considered in the inter-project cumulative effects assessment as opposed to 6 tiers. It should be noted that although there are fewer tiers the suggested criteria set out in the 6 tiers is also captured within the 3 tier approach set out within the Pins guidance 'National Significant Infrastructure Projects: Advice on Cumulative Effects Assessment'. The categories of other developments within Tier 1 in Annex 9 are considered within the future baseline, Tier 2, 3 and 4 outlined in Annex 9 are covered in Tier 1 of the PINS guidance, Tier 5 within Tier 2 and Tier 6 within Tier 3. It should also be noted that for each shortlisted project that has been assigned a Tier number using PINS Guidance (Nationally Significant Infrastructure Projects: Advice on Cumulative Effects Assessment),

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			likely to be qualitative rather than quantitative. However, for projects included from outside the UK, data availability may be more restricted at a lower tier so qualitative assessment may be introduced at a lower tier. 1 European Commission, 1999, Guidelines for the Assessment of Indirect and Cumulative Impacts as well as Impact Interactions, Luxembourg: Office for Official Publications of the European Communities. ISBN 92-894-1337-9.		further details such as application status and date of application that been included within **Application Document 6.3.1.5.C ES Appendix 1.5.C Inter-Project Cumulative Effects Short List.** Further detail on the approach applied to the cumulative effects assessment is contained within **Application Document 6.3.1.5.A ES Appendix 1.5.A Cumulative Effects Assessment Methodologies**.
		Inter-Project Cumulative Effects	**Table 1: Suggested tiers for undertaking a staged cumulative impact assessment** **Consenting or construction stage** / **Data availability** **Tier 1:** Built and operational projects should be included within the cumulative assessment where they have not been included within the environmental Pre-construction (and possibly post construction) survey data from the built project(s) and environmental characterisation survey data from proposed project (including data	N	National Infrastructure Planning Advice Notes have been utilised as part of the assessment and reference to these where applicable has been made within the Environmental Statement in Part 2, 3 & 4 of the technical specialist assessments. National Grid have reviewed this additional guidance and taken the guidance into consideration where required. However, for a consistent approach across all schemes, National Grid have followed the guidance from the planning inspectorate provided in National Significant Infrastructure Projects: Advice on Cumulative Effects Assessment. Therefore, the tier system provided in Nationally Significant Infrastructure Projects: Advice on Cumulative Effects Assessment has been adopted in the inter-project cumulative effects assessment. This adopts a 3-tier approach when identifying the 'other developments' considered in the inter-project cumulative effects assessment as opposed to 6 tiers. It should be noted that although there are fewer tiers the suggested criteria set out in the 6 tiers is also captured within the 3 tier approach set out within the Pins guidance 'National Significant Infrastructure Projects: Advice on Cumulative Effects Assessment'. The categories of other developments within Tier 1 in Annex 9 are considered within the future baseline, Tier 2, 3 and 4 outlined in Annex 9 are covered in Tier 1 of the PINS guidance, Tier 5 within Tier 2 and Tier 6 within Tier 3. It should also be noted that for each shortlisted project that has been assigned a Tier number using PINS Guidance (Nationally Significant Infrastructure Projects: Advice on Cumulative Effects Assessment), further details such as application status and date of application that been included within **Application Document 6.3.1.5.C ES Appendix 1.5.C Inter-Project Cumulative Effects Short List.** Further detail on the approach applied to the cumulative effects assessment is contained within **Application Document 6.3.1.5.A ES Appendix 1.5.A Cumulative Effects Assessment Methodologies**.

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			characterisation survey, i.e. they were not operational when baseline surveys were undertaken, and/or any residual impact may not have yet fed through to and been captured in estimates of “baseline” conditions e.g. “background” distribution or mortality rate for birds."	analysis and interpretation within the ES for the project).		
		Inter-Project Cumulative Effects	**Tier 2:** Tier 1 + projects under construction	As Tier 1 but not including post construction survey data	N	National Infrastructure Planning Advice Notes have been utilised as part of the assessment and reference to these where applicable has been made within the Environmental Statement in Part 2, 3 & 4 of the technical specialist assessments. National Grid have reviewed this additional guidance and taken the guidance into consideration where required. However, for a consistent approach across all schemes, National Grid have followed the guidance from the planning inspectorate provided in National Significant Infrastructure Projects: Advice on Cumulative Effects Assessment. Therefore, the tier system provided in Nationally Significant Infrastructure Projects: Advice on Cumulative Effects Assessment has been adopted in the inter-project cumulative effects assessment. This adopts a 3-tier approach when identifying the ‘other developments’ considered in the inter-project cumulative effects assessment as opposed to 6 tiers. It should be noted that although there are fewer tiers the suggested criteria set out in the 6 tiers is also captured within the 3 tier approach set out within the Pins guidance ‘National Significant Infrastructure Projects: Advice on Cumulative Effects Assessment’. The categories of other developments within Tier 1 in Annex 9 are considered within the future baseline, Tier 2, 3 and 4 outlined in Annex 9 are covered in Tier 1 of the PINS guidance, Tier 5 within Tier 2 and Tier 6 within Tier 3. It should also be noted that for each shortlisted project that has been assigned a Tier number using PINS Guidance (Nationally Significant Infrastructure Projects: Advice on Cumulative Effects Assessment), further details such as application status and date of application that been included within **Application Document 6.3.1.5.C ES Appendix 1.5.C Inter-Project Cumulative Effects Short List**. Further detail on the approach applied to the cumulative effects assessment is contained within **Application Document 6.3.1.5.A ES Appendix 1.5.A Cumulative Effects Assessment Methodologies**.
		Inter-Project Cumulative Effects	**Tier 3:** Tier 2 + projects that have been consented (but construction has not yet commenced)	Environmental characterisation survey data from proposed project (including data analysis and interpretation within the ES for the project) and possibly pre-construction survey data from built project.	N	National Infrastructure Planning Advice Notes have been utilised as part of the assessment and reference to these where applicable has been made within the Environmental Statement in Part 2, 3 & 4 of the technical specialist assessments. National Grid have reviewed this additional guidance and taken the guidance into consideration where required. However, for a consistent approach across all schemes, National Grid have followed the guidance from the planning inspectorate provided in National Significant Infrastructure

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					Projects: Advice on Cumulative Effects Assessment. Therefore, the tier system provided in Nationally Significant Infrastructure Projects: Advice on Cumulative Effects Assessment has been adopted in the inter-project cumulative effects assessment. This adopts a 3-tier approach when identifying the 'other developments' considered in the inter-project cumulative effects assessment as opposed to 6 tiers. It should be noted that although there are fewer tiers the suggested criteria set out in the 6 tiers is also captured within the 3 tier approach set out within the Pins guidance 'National Significant Infrastructure Projects: Advice on Cumulative Effects Assessment'. The categories of other developments within Tier 1 in Annex 9 are considered within the future baseline, Tier 2, 3 and 4 outlined in Annex 9 are covered in Tier 1 of the PINS guidance, Tier 5 within Tier 2 and Tier 6 within Tier 3. It should also be noted that for each shortlisted project that has been assigned a Tier number using PINS Guidance (Nationally Significant Infrastructure Projects: Advice on Cumulative Effects Assessment), further details such as application status and date of application that been included within **Application Document 6.3.1.5.C ES Appendix 1.5.C Inter-Project Cumulative Effects Short List**. Further detail on the approach applied to the cumulative effects assessment is contained within **Application Document 6.3.1.5.A ES Appendix 1.5.A Cumulative Effects Assessment Methodologies**.
	Inter-Project Cumulative Effects	**Tier 4:** Tier 3 + projects that have an application submitted to the appropriate regulatory body that have not yet been determined	Environmental characterisation survey data from proposed project (including data analysis and interpretation within the ES for the project)	N	National Infrastructure Planning Advice Notes have been utilised as part of the assessment and reference to these where applicable has been made within the Environmental Statement in Part 2, 3 & 4 of the technical specialist assessments. National Grid have reviewed this additional guidance and taken the guidance into consideration where required. However, for a consistent approach across all schemes, National Grid have followed the guidance from the planning inspectorate provided in National Significant Infrastructure Projects: Advice on Cumulative Effects Assessment. Therefore, the tier system provided in Nationally Significant Infrastructure Projects: Advice on Cumulative Effects Assessment has been adopted in the inter-project cumulative effects assessment. This adopts a 3-tier approach when identifying the 'other developments' considered in the inter-project cumulative effects assessment as opposed to 6 tiers. It should be noted that although there are fewer tiers the suggested criteria set out in the 6 tiers is also captured within the 3 tier approach set out within the Pins guidance 'National Significant Infrastructure Projects: Advice on Cumulative Effects Assessment'. The categories of other developments within Tier 1 in Annex 9 are considered within the future baseline, Tier 2, 3 and 4 outlined in Annex 9 are covered in Tier 1 of the PINS guidance, Tier 5 within Tier 2 and Tier 6 within Tier 3. It should also be noted that for each shortlisted project that has been assigned a Tier number using PINS Guidance (Nationally Significant

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation		Change Y/N?	Regard had to response (s49)
						Infrastructure Projects: Advice on Cumulative Effects Assessment), further details such as application status and date of application that been included within **Application Document 6.3.1.5.C ES Appendix 1.5.C Inter-Project Cumulative Effects Short List.** Further detail on the approach applied to the cumulative effects assessment is contained within **Application Document 6.3.1.5.A ES Appendix 1.5.A Cumulative Effects Assessment Methodologies**.
		Inter-Project Cumulative Effects	**Tier 5:** Tier 4 + projects that the regulatory body are expecting an application to be submitted for determination (e.g. projects listed under the Planning Inspectorate programme of projects)	Possibly environmental characterisation survey data (but strong likelihood that this data will not be publicly available at this stage).	N	National Infrastructure Planning Advice Notes have been utilised as part of the assessment and reference to these where applicable has been made within the Environmental Statement in Part 2, 3 & 4 of the technical specialist assessments. National Grid have reviewed this additional guidance and taken the guidance into consideration where required. However, for a consistent approach across all schemes, National Grid have followed the guidance from the planning inspectorate provided in National Significant Infrastructure Projects: Advice on Cumulative Effects Assessment. Therefore, the tier system provided in Nationally Significant Infrastructure Projects: Advice on Cumulative Effects Assessment has been adopted in the inter-project cumulative effects assessment. This adopts a 3-tier approach when identifying the 'other developments' considered in the inter-project cumulative effects assessment as opposed to 6 tiers. It should be noted that although there are fewer tiers the suggested criteria set out in the 6 tiers is also captured within the 3 tier approach set out within the Pins guidance 'National Significant Infrastructure Projects: Advice on Cumulative Effects Assessment'. The categories of other developments within Tier 1 in Annex 9 are considered within the future baseline, Tier 2, 3 and 4 outlined in Annex 9 are covered in Tier 1 of the PINS guidance, Tier 5 within Tier 2 and Tier 6 within Tier 3. It should also be noted that for each shortlisted project that has been assigned a Tier number using PINS Guidance (Nationally Significant Infrastructure Projects: Advice on Cumulative Effects Assessment), further details such as application status and date of application that been included within **Application Document 6.3.1.5.C ES Appendix 1.5.C Inter-Project Cumulative Effects Short List.** Further detail on the approach applied to the cumulative effects assessment is contained within **Application Document 6.3.1.5.A ES Appendix 1.5.A Cumulative Effects Assessment Methodologies**.
		Inter-Project Cumulative Effects	**Tier 6:** Tier 5 + projects that have been identified in relevant strategic plans or programmes (e.g. projects identified in	Historic survey data collected for other purposes/by other projects or industries or at a strategic level.	N	National Infrastructure Planning Advice Notes have been utilised as part of the assessment and reference to these where applicable has been made within the Environmental Statement in Part 2, 3 & 4 of the technical specialist assessments. National Grid have reviewed this additional guidance and taken the guidance into consideration where required. However, for a consistent approach across all schemes, National Grid have followed the guidance from the

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Round 3 wind farm zone appraisal and planning (ZAP) documents)		planning inspectorate provided in National Significant Infrastructure Projects: Advice on Cumulative Effects Assessment. Therefore, the tier system provided in Nationally Significant Infrastructure Projects: Advice on Cumulative Effects Assessment has been adopted in the inter-project cumulative effects assessment. This adopts a 3-tier approach when identifying the 'other developments' considered in the inter-project cumulative effects assessment as opposed to 6 tiers. It should be noted that that although there are fewer tiers the suggested criteria set out in the 6 tiers is also captured within the 3 tier approach set out within the Pins guidance 'National Significant Infrastructure Projects: Advice on Cumulative Effects Assessment'. The categories of other developments within Tier 1 in Annex 9 are considered within the future baseline, Tier 2, 3 and 4 outlined in Annex 9 are covered in Tier 1 of the PINS guidance, Tier 5 within Tier 2 and Tier 6 within Tier 3. It should also be noted that for each shortlisted project that has been assigned a Tier number using PINS Guidance (Nationally Significant Infrastructure Projects: Advice on Cumulative Effects Assessment), further details such as application status and date of application that been included within **Application Document 6.3.1.5.C ES Appendix 1.5.C Inter-Project Cumulative Effects Short List**. Further detail on the approach applied to the cumulative effects assessment is contained within **Application Document 6.3.1.5.A ES Appendix 1.5.A Cumulative Effects Assessment Methodologies**.

Table 1.22 Network Rail Property (Anglia Route)

Date consulted	Response deadline	Consultation topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Legislation and policy, land rights and CPO, design	Network Rail is a statutory undertaker responsible for maintaining and operating the railway infrastructure and associated estate. It owns, operates, maintains and develops the main rail network. Network Rail aims to protect and enhance the railway infrastructure therefore any proposed development which is in close proximity to the railway line or could potentially affect Network Rail's specific land interests, will need to be carefully considered. Impact on Network Rail Infrastructure The Sea Link project could have a potential impact on the operational railway land and / or assets. The proposed scheme may affect Network Rail level crossings in the surrounding area of the onshore cable route. The Applicant must engage with Network Rail to discuss potential impacts. Therefore, we advise that level crossing use to be avoided if possible, or crossings to be used with our approval if unavoidable. An Asset Protection Agreement is required to be signed before proceeding with any design or construction work alongside, above or below Network Rail's Infrastructure. The trenching project and tunnelling works beneath the railway will be overseen by ASPRO to safeguard railway assets. Network Rail Infrastructure Limited Registered Office: Network Rail, One Eversholt Street, London, NW1 2DN Registered in England and Wales No. 2904587 www.networkrail.co.uk Prior to any development/construction or alterations to the site by National Grid on behalf of the Sea Link project further site-specific safety requirements, engineering technical approval and detailed conditions will need to be sought from Network Rail's Anglia Asset Protection team (angliaasprotownplanningnotices@networkrail.co.uk). The process for obtaining approval is outlined on Network Rail's web page https://www.networkrail.co.uk/running-the-railway/looking-after-the-railway/assetprotection-and-optimisation/. Network Rail have standard protective provisions which will need to be included in the DCO as a minimum. National Grid should therefore contact Tony Ridley, email: [redacted] to request a copy of these and to discuss any other agreements that will need to be entered into with Network Rail. A number of legal and commercial agreements will need to be entered into, for example, asset protection agreements, method statements, connection agreements, property agreements and all other relevant legal and commercial agreements. This list is not	N	National Grid acknowledges this feedback and is seeking further engagement with Network Rail to identify asset interfaces, discuss potential impacts and agree appropriate mechanisms for safeguarding during the Proposed Project's construction programme – including an Asset Protection Agreement and Protective Provisions.

Date consulted	Response deadline	Consultation topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			exhaustive and will need to be reviewed once more scheme details are discussed between the parties. Thank you again for allowing Network Rail to comment on this consultation. I trust that the comments above are clear, but if you require any further information or have any queries, do not hesitate to contact me.		

Table 1.23 National Rail Property (Southern)

Date consulted	Response deadline	Consultation topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Legislation and policy, land rights and CPO	Network Rail would like to make the following comments. Network Rail is a statutory undertaker responsible for maintaining and operating the railway infrastructure and associated estate. It owns, operates, maintains and develops the main rail network. Network Rail aims to protect and enhance the railway infrastructure therefore any proposed development which is in close proximity to the railway line or could potentially affect Network Rail's specific land interests, will need to be carefully considered. Given the proximity of the proposal to the operational railway, an Asset Protection Agreement with Network Rail will be required before proceeding with any design or construction work alongside, above or below Network Rail's Infrastructure to ensure that the works do not have any adverse impacts on the operational railway. Prior to any development / construction or alterations to the site, further site-specific safety requirements, engineering technical approval and detailed conditions will need to be sought from our Asset Protection London South East team (AssetProtectionSouthEast@NetworkRail.co.uk) & Asset Protection Anglia team (AssetProtectionAnglia@networkrail.co.uk). The process for obtaining approval is outlined on Network Rail's web page https://www.networkrail.co.uk/runningtherailway/looking-after-the-railway/asset-protection-and-optimisation/. As well as an Asset Protection Agreement, a number of legal and commercial agreements will need to be entered into. In addition, if Network Rail has any existing rights over / under any of the land within the Order these must be retained. Network Rail have standard protective provisions which will need to be included in the DCO as a minimum. Should you wish to discuss the protective provision please contact Damian Hajnus via [redacted] I trust that the comments above are clear, should you require any further information please do not hesitate to contact me.	N	National Grid acknowledges this feedback and is seeking further engagement with Network Rail to identify asset interfaces, discuss potential impacts and agree appropriate mechanisms for safeguarding during the Proposed Project's construction programme – including an Asset Protection Agreement and Protective Provisions.

Table 1.24 Port of London Authority

Date consulted	Response deadline	Consultation topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Legislation and policy, construction, socio-economic, recreation and tourism	Thank you for consulting the PLA about the PEIR that has been produced in relation to the Sea Link Project by National Grid. As you would expect the PLA's comments are limited to the marine proposals/offshore scheme: the proposed approximately 130km of subsea HVDC cable, running between the Suffolk landfall location and the Kent landfall location. The PLA is the statutory harbour authority for the tidal River Thames between Teddington and the outer Thames Estuary. Governed by the Port of London Act 1968 its statutory functions include responsibility for conservancy, hydrographic surveying, dredging, managing the public navigation and controlling vessel movements. The offshore scheme would be located wholly outside of the PLA's Statutory Limits under the 1968 Act. However, the PLA's functions include the promotion of the use of the River for freight and passengers as an important and sustainable transport corridor for London. The Port of London is the country's biggest port – 55m tonnes of goods were handled in the Port in 2022 - and its contribution to international trade is critical. Over 48,000 jobs depend on the Port, which generates more than £4.5 billion in economic value added annually, and there is significant ongoing investment taking place within the Port. It is therefore imperative that the existing and future capacity and operation of the Port of London are not compromised during construction and operation of the project.	N	This comment has been noted. There are not anticipated to be any socio-economic effects on the Port of London as a result of the Proposed Project and the facility will not be compromised during construction and operation.
		Offshore route location, design, consultation	The information provided is very high level, making it difficult to comment on and to properly assess potential impacts on the Port. There is not enough detail on the route due to the wide draft Order Limits corridor and the PLA would expect this corridor to be reduced as the project is refined in order for a full assessment of impacts to be undertaken. At the Sunk the route goes east of the pilot diamond in water deeper than 20m. The route then crosses the Long Sand Head two way route, again in deeper water. The PLA has no in principle concerns about this. The PLA does however have concerns about the crossing of Gridlink on the inshore side of the Thanet Windfarm. The charts used in the figures are not at a scale where it can be assessed if a 5% reduction in water depth would impact the 12.5m the PLA needs to safeguard in this area for southern access to the port. It is therefore not clear whether the PLA's previously raised concerns have been fully addressed.	N	The comment refers to the Order Limits defined in the Statutory consultation stage of the Proposed Project, rather than the current Order Limits, with regard to the width of the Order Limits. The route in the vicinity of the GridLink crossing has a greater width to allow further engineering of the crossing with GridLink in order to optimise the crossing to address the 12.5 m water depth and 5% reduction in water depth. This is an ongoing area of engineering review and design, with additional survey data collected in 2024 to assess the crossing. National Grid is also engaging with GridLink. Outcomes of this ongoing dialogue will help to address PLA's concerns.
		Inter-project cumulative effects,	The PLA is also concerned about cumulative impacts, and the multiple cables that are proposed in this area, sterilising significant areas of riverbed. As the documents demonstrate,	N	A cumulative impact assessment for Shipping and Navigation is presented in **Application Document Part 4 Marine Chapter 11 Inter-Project Cumulative Effects**. The Proposed Project will enter into crossing agreements and/or

Date consulted	Response deadline	Consultation topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		coordination with other projects, benthic ecology	crossings involve the placing of rock protection on the riverbed and the more cables that are proposed the more crossings that will inevitably be required. Parties need to work together wherever possible to minimise impacts and to maximise the potential for other projects to come forward in the future.		proximity agreements with the third-party asset owners of any subsea infrastructure installed and/or planned along the corridor. Additional information regarding compass deviations is presented in **Application Document 6.3.4.7.B ES Appendix 4.7.B Electromagnetic Deviation Study**.
		Offshore route location, design, consultation	Any cable crossings should be avoided in the vicinity of the NE Spit Pilot Station to avoid disruption to this crucial service when laying the cable and there should be no reduction in water depths in this area. The Option Selection and Design Evolution Report lists the factors considered in determining the corridor in Section 4.5.5 the PLA is broadly content with the criteria but would suggest that they should also consider port facilities such as pilot stations which play a crucial role in the successful operation of a port. The PEIR Non-technical Summary states a minimum DOL to the top of the cable of 0.5m in areas of bedrock and a target DOL of approximately a minimum 1.5m. It is assumed this is burial depth, but it was not clear from the document. The is further reference to depths of drilling being unknown at this stage.	N	Clarification is sought on the location of the 'NE Spit Pilot Station' and the associated limits of the area of interest referred to. National Grid's routing development has considered the requirements of Port Facilities and pilot stations. For example, the Proposed Project currently routes south of the Sunk Deepwater Anchorage and north of the Sunk Pilot station in accordance with engagement and requirements of HHA. A Cable Burial Risk Assessment has been undertaken which defines the target DOL. The 1.5 m target DOL, is lowering relative to the seabed and/or a Non-Mobile Reference Level and not burial; 0.5 m is lowering in bedrock areas. the actual DOL is between 1.5 m to 2.5 m where geological conditions allow in sediment areas.
		Shipping and navigation, design, consultation	Paragraph 7.7.5 of the PEIR non technical summary states that all risks to shipping and navigation are acceptable or tolerable. Whilst in broad terms the project seems to have considered the avoidance of crossings in shipping lanes and there is direct reference to cable crossings being outside the navigation channel and the need to maintain 20m depth in DW routes, the PLA cannot be fully re-assured until more detail is provided on the route. The PLA would strongly urge the applicant to continue to engage with the PLA, including when further surveys have been completed, before the route is finalised.	N	Engagement and communication with key stakeholders including harbour authorities such as the Port of London Authority is established in **Application Document 6.2.4.7 Part 4 Marine Chapter 7 Shipping and Navigation and Application Document 6.3.4.7.A ES Appendix 4.7.A Navigational Risk Assessment** as a crucial recommendation for shipping and navigation.

Table 1.25 Ramsgate Port

Date consulted	Response deadline	Consultation topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Needs case	**Feedback form question 1:** Do you support the principle of reinforcing the network in this location? **Response:** Yes.	N	National Grid acknowledges this feedback.
		Shipping and navigation, offshore route location, design	**Feedback form question 2:** What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously? **Response:** I think the changes are broadly positive but still need some refinement **Further comments:** Please see my comments in Section 11 Marine Proposal	N	National Grid acknowledges this feedback and has provided regard to question 11 below.
		Shipping and navigation, offshore route location, design	**Feedback form question 11:** Do you have any comments or issues you would like us to take into consideration regarding our marine proposals? **Response:** 1. Will the cable pass to the east of RA buoy in the Ramsgate compulsory pilotage area? 2. When is crosses the Thanet offshore windfarm will mats be used? If so will it lessen the depth of water there? Currently about 5.7m - 7.2 above Datam. 3. Currently Ramsgate has not commercial ferry operator. Please be aware that this might change. 4. Will the cable laying effect the passage of ferries in & out of Ramsgate?	N	1. As described in **Application Document 6.2.4.7 Part 4 Marine Chapter 7 Shipping and Navigation and Application Document 6.3.4.7.A ES Appendix 4.7 A Navigational Risk Assessment**, the Offshore Scheme is planned to route to the east and south of the RA buoy. The planned route crosses through the southern section of the Ramsgate pilotage area. 2. **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** should be referred to for details on cable protection. Recommendations regarding cable protections where necessary, and matters of under keel clearance, are considered within **Application Document 6.2.4.7 Part 4 Marine Chapter 7 Shipping and Navigation and Application Document 6.3.4.7.A ES Appendix 4.7 A Navigational Risk Assessment**. 3. Any potential risk of disruption to passenger vessels is considered in **Application Document 6.3.4.7.A ES Appendix 4.7 A Navigational Risk Assessment**.
		Consultation	**Feedback form question 22:** What did you think of the information we have published for this consultation in terms of how clearly it was presented and how easy it was to understand? **Response:** From a mariner's point of view, I need lat & longs of where cable will cross Port Boundaries	N	The cable route corridor does not cross the limits of the Port of Ramsgate Boundary and is 1.1 km to the south of the port breakwaters (**Application Document 6.3.4.7.A ES Appendix 4.7 A Navigational Risk Assessment**). The final full corridor design and coordinates will be available in the DCO application and can be provided on request.

Table 1.26 River Stour Internal Drainage Board

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Design and onshore route location	**Feedback form question 2:** What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously? **Response:** I think the changes are neither positive nor negative. **Further comment:** We appreciate the requirement for overhead cables in Kent and have been liaising directly with your consultants on the need for Land Drainage Consent for various permanent and temporary works.	N	National Grid acknowledges this feedback.
		Onshore route location	**Feedback form question 3:** What do you think about our proposal to connect into the existing network via the proposed Friston substation? **Response:** I have no preference either way.	N	National Grid has engaged with the River Stour Internal Drainage Board regarding consenting and permanent works and has defined a consenting strategy which is secured within the DCO application.
		Onshore route location	**Feedback form question 4:** What do you think about our proposed HVAC cable route in Suffolk? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Converter station location	**Feedback form question 5:** What do you think about our proposed converter station, including its proposed location? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Onshore route location	**Feedback form question 7:** What do you think about our proposed HVDC cable route in Suffolk? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		Landfall location	**Feedback form question 8:** What do you think about our proposed landfall between Aldeburgh and Thorpeness? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Coordination with other Projects and Onshore route location	**Feedback form question 9:** Constructing additional ducts within the underground cable corridor to accommodate cables for up to two other projects? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Coordination with other Projects and Converter station location	**Feedback form question 9:** Co-locating up to three converter stations at a single location near Saxmundham? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Coordination with other Projects and Landfall location	**Feedback form question 9:** Co-locating the landfall point of up to three projects at a location between Aldeburgh and Thorpeness? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Offshore route location	**Feedback form question 11:** Do you have any comments or issues you would like us to take into consideration regarding our marine proposals? **Response:** No, thank you.	N	National Grid acknowledges this feedback.
		Landfall location	**Feedback form question 12:** What do you think about our proposed landfall at Pegwell Bay? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Offshore route location, Onshore route location, Onshore	**Feedback form question 13:** What do you think about our proposed HVDC cable route in Kent?	N	Cables will be installed at sufficient depth to protect them from heavy plant crossing. If for any reason the cables need to be installed at a shallower depth then they will be protected.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		mitigation and Design	**Response:** I think this is the best cable route. **Further comment:** The trenchless installation should minimise the impact on the area. Where the cable crosses below watercourses or watercourse maintenance tracks, it must be ensured that there is sufficient cover to provide protection from heavy tracked machinery. If sufficient cover can't be provided, specific protective measures should be used to ensure maintenance activities will not damage the cable.		
		Converter station location, Water environment and terrestrial Ecology	**Feedback form question 14:** What do you think about our proposed converter station and adjacent substation near Minster? **Response:** I have no preference either way. **Further comment:** We have held preliminary discussions with your consultants on the proposed location and nature of the facility. Provided we are kept informed of any developments or amendments and that Land Drainage Consent is obtained for those aspects where it is required, we have no objection. However, it must be ensured that flood risk and drainage is appropriately considered and that suitable ecological mitigation is provided for any lost habitat.	N	National Grid notes this feedback. National Grid has continued to engage regularly with the River Stour Internal Drainage Board as the Proposed Project design has developed and is pleased to note that they have no objection to the proposals.
		Design and Converter station location	**Feedback form question 15:** We have identified several design approaches for the converter station. Which approach(es) would you like to see explored at later design stages? **Response:** Green roof, Colour and curve **Further comment:** Green roofs can provide benefits from a flood risk and drainage perspective, provide habitat and reduce the need for heating and cooling. They will lessen the visual impact too.	N	National Grid acknowledges this feedback. Design principles are being established with regard to the requirements of national policy and National Grid is maintaining ongoing dialogue with the Host Authorities with regard to design aspects of the Proposed Project. They are seeking input from independent design review panels, as recommended by the Host Authorities. This will be an iterative process over the consenting, examination and delivery phases of the Proposed Project. The effects arising from the Kent Onshore Scheme relating to visual amenity is detailed within **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**.
		Onshore route location	**Feedback form question 16:** What do you think about our plans to use overhead lines to connect the proposed substation into the existing Richborough to Canterbury overhead line?	N	National Grid acknowledges this feedback.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Response: I have no preference either way.		
		Construction - general	**Feedback form question 18:** Do you have any key concerns regarding the construction stage of Sea Link? **Response:** Ecology and biodiversity, Archaeology, Public access to rights of way (such as bridleways), Disruption to land use and Drainage.	N	National Grid has engaged with the River Stour Internal Drainage Board to agree surface water drainage principles and principles for the crossings of their drains. This has shaped the preliminary design of the construction and operational drainage proposals, which will continue to be developed by the appointed contractor, in line with the commitments set out in **Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan and Application Document 6.8 Flood Risk Assessment**. Environmental assessments have been carried out for the Proposed Project and where appropriate mitigation measures have been set out to minimise and reduce any adverse environmental impacts. Further details relating to ecology are contained in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity and Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. Further details relating to archaeology are contained in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage and Application Document Part 3 Kent Chapter 3 Cultural Heritage**. Further details relating to the PRoW assessment are contained in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism and Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism**.
		Onshore mitigation and Consultation	**Feedback form question 19:** Do you have any comments about how we could deliver environmental mitigation and enhancement (such as hedgerow creation, native tree planting or funding local wildlife groups) as part of our proposals? **Response:** We will be keen to be involved with any plans you may produce.	N	National Grid acknowledges this feedback.
		Consultation	**Feedback form question 22:** What did you think of the information we have published for this consultation in terms of how clearly it was presented and how easy it was to understand? **Response:** Very good.	N	National Grid acknowledges this feedback.

Table 1.27 Royal Mail

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Legislation and policy inc. permits, Traffic and transport	**Royal Mail – relevant information** Under section 35 of the Postal Services Act 2011, Royal Mail has been designated by Ofcom as a provider of the Universal Postal Service. Royal Mail is the only such provider in the United Kingdom. The Act provides that Ofcom's primary regulatory duty is to secure the provision of the Universal Postal Service. Ofcom discharges this duty by imposing regulatory conditions on Royal Mail, requiring it to provide the Universal Postal Service. Royal Mail is under some of the highest specification performance obligations for quality of service in Europe. Its performance of the Universal Service Provider obligations is in the public interest and this should not be affected detrimentally by any statutorily authorised project. Royal Mail's postal sorting and delivery operations rely heavily on road communications. Royal Mail's ability to provide efficient mail collection, sorting and delivery to the public is sensitive to changes in the capacity of the highway network. Royal Mail is a major road user nationally. Disruption to the highway network and traffic delays can have direct consequences on Royal Mail's operations, its ability to meet the Universal Service Obligation and comply with the regulatory regime for postal services thereby presenting a significant risk to Royal Mail's business.	N	National Grid acknowledges this feedback.
		Onshore route location, Traffic and Transport	**Royal Mail position as at December 2023** Royal Mail and its advisor BNP Paribas Real Estate have reviewed the relevant sections of the PEIR for Sea Link dated October 2023 plus the draft CTMPs for the Suffolk and Kent onshore schemes. Reference the lists and indicative plans below, Royal Mail has 8 operational properties within approximately c.10 km of the proposed DCO boundary: **Suffolk:** BE 1627 Leiston Delivery Office, 14 Sizewell Road, Leiston, IP16 4AA (c. 0.5km) BE 1632 Saxmundham DO/RET/PAR, 48 High Street, Saxmundham, IP17 1AA (c. 0.5km) BE 2117 Wickham Market PAR, 36 High Street, Wickham Market, IP13 0QS (c. 10km)	N	National Grid acknowledges this feedback.
		Onshore route location,	**Kent:**	N	National Grid acknowledges this feedback.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		Traffic and Transport	BE 1430 Sandwich DO, 34 King Street, Sandwich, CT13 9AA (c. 1km) BE 1426 Ramsgate DO, 42 Wilfred Road, Ramsgate, CT11 7RA (c. 3.7km) BE 1407 Broadstairs DO, 20 The Broadway, Broadstairs, CT10 2AA (c. 5.7km) BE 4154 Broadstairs PAR, St Peters Park Road, Broadstairs, CT10 2BQ (c. 5.7km) BE 1424 Margate DO, 12-18 Addington Road, Margate CT9 1NQ (c. 7km)		
		Inter-Project cumulative effects, Traffic and transport	There are other DCOs neighbouring both the Suffolk and Kent onshore elements. The relevant DCOs in the Suffolk area are: The Sizewell C Project East Anglia Two Offshore Wind Farm LionLink Multi-Purpose Interconnector Nautilus Interconnector The relevant DCOs in the Kent area are: Manston Airport	N	National Grid acknowledges this feedback. Consideration of relevant DCO schemes within the local area that have the potential to result in cumulative effects have been identified and assessed within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects and Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects**.
		Construction – general, Traffic and transport Socio-economic. recreation and tourism	Every day, in exercising its statutory duties Royal Mail vehicles use all of the main roads that may potentially be affected by the construction of Sea Link. Any periods of road disruption / closure, night or day, on or to the roads immediately connected to the scheme or the surrounding highway network will have the potential to impact operations and may consequently disrupt Royal Mail's ability to meet its Universal Obligation service delivery targets.	N	The construction vehicle routing has been designed to minimise impacts across the highway network, as set out within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk and Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan – Kent**. **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport and Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** demonstrate that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network, with the mitigation identified within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk and Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan – Kent**.
		Intra-Project cumulative effects	Royal Mail's performance of the Universal Service Provider obligations is in the public interest and should not be affected detrimentally by any statutorily authorised project. Accordingly, Royal Mail seeks to take all reasonable steps to protect its assets and operational interests from any potentially adverse impacts of proposed development.	N	National Grid acknowledges this feedback.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		Onshore mitigation	Royal Mail does not wish to stop or delay Sea Link from being consented and constructed. However, Royal Mail does wish to ensure the protection of its future ability to provide an efficient mail sorting and delivering service to the public from and to the above identified operational facilities in accordance with its statutory obligations.	N	National Grid acknowledges this feedback.
		Construction – general, Traffic and transport	Despite the preliminary information and draft CTMPs referred to above, Royal Mail is of the view that the construction phase of this infrastructure proposal has potential to impact on its operational interests.	N	The construction vehicle routing has been designed to minimise impacts across the highway network, as set out within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk and Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan – Kent**. **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport and Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** demonstrate that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network, with the mitigation identified within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk and Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan – Kent**.
		Traffic and transport, Onshore Mitigation, Construction - general	In order to protect Royal Mail's position, it is requested that wording is added to the Suffolk and Kent scheme CTMPs to secure the following mitigations: the CTMPs should include specific requirements that during the construction phase Royal Mail is notified by National Grid Energy Transmission or its contractors at least one month in advance on any proposed road closures / diversions / alternative access arrangements, hours of working;	N	National grid acknowledges this feedback. A commitment is now included within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk and Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan - Kent** that where practicable, National Grid will inform the relevant Local Authority and other relevant stakeholders (e.g. Royal Mail) of any road closures, diversions or access arrangements that are considered to impact their operations at the earliest possible opportunity. This is also contained within **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured via Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**).
		Traffic and transport, Onshore Mitigation, Construction - general	where road closures / diversions are proposed, National Grid Energy Transmission or its contractors liaise with Royal Mail at least one month in advance to identify and make available alternative highway routes for operational use, where possible; and	N	National grid acknowledges this feedback. A commitment is now included within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk and Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan - Kent** that where practicable, National Grid will inform the relevant Local Authority and other relevant stakeholders (e.g. Royal Mail) of any road closures, diversions or access arrangements that are considered to impact their operations at the earliest possible opportunity. This is also contained within **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured via Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**).
		Inter-Project cumulative	cumulative highways impact from other major developments in the Suffolk and Kent onshore areas (including those	N	It is acknowledged that the Proposed Project will be under construction alongside other schemes in the area which has been considered in

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		effects, Traffic and transport, DCO process	identified above) is fully addressed by National Grid Energy Transmission. Royal Mail also wishes to reserve its position to submit representations to the future Public Examination, if required.		**Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects and Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects** for each discipline, including traffic and transport. Mitigation has been identified where necessary. However, it is not the responsibility for National Grid to mitigate the impacts of other developments and this wording has not been included within the **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk and Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan – Kent**. These Plans are secured through Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**). Diversions and road closures will be coordinated through the Local Authority road space booking procedure and National Grid will continue to liaise with other developers throughout planning and delivery of the Proposed Project.
		Converter station location, Onshore route location, Design	Royal Mail NSIP & MIP Screening Pro-forma Scheme: Sea Link Promoter: National Grid Electricity Transmission Consultation/s: Statutory Consultation – Section 48 Date: 18th December 2023 Classification: Medium / Cat 2 Notes: National Grid is proposing to reinforce the network between Suffolk and Kent via a new, primarily offshore, 2 GW high voltage direct current (HVDC) link. Additionally onshore infrastructure required to deliver the Proposed Project, including converter stations, substations and new underground and overhead electricity lines, will also be installed. The project is required to accommodate additional power flows generated from renewable and low carbon energy generation and consists of: Constructing a new converter station within 5km of the proposed Friston substation then HVAC underground cables between the substation and a converter station and then HVDC underground cables between the converter station and the coast. Constructing a new offshore HVDC cable between Suffolk and Kent Constructing a new converter station within 5km of the existing Richborough substation with HVDC underground	N	National Grid acknowledges this feedback.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			cables between the converter station and the coast at Pegwell Bay		
		Construction - General, Design, Timescales / programme	All onshore parts of the project would be located within England and offshore parts within the English Territorial Waters. Subject to gaining development consent, construction works would be expected to start in 2026 and be functionally completed by the end of 2030 with reinstatement potentially continuing into 2031. The construction phases will include various temporary construction activities.	N	National Grid acknowledges this feedback.
		Traffic and transport, Construction - general	The Section 48 consultation includes a draft PEIR and a traffic management plan for the Suffolk and Kent onshore elements. The PEIR indicates overall there will be a maximum of 473 vehicles associated with the proposed Suffolk Onshore Scheme per day during the peak of the construction phase (planned for 2029) with an average number of 302 vehicles accessing construction site per day. This includes a maximum of 276 site-based staff vehicles as well as 68 LGVs and 129 HGVs per day.	N	National Grid acknowledges this feedback. These forecasts have been updated and re-assessed as part of **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport and Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**. Further details are available within these chapters.
		Traffic and transport, Onshore route location	It appears from the PEIR that the most significant onshore effects will be in the Suffolk area. The proposed works may affect the following routes on the highway network:	N	The construction vehicle routing has been designed to minimise impacts across the highway network, as set out within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**. **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network, with the mitigation identified within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**. This Plan is secured via Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**).
		Traffic and transport, Onshore route location	**Suffolk Onshore** A12 B1121 to the north & south of Saxundham A1094 Saxmundham Road between Church Common and Aldeburgh B1119 Church Hill/Saxmundham Road/Waterloo Avenue B1122 Abbey Road B1069 Snape Road Brook Lane B1353 Aldringham Lane Jutes Lane B1122 Aldeburgh Road/Leiston Road Marsh Farm Road All roads within and connected to the village of Leiston	N	**Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network, with the mitigation identified within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**. This Plan is secured via Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**).

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Road links to Sizewell nuclear power stations and the Beach View Holiday Park All roads within and connected to the village of Thorpeness including Thorpe Road All roads within the west portion of Aldeburgh, from the roundabout junction of A1094 Saxmundham Road with B1122 Leiston Road All roads within and connected to the village of Friston including B1121 Saxmundham Road Grove Road from Friston to the western edge of Saxmundham		
		Traffic and transport, Onshore route location	**Kent Onshore** Sandwich Road A256 Richborough Way A299 Hengist Way Cottington Road and Cottington Lane Ebbsfleet Lane and Ebbsfleet Lane North Brook Lane Jutes Lane Marsh Farm Road	N	**Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network, with the mitigation identified within **Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan - Kent**. This Plan is secured via Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**).
		Onshore route location	The nearest Royal Mail operational properties are listed below and are identified on the plan at Figure 2. Distances are from the nearest boundaries of the relevant Onshore sites. **Suffolk Onshore** BE 1627 Leiston Delivery Office, 14 Sizewell Road, Leiston, IP16 4AA (c. 0.5km) BE 1632 Saxmundham DO/RET/PAR, 48 High Street, Saxmundham, IP17 1AA (c. 0.5km) BE 2117 Wickham Market PAR, 36 High Street, Wickham Market, IP13 0QS (c. 10km)	N	National Grid acknowledges this feedback.
		Onshore route location	**Kent Onshore** BE 1430 Sandwich DO, 34 King Street, Sandwich, CT13 9AA (c. 1km) BE 1426 Ramsgate DO, 42 Wilfred Road, Ramsgate, CT11 7RA (c. 3.7km)	N	National Grid acknowledges this feedback.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			BE 1407 Broadstairs DO, 20 The Broadway, Broadstairs, CT10 2AA (c. 5.7km) BE 4154 Broadstairs PAR, St Peters Park Road, Broadstairs, CT10 2BQ (c. 5.7km) BE 1424 Margate DO, 12-18 Addington Road, Margate CT9 1NQ (c. 7km)		
		Traffic and transport, Inter-Project cumulative effects	There are other DCOs neighbouring both the Suffolk and Kent onshore elements. Suffolk has a greater density of DCOs in the area and this should be taken into account when determining Royal Mail routes. The nearby DCOs in the Suffolk area are: The Sizewell C Project East Anglia Two Offshore Wind Farm LionLink Multi-Purpose Interconnector Nautilus Interconnector The nearby DCOs in the Kent area are: Manston Airport	N	National Grid acknowledges this feedback. Consideration of relevant DCO schemes within the local area that have the potential to result in cumulative effects have been identified and assessed within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects and Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects**. Please refer to these chapters for further details.
		Construction – general, Traffic and transport, Inter-Project cumulative effects	The scheme is considered to have some potential for impact on Royal Mail assets or operations during its construction phase. Draft CTMPs have been prepared as part of the PEIR that is out for consultation at Section 42 stage. The proximity of on-shore scheme areas to a number of other DCOs raises potential for cumulative construction phase impacts. It is therefore advised that a standard Section 42 consultation response is submitted by 18th December setting out a request for advanced notification by addition of words to the CTMP.	N	The requests to include additional wording within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk and Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan - Kent** with regard to the advanced notification of works are acknowledged. Responses have been provided against these comments as appropriate. These Plans are secured via Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**).

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		DCO process, Land rights and CPO	Screening undertaken by: Grace Russell Date 14th December 2023 Screening classifications: Category 1 Potential for Direct Affect Undertake Risk assessment based on information available and with SEP consultation Category 2 Low Potential for Direct Affect Standard response to non-statutory consultations, s42 consultations and ES scoping, based on lack of information to enable RM to assess risk. No SEP involvement until risk assessment at Pre-exam stage Category 3 No Potential for Direct Affect Sense check with SEPs then add to LOW risk on Tracker Direct Affect = Property/part property is to be acquired or access is to be directly affected	N	National Grid acknowledges this feedback.
		Design, coordination with other projects	Figure 1 – Site Location Plans Suffolk Onshore Kent Onshore Offshore Figure 2 – Nearest Royal Mail facilities Suffolk Onshore Kent Onshore Neighbouring DCOs - Suffolk • The Sizewell C Project • East Anglia Two Offshore Wind Farm • LionLink Multi-Purpose Interconnector • Nautilus Interconnector"	N	National Grid acknowledges this feedback.

Table 1.28 RWE – Galloper Windfarm

Date consulted	Response deadline	Consultation topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Consultation, DCO process	Galloper windfarm unfortunately missed the consultation period for the Proposed Sea Link Project. Our only comment is to request that Galloper Control Room is included in the Notice to Mariners distribution list, for all works that would be in the area of the transit route from Harwich to the Windfarm. srv_galcontrolroom.service@rwe.com and srv_galmcc.service@rwe.com If you could please confirm receipt and acceptance of this request. Thank you	N	National Grid acknowledges these comments and will seek to engage with the developer.

Table 1.29 Southern Gas Networks

Date consulted	Response deadline	Consultation topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Onshore mitigation, DCO process, protective provisions	SGN have a medium pressure gas main within the proposed Order boundary and are concerned that works associated with the Order may adversely affect the integrity of and/or access it. Please see enclosed infrastructure plan. The gas main is subject to specific working practices that must be followed by any third party working in the vicinity of it. To ensure that these working practices are observed and all reasonable measures are taken prior to any works taking place, SGN will require a legally binding Protective Provisions agreement to be entered into. SGN will draft the agreement at the cost of National Grid Electricity Transmission plc. Yours sincerely	N	National Grid acknowledges this feedback. National Grid acknowledges the presence of Southern Gas Network's assets within the Order Limits of the Proposed Project and will seek to maintain a dialogue to address the matters of concern with the DCO application. National Grid is maintaining ongoing dialogue with Southern Gas Networks regarding asset interfaces and the standard protective provisions within the DCO or if further bespoke provisions are required and draft agreement required.

Table 1.30 Southern Water

Date consulted	Response deadline	Consultation topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Consultation	Good Morning Thank you for your letter in relation to the proposed sea link project. Your correspondence has now been assessed. Please find the attached response letter, Apparatus detail spreadsheet and GIS extract.	N	National Grid acknowledges this feedback.
		Land rights and CPO, onshore mitigation, design	**Statutory consultation for the proposed sea link project (the "proposed project").** **Protection of Southern Water Assets.** SWS is the statutory sewerage undertaker for the area of the proposed development. SWS has apparatus and interests in land which is the subject of the proposed application. I enclose a spreadsheet listing the SWS's assets/easements in proximity to the proposed works, including approximate Grid references. You will need to obtain copies of SWS's records to ascertain the full extent of plant affected. Please note: This is sensitive data and should not be placed on the public record. The information and data contained on these drawings are copyright to SWS and are provided as a guide to the approximate position and details of the assets listed in the documents accompanying this letter. SWS accepts no responsibility in the event of inaccuracy. The actual positions and details will need to be determined on site in all cases. Appropriate protective provisions will be required to ensure the protection of SWS's assets and ensure that necessary provisions are in place to ensure that the apparatus can be maintained in perpetuity. Without such provisions the proposed application will have an unacceptable impact on SWS's assets. We look forward to hearing from you in due course, ideally to agree protective provisions in advance of the submission of your application for a Compulsory Purchase Order. Correspondence relating to this response should be sent to the address shown in the footer of this document.	N	National Grid thanks the statutory sewerage undertaker for the information and is aware of the requirements and acknowledges the presence of apparatus and land interests. It therefore intends to include protective provisions for the benefit of statutory undertakers in Schedule 14 of the DCO application. National Grid is engaging with Southern Water and has identified asset interfaces with the Proposed Project and Southern Water assets. Protective Provisions have been requested and are under discussion. An MOU has been issued and SoCG is being prepared.
		Design, water environment, legislation and policy	The information and data contained on these drawings or supplied by any other means are copyright to Southern Water Services Ltd. and are provided as a guide to the approximated position and details of Southern Water Assets as listed above, but Southern Water Services Ltd. accepts no responsibility in the event of inaccuracy. This information must be treated with caution and the actual positions and details should be determined on site, in all cases.	N	The following assets have been identified from the records supplied by Southern Water: Interface with Trenchless Cable K/UT/FW/0002 – 600 mm Rising Main – Ductile Iron - Estimated Depth 2.3 m K/UT/FW/0005 – 600 mm Rising Main – Ductile Iron K/UT/W/0011 – 300 mm Clean Water – Cast Iron

Southern Water Services Ltd. records will not necessarily record the location or show information associated with private sewers which may have become public sewers under the transfer of private sewers.

Please note the proposed development is located near to the WEATHERLEES HILL and MINSTER IOT Wastewater Treatment Works. Please contact Southern Water to discuss and agree the Scope of the Odour assessment.

Southern Water requires existing access arrangements to the Wastewater Treatment Works and wastewater pumping station to be maintained with regards to unhindered 24 hour / 7 days a week access. Southern Water operates a closed gate policy during maintenance works for Health and Safety reasons.

It is possible that a sewer now deemed to be public could be crossing the development site. Therefore, should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its ownership before any further works commence on site. For further advice, please contact Southern Water, Southern House, Yeoman Road, Worthing, West Sussex, BN13 3NX (Tel: 0330 303 0119).

Website: southernwater.co.uk or by email at: SouthernWaterPlanning@southernwater.co.uk

Interfaces with HVDC trenchless crossing

K/UT/W/0020 – 500 mm Clean Water Trunk Main– Ductile Iron

K/UT/FW/0021 – 800 mm Foul Water Rising Main – PE – Estimated Depth 2.2m

K/UT/FW/0022 – 800 mm Foul Water Rising Main – Ductile Iron

Interfaces with Temporary Construction Haul Road

K/UT/W/0023 – 500 mm Clean Water Trunk Main– Ductile Iron

K/UT/FW/0024 – 800 mm Foul Water Rising Main – PE – Estimated Depth 2.2m

K/UT/FW/0025 – 800 mm Foul Water Rising Main – Ductile Iron

Interfaces with Temporary Drainage Outfall Pipe (Subject to Change)

K/UT/W/0026.1 – 500 mm Clean Water Trunk Main– Ductile Iron

K/UT/FW/0026.2 – 800 mm Foul Water Rising Main – PE – Estimated Depth 2.2m

K/UT/FW/0026.3 – 800 mm Foul Water Rising Main – Ductile Iron

National Grid recognises the limitations of the information provided and will plan and undertake trial holes on utility crossings once a contractor is appointed to inform detailed design. Southern Water will be notified prior to undertaking the trail holes and will be offered a watching brief.

Southern Water and National Grid has agreed a 1 m minimum separation between the assets once installed.

Southern Water have identified that due to the topography of the site a new foul water connection will not be available so the site will need to be serviced via septic tank or similar.

A Section 45 new connection request will be raised for the new potable water connection for the site, routing for the connection is to be agreed but is currently considered likely to originate from Jutes Lane.

National Grid will maintain discussions with Southern Water with a view to arranging an Odour Assessment.

There is no current plan for any works to effect Weatherlees sewage treatment plant.

Table 1.31 Suffolk & Essex Coast & Heaths AONB Partnership

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Legislation and policy inc. permits	In Nov 2023 AONBs rebranded to National Landscapes, but references to the designation in law and policy remain as AONB, hence this response uses the AONB nomenclature.	N	National Grid notes this feedback.
		Coordination with other Projects, DCO process, Inter-Project Cumulative Effects	The AONB Partnership considers that the proposals need to be considered in combination with other energy projects in the area. This includes consideration of dual consenting processes with other projects such as Lion Link, coordinating construction works such as cable routes and required infrastructure, construction timings and assessment of cumulative effects in a coordinated fashion of the multiple energy projects impacting east Suffolk and the AONB.	N	National Grid is coordinating with other developers of large scale infrastructure projects in Suffolk, noting that other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are contained in **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects have been considered appropriately and have been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise. The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with the LionLink and Nautilus projects in Suffolk where it is feasible. The assessment of inter-cumulative effects with these other proposed developments is also considered in the ES within **Application Document 6.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. When considering the total potential cumulative effect of all the other developments combined with the Suffolk Onshore Scheme, there is the potential for significant cumulative effects for a short term and temporary period on the Suffolk Coast and Heaths AONB as a result of the potential simultaneous or sequential construction of the Suffolk Onshore Scheme, East Anglia ONE and TWO Offshore Windfarms and LionLink Offshore Interconnector. The concentration of construction activity associated with the landfalls and HVDC cable corridors within part of the Suffolk Coast and Heaths AONB has the potential to alter the perception of the AONB with construction of major energy projects becoming a temporary characteristic feature of the landscape. These total cumulative effects are unlikely to remain once all projects are operational, particularly once the cable corridors are reinstated and mitigation plantings become established over time.
		Landscape and visual	It considers that there is a risk of public perception of the AONB to be associated with major energy projects and not its statutory purpose, to conserve and enhance natural beauty.	N	The effects arising from the Suffolk Onshore Scheme on the AONB are outlined within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. This includes reference to the statutory purpose of conserving and enhancing natural beauty as set out in the assessment considering the published Natural Beauty indicators and the relevant AONB indicators to landscape and visual matters. It is concluded that there would be no significant adverse effects on the AONB at any Proposed Project stage. As landscaping proposals have responded to the design of the Proposed Project

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					throughout its development, the embedded mitigation within the design has addressed visual effects wherever possible. As such no additional mitigation measures have been identified in addition to the embedded measures.
		Needs case, Design, Landscape and visual	The AONB Partnership understands that the proposals have been designed to increase the capability of the network to carry electricity form where it is generated to homes and businesses across the country. And that the proposals are made up of three elements: The Suffolk onshore scheme. The offshore scheme. The Kent onshore scheme. It understands the Suffolk onshore element will include the following that is likely to have an impact on the nationally designated landscape: A landfall between Aldeburgh and Thorpeness. An HVDC underground cable between landfall and a proposed convertor station near Saxmundham, including a transition joint bay approximately 900m inshore from a landfall point where the cable transitions from onshore to offshore technology. It understands the offshore element will include a 130km subsea HVDC cable that land between Aldeburgh and Thorpeness that will pass through the Suffolk Heritage Coast, which extends 3km seaward from Mean High Water.	N	National Grid notes this feedback. The respondent's comments are correct, **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** contains the latest design information.
		Landfall location, Onshore route location, Offshore route location	The AONB Partnership recognised that the proposed substation at Friston and convertor station near Saxmundham are both located outside the nationally designated AONB.	N	National Grid notes this feedback, and confirms that the proposed substation at Friston and Saxmundham Convertor Station are both located outside the AONB.
		Landfall location, Onshore route location, Offshore route location, Landscape and visual	However, it considers that the landfall and underground cable has the potential to have a negative impact on the AONB and that the subsea cable has the potential to have a negative impact on the defined Suffolk Heritage Coast.	N	The effects arising from the Suffolk Onshore Scheme on the AONB are outlined within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. This includes reference to the statutory purpose of conserving and enhancing natural beauty as set out in the assessment considering the published Natural Beauty indicators and the relevant AONB indicators to landscape and visual matters. The effects on the Suffolk Heritage Coast are also outlined within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. It is concluded that there would be no significant adverse effects on the Suffolk Heritage Coast or AONB at any Proposed Project stage.
		Legislation and policy inc.	The AONB Partnership:	N	National Grid notes this feedback.

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		permits, Consultation	The Partnership was formed in 1993, it comprises public, private and voluntary organisations who are committed to conserving and enhancing the Natural Beauty of the AONB. The Partnership's role is to act as an advocate for the AONB and oversee the delivery of the AONB Management Plan. The AONB Partnership consists of: Babergh Mid Suffolk District Council, East Suffolk Council, Essex County Council, Ipswich Borough Council, Suffolk County Council, Tendring District Council, Community Action Suffolk, Country Land and Business Association, The Crown Estate, Defra, Environment Agency, Forestry Commission, Historic England, National Farmers' Union, Natural England, National Trust, Royal Society for the Protection of Birds, Suffolk Association of Local Councils, Suffolk Coast Acting for Resilience, Suffolk Coast Ltd, Suffolk Farming & Wildlife Advisory Group, Suffolk Preservation Society, Suffolk Wildlife Trust. It should be noted that: Many of these partners are public bodies or statutory undertakers which have the duties to conserve and enhance the Natural Beauty of the AONB as set out in section 85 of the Countryside and Rights of Way Act (2000), as amended in the Levelling Up and Regeneration Bill (2023). It is anticipated that these partners, and other members of the Partnership, will provide separate consultation responses that reflect these and other interests and responsibilities.		
		Consultation	Suffolk Coast & Heaths AONB Partnership response National Grid Sea Link Statutory Consultation Oct to Dec 2023: The AONB Partnership will restrict itself to commenting on proposals that impact its area of interest, ie those proposals that impact the Suffolk Coast & Heaths Area of Outstanding Natural Beauty and associated Suffolk Heritage Coast. The AONB Partnership has formed its view on these proposals from information provided by National Grid from: The project's website. Information shared by project proposer at working group meetings. Site visits. Discussion with AONB partners and others with knowledge of the proposals	N	National Grid notes this feedback.
		Legislation and policy inc. permits	Summary of the Suffolk Coast & Heaths AONB Partnership response to National Grid Sea Link Statutory Consultation Oct to Dec 2023. It considers that: All proposals should adhere to all relevant policy.	N	The routeing and siting of the Suffolk Onshore Scheme has taken into consideration designations, including the Suffolk Coast and Heaths AONB and Suffolk Heritage Coast. The Converter Station site is not located within either of the designated landscapes. The effects arising from the Suffolk Onshore Scheme on the AONB and Heritage Coast are outlined within **Application**

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			Major new electricity transmission infrastructure should avoid nationally designated landscapes such as the Suffolk Coast & Heaths AONB. Major new electricity transmission infrastructure should avoid the defined Suffolk Heritage Coast.		**Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. The assessment of effects on the AONB and Heritage Coast is contained in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. It is concluded that there would be no significant adverse effects on the AONB and Heritage Coast at any Proposed Project stage. As landscaping proposals have responded to the design of the Proposed Project throughout its development, the embedded mitigation within the design has addressed visual effects wherever possible. As such no additional mitigation measures have been identified in addition to the embedded measures. A robust alternatives assessment has been undertaken for the Proposed Project. Further information is contained in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered, Application Document 7.3 Design Development Report and Application Document 7.2 Strategic Options Back Check Report**. Further historic information with regard to the Proposed Project design evolution and the alternatives considered are contained within **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022), Application Document 8.2 Options Selection and Design Evolution Report (October 2023)** and **Application Document 8.3 Strategic Options Report (October 2023)**.
		Landfall location, Onshore route location, landscape and visual	The Suffolk Coast & Heaths AONB has a very high sensitivity to development.	N	The sensitivity of the AONB is noted and is reflected in the assessment of effects, as set out within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. The sensitivity of the AONB is identified as being ‘very high’. The assessment concludes no likely significant effects on the landscape character of the Suffolk Coast and Heaths AONB during construction, operation or maintenance phases.
		Landfall location, Onshore route location, landscape and visual, ecology and biodiversity	The proposed cable routes across the AONB may not be fully reinstated due to restrictions on vegetation and impacts on soil structures and drainage patterns.	N	The challenges relating to reinstatement following construction are set out within the assessment of effects on the AONB, landscape character and visual amenity within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. This includes consideration that heathland and acid grassland will take longer to be reinstated than other habitat types and this has been acknowledged within the assessment. Details around reinstatement are set out within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**. This Plan is secured via Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**). The assessment concludes no likely significant effects on the landscape character of the Suffolk Coast and Heaths AONB during construction, operation or maintenance phases.
		Construction – general, Onshore route location, Design	The installation of underground cables through the AONB should be undertaken by Horizontal Directional Drilling (or similar) rather than trenching technology to avoid negative impacts on the nationally designated landscape.	N	The effects of installing the cables as part of the Proposed Project has been assessed within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual** and impacts have been mitigated via reinstatement. Details around reinstatement are set out within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**. This Plan is secured via Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**). The assessment concludes no likely significant

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					effects on the landscape character of the Suffolk Coast and Heaths AONB during construction, operation or maintenance phases. There would be direct effects in localised areas of the AONB associated with the HVDC cable laying, including vegetation removal, temporary displacement of agricultural land and acid grassland, temporary infiltration ponds and pipes along the cable route and at the landfall, temporary drilling rig at the landfall, a construction compound to the east of Leiston Road (B1122) and construction access along the cable route. For further details relating to the installation methodology for the HVDC cables are contained within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Construction – general, Landscape and visual	The construction phase will have a negative impact on the ability of the AONB to deliver its statutory purpose such as from the construction of a transition joint bay within the AONB.	N	The anticipated construction effects arising from the Suffolk Onshore Scheme on the AONB and its statutory purpose are set out within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. The assessment concludes no significant adverse effects on the landscape character of the Suffolk Coast and Heaths AONB during construction, operation or maintenance phases.
		Coordination with other projects, Inter-Project cumulative effects, timescales / programme	The proposed scheme needs to be considered in combination with other energy projects in the area. This includes consideration of dual consenting processes with other projects such as Lion Link, coordinating construction works such as cable routes and required infrastructure, construction timings and assessment of cumulative effects in a coordinated fashion of the multiple energy projects impacting east Suffolk and the AONB. A collaborative approach should be taken to minimise negative impacts and to consider the public perception of the AONB, which may be related to energy projects rather than its statutory purpose of conserving and enhancing natural beauty.	N	National Grid is coordinating with other developers of large scale infrastructure projects in Suffolk, noting that other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are contained in **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects have been considered appropriately and have been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise. The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with the LionLink and Nautilus projects in Suffolk where it is feasible. The assessment of inter-cumulative effects with these other proposed developments is considered in the ES within **Application Document 6.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. When considering the total potential cumulative effect of all the other developments combined with the Suffolk Onshore Scheme, there is the potential for significant cumulative effects for a short term and temporary period on the Suffolk Coast and Heaths AONB as a result of the potential simultaneous or sequential construction of the Suffolk Onshore Scheme, East Anglia ONE and TWO Offshore Windfarms and LionLink Offshore Interconnector. The concentration of construction activity associated with the landfalls and HVDC cable corridors within part of the Suffolk Coast and Heaths AONB has the potential to alter the perception of the AONB with construction of major energy

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					projects becoming a temporary characteristic feature of the landscape. These total cumulative effects are unlikely to remain once all projects are operational, particularly once the cable corridors are reinstated and mitigation plantings become established over time.
		Landscape and visual, Construction - general	The AONB Partnership consider that infrastructure of this magnitude does not contribute to the delivery of statutory purpose of the AONB. Furthermore, it does not concur with the assessment in table 2.2.41 of the Preliminary Environmental Information Report Volume 1 Part 2 Chapter 2 starting on page 129. This section refers to 'small areas', 'removal of small sections of boundary features', 'expected to be localised', 'temporary period of time', 'localised tranquillity'. The AONB Partnership consider that these phrases underplay the impacts on the nationally designated landscape from major construction activity. It considers that impact on part of the AONB is an impact on the AONB which it considers to be a single entity and that that impacts that are planned to happen for a 'short time' do not preclude the impacts impacting the AONB and by those experiencing the AONB.	N	The comment is acknowledged that the AONB Partnership do not agree with statements made in the PEIR about effects to the AONB arising from the Suffolk Onshore Scheme. The assessment of effects on the AONB is contained in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual** which describes in further detail the potential effects on the AONB. The assessment of effects identifies that construction effects are considered to be temporary, acknowledges that reinstatement would take longer for some habitats and focuses on each of the published Natural Beauty indicators and the relevant AONB indicators to landscape and visual matters. The assessment continues to refer to where 'small sections of boundary features' are to be removed and provides further explanation as to how this relates to the functions of the AONB, including openness and enclosure. The assessment also continues to refer to 'small' areas where appropriate to describe parts of the Proposed Project and then relates this to understanding how this effects the Natural Beauty indicators and the relevant associated Suffolk Coast and Heaths AONB indicators relating to natural beauty indicators to landscape and visual matters. The assessment concludes no likely significant effects on the landscape character of the Suffolk Coast and Heaths AONB during construction, operation or maintenance phases.
		Onshore route location, Construction – general, Onshore environmental impact, Landscape and visual	The AONB Partnership consider that table 2.2.65 of Preliminary Environmental Information Report Volume 1 Part 2 Chapter 2 starting on page 182 section on Natural Heritage Features and Scenic Quality underplays the impacts from the installation of underground cables due to the likely impacts on vegetation from disruption to soil structure, drainage patterns and surface vegetation. The AONB Partnership acknowledges that the project's proposer adheres to the draft EN-5 to underground cables through the AONB but considers there will still be a negative impact on the AONB during construction and operation.	N	The comment is acknowledged that the AONB Partnership do not agree with statements made in the PEIR about effects to the AONB arising from the Suffolk Onshore Scheme. The assessment of effects on the AONB is contained in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual** which describes in further detail the potential effects on the AONB. The assessment of effects identifies that construction effects are considered to be temporary, acknowledges that reinstatement would take longer for some habitats and focuses on each of the published Natural Beauty indicators and the relevant AONB indicators to landscape and visual matters. Relating to Natural Heritage features, this includes reference to the removal of boundary vegetation within the AONB and refers to **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity** for further information. Relating to Scenic Quality, this includes reference to the unaffected long distance and panoramic views across the AONB and the open landscape between Aldeburgh and Thorpeness due to the proposed trenchless technique at the landfall and the extent of change experienced onshore is often limited due to an intervening layered network of vegetation, landform and built form. The assessment concludes no likely significant effects on the landscape character of the Suffolk Coast and Heaths AONB during construction, operation or maintenance phases.
		Legislation and policy inc. permits,	The AONB Partnership considers that the proposals need to be determined against the relevant National Policy Statements, Legislation and other relevant policy, plans and guidelines. The AONB Partnership notes that:	N	The assessment of effects on the AONB is contained in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. It is concluded that there would be no significant adverse effects on the AONB at any Proposed Project stage.

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		Landscape and visual	A) The Overarching National Policy Statement for Energy (EN1), paragraph 5.9.9, states: Development proposed within nationally designated landscapes “National Parks, the Broads and AONBs have been confirmed by the Government as having the highest status of protection in relation to landscape and scenic beauty. Each of these designated areas has specific statutory purposes which help ensure their continued protection and which the IPC [Now Planning Inspectorate] should have regard to in its decisions. The conservation of the natural beauty of the landscape and countryside should be given substantial weight by the IPC [Now Planning Inspectorate] in deciding on applications for development consent in these areas”. The AONB Partnership considers that to conform to EN1 that the proposed developments should not significantly negatively impact nationally designated landscape.		The Partnership's response refers to the 2011 version of the energy NPSs, which have been withdrawn. It is the November 2023 versions of the Energy NPSs that are in force. **Application Document 7.1 Planning Statement** sets out a comprehensive appraisal of the Proposed Project in relation to the relevant energy NPSs, including EN-3, and other policy that may be considered important and relevant to the Secretary of States decision. Regarding the Secretary of State's decision making, National Grid does not agree with the Partnership's interpretation of the out-of-date policy and draws its attention to paragraphs 4.2.15 to 4.2.17 of the November 2023 NPS EN-1 that is in force. Paragraph 4.2.15 sets out that the urgent need for critical national priority (CNP) infrastructure, which includes the Proposed Project, will outweigh residual impacts "in all but the most exceptional circumstances". Paragraph 4.2.16 goes on to explain that the starting point for the Secretary of State's decision making is therefore that CNP infrastructure "is to be treated as if it has met any tests which are set out within the NPSs, or any other planning policy, which requires a clear outweighing of harm, exceptionality or very special circumstances." Paragraph 4.2.17 confirms that this includes policy tests associated with nationally designated landscapes: "...the Secretary of State will take as a starting point that CNP Infrastructure will meet the following, non-exhaustive, list of tests: ... ...-where development in nationally designated landscapes requires exceptional circumstances to be demonstrated..."
		Legislation and policy inc. permits, Landscape and visual	B) The National Policy Statement for Renewable Energy Infrastructure (EN-3), paragraph 2.5.33 states: “In sites with nationally recognised designations (Sites of Special Scientific Interest, National Nature Reserves, National Parks, the Broads, Areas of Outstanding Natural Beauty and Registered Parks and Gardens), consent for renewable energy projects should only be granted where it can be demonstrated that the objectives of designation of the area will not be compromised by the development, and any significant adverse effects on the qualities for which the area has been designated are clearly outweighed by the environmental, social and economic benefits”. The AONB Partnership considers that to conform to EN3 that the proposed developments should not have significantly negatively impact nationally designated landscape.	N	The assessment of effects on the AONB is contained in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. It is concluded that there would be no significant adverse effects on the AONB at any Proposed Project stage. The Partnership's response refers to the 2011 version of the energy NPSs, which have been withdrawn. It is the November 2023 versions of the Energy NPSs that are in force. **Application Document 7.1 Planning Statement** sets out a comprehensive appraisal of the project in relation to the relevant energy NPSs and other policy that may be considered important and relevant to the Secretary of States decision. Regarding the Secretary of State's decision making, National Grid does not agree with the Partnership's interpretation of the out-of-date policy and draws its attention to paragraphs 4.2.15 to 4.2.17 of the November 2023 NPS EN-1 that is in force. Paragraph 4.2.15 sets out that the urgent need for critical national priority (CNP) infrastructure, which includes the Proposed Project, will outweigh residual impacts "in all but the most exceptional circumstances". Paragraphs 4.2.16 goes on to explain that the starting point for the Secretary of State's decision making is therefore that CNP infrastructure "is to be treated as if it has met any tests which are set out within the NPSs, or any other planning policy, which requires a clear outweighing of harm, exceptionality or very special circumstances." Paragraph 4.2.17 confirms that this includes policy tests associated with nationally designated landscapes: "...the Secretary

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					of State will take as a starting point that CNP Infrastructure will meet the following, non-exhaustive, list of tests: ... ...-where development in nationally designated landscapes requires exceptional circumstances to be demonstrated..."
		Legislation and policy inc. permits, Landscape and visual	C) The draft National Policy Statement EN-5 on Electricity Networks Infrastructure States in para 2.11.11: “The Horlock Rules – guidelines for the design and siting of substations were established by National Grid in 2009 in pursuance of its duties under Schedule 9 of the Electricity Act 1989. These principles should be embodied in Applicants’ proposals for the infrastructure associated with new overhead lines”. It then briefly references the Horlock rules including: “seek to avoid altogether internationally and nationally designated areas of the highest amenity, cultural or scientific value by the overall planning of the system connections” The AONB Partnership considers that to conform to the draft EN-5 that the proposed development should pay regard to AONB purpose.	N	The assessment of effects on the AONB is contained in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. It is considered that there would be no significant adverse effects on the AONB at any Proposed Project stage. The Partnership's response refers to the 2011 version of the energy NPSs, which have been withdrawn. It is the November 2023 versions of the Energy NPSs that are in force. **Application Document 7.1 Planning Statement** sets out a comprehensive appraisal of the project in relation to the relevant energy NPSs, including EN-5, and other policy that may be considered important and relevant to the Secretary of States decision. Regarding the Secretary of State's decision making, National Grid does not agree with the Partnership's interpretation of the out-of-date policy and draws its attention to paragraphs 4.2.15 to 4.2.17 of the November 2023 NPS EN-1 that is in force. Paragraph 4.2.15 sets out that the urgent need for critical national priority (CNP) infrastructure, which includes the Proposed Project, will outweigh residual impacts "in all but the most exceptional circumstances". Paragraphs 4.2.16 goes on to explain that the starting point for the Secretary of State's decision making is therefore that CNP infrastructure "is to be treated as if it has met any tests which are set out within the NPSs, or any other planning policy, which requires a clear outweighing of harm, exceptionality or very special circumstances." Paragraph 4.2.17 confirms that this includes policy tests associated with nationally designated landscapes: "...the Secretary of State will take as a starting point that CNP Infrastructure will meet the following, non-exhaustive, list of tests: ... ...-where development in nationally designated landscapes requires exceptional circumstances to be demonstrated..."
		Legislation and policy inc. permits, landscape and visual	D) Section 85 of the Countryside and Rights of Way Act (2000), as amended to reflect the Levelling Up and Regeneration Bill (2023), that states: *General duty of public bodies etc* *(1) In exercising or performing any functions in relation to, or so as to affect, land in an area of outstanding natural beauty, a relevant authority must seek to further the purpose of conserving and enhancing the natural beauty [our emphasis] of the area of outstanding natural beauty.* *(2) The following are relevant authorities for the purposes of this section—* *(a) any Minister of the Crown,*	N	Paragraph 2.2.11 of NPS EN-5 reminds transmission and distribution licence holders of their statutory duty, under Schedule 9 to the Electricity Act 1989, to “*have regard to the desirability of preserving natural beauty”*. Paragraph 2.2.11 adds: “*Depending on the location of the proposed development, statutory duties under Section 85 of the Countryside and Rights of Way Act 2000, Section 11A of the National Parks and Access to the Countryside Act 1949 (as amended by Section 62 of the Environment Act 1995), and Section 17A of the Norfolk and Suffolk Broads Act 1988 may be relevant. Applicants should note amendments to each of these provisions contained in Section 245 of the Levelling Up and Regeneration Act 2023”.* The assessment of effects on the AONB is contained in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. The

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			(b) any public body, *(c) any statutory undertaker [our emphasis]* *(d) any person holding public office.* The AONB Partnership considers that National Grid is a statutory undertaker and must seek to further the purpose of conserving and enhancing the natural beauty AONB when undertaking its operations and decision making.		assessment concludes no significant adverse effects on the landscape character of the Suffolk Coast and Heaths AONB during construction, operation or maintenance phases. Details regarding how National Grid have sought to further the purpose of conserving and enhancing the AONB are set out within **Application Document 7.1 Planning Statement**.
		Legislation and policy inc. permits, landscape and visual	E) The statutory Suffolk Coast & Heaths AONB Management Plan 2023-28 outlines within its 25 year vision for the area, it includes: *Development contributes to the statutory AONB purpose and is designed to be an environmental exemplar. Nationally Significant Infrastructure Projects such as energy production and its associated infrastructure should seek to avoid damage to the natural beauty of the AONB. Where residual damage cannot be avoided this should be minimised, mitigated, and compensated for in so far as Development Consent Orders require.* The AONB Partnership considers that National Grid's Sea Link proposals for development are required to meet the aims of the AONB Management Plan.	N	National Grid is cognisant of these requirements and has given careful consideration to minimising the impacts of the Proposed Project on the AONB. The assessment of effects on the AONB is contained in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. The assessment concludes no significant adverse effects on the landscape character of the Suffolk Coast and Heaths AONB during construction, operation or maintenance phases. **Application Document 7.1 Planning Statement** sets out a comprehensive appraisal of the Proposed Project in relation to the relevant energy NPSs and other policy that may be considered important and relevant to the Secretary of States decision. Consideration is also given to the 2023-28 management plan.
		Legislation and policy inc. permits, landscape and visual	The AONB Partnership note that it published its 2023-28 management plan on 8 Dec 2023. This plan should be a material consideration in decision making on proposals that impact the nationally designated landscape. The AONB Partnership recognise six elements of interest in the proposals from the consultation that it will comment on: **I) Landfall** **ii) HVDC cable routes** **iii) Convertor stations** **iv) HVAC cable routes** **v) Substation** **vi) Socio-economic impacts**	N	The assessment of effects on the AONB is contained in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. The assessment concludes no likely significant effects on the landscape character of the Suffolk Coast and Heaths AONB during construction, operation or maintenance phases. **Application Document 7.1 Planning Statement** sets out a comprehensive appraisal of the Proposed Project in relation to the relevant energy NPSs and other policy that may be considered important and relevant to the Secretary of States decision. Consideration is also given to the 2023-28 management plan.
		Landfall location, landscape and visual	**I) Landfall** The AONB Partnership note the landfall site in the proposals is in the nationally designated landscape. Major development, such as outlined in the proposals, does not contribute to the natural beauty or the ability of AONBs to meet its statutory purpose to conserve and enhance natural beauty. Landfall	N	The assessment of effects on the AONB is contained in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. It is not considered that there would be significant adverse effects on the AONB at any Proposed Project stage. The construction activity associated with the landfall would be in a small part of the AONB and the extent of this change experienced onshore is often limited due to an intervening layered network of vegetation, landform and built form.

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			within the AONB will have a negative impact on its statutory purpose and natural beauty during construction.		
		Onshore route location, alternative solutions, design	**ii) HVDC cable routes** The AONB Partnership notes that the proposed cable routes, where they cross the nationally designated landscape will be put underground as presumed in the draft National Policy Statement EN-5. It considers that there will be negative impacts on the AONB during construction. It therefore considers that undergrounding cables through the AONB should be undertaken using Horizontal Directional Drilling (or similar) and not trenching technology to minimise negative impacts on the nationally designated landscape.	N	The assessment of effects on the AONB is contained in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. The assessment concludes no likely significant effects on the landscape character of the Suffolk Coast and Heaths AONB during construction, operation or maintenance phases. The construction effects of the cable laying would be localised, including temporarily displacing small areas of acid grassland and removal of small sections of boundary features. Should a trenchless construction solution be used within the full boundary of the AONB, a wider swathe would be required. National Grid has assessed the habitats within the AONB and it has used a trenchless methodology through the most sensitive habitats. The impact of the trenchless solution throughout the AONB would have a greater adverse impact than the use of a trenched solution. The assessment of potential impacts on ecology are contained in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. Further details relating to the Proposed Project design are contained within **Application Document 6.2.1.4 Part 1 Chapter 4 Description of the Proposed Project**. A robust alternatives assessment has been undertaken for the Proposed Project. **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered, Application Document 7.3 Design Development Report and Application Document 7.2 Strategic Options Back Check Report** contain further details on the main alternatives considered for the Proposed Project.
		Terrestrial ecology, agriculture and soils, water environment	The AONB Partnership further considers that the impacts on surface vegetation and sub surface soil structures and drainage patterns during operation will potentially have a negative impact on the character of the AONB.	N	The assessment of effects on the AONB is contained in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. The assessment concludes no likely significant effects on the landscape character of the Suffolk Coast and Heaths AONB during construction, operation or maintenance phases. It is acknowledged that the re-instatement of localised areas of acid grassland would be in their early period of re-establishment at year 1 of operation. The assessment of effects on soils is contained in **Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils**. The assessment concludes that impacts on agriculture and soil receptors may result from the temporary disturbance of soils and temporary removal of BMV land from agricultural production, and from the permanent land take required for the Proposed Project's infrastructure. Whilst the temporary effects during construction are significant, the majority of the land required would be reinstated to the pre-construction condition by the end of the construction phase in accordance with the measures set out in **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**. In addition, soil resources from the footprint of the permanent infrastructure would be re-used within the Proposed Project where practicable, enabling an associated range of soil functions to continue.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		Design, converter station location	**iii) Convertor stations** The AONB Partnership note that the proposers of the scheme have applied the Horlock Rules and other policy drivers to considerations in identifying a site for the convertor station outside the AONB. It recognises the concerns of others that that will be significantly impacted by the location chosen and would urge the scheme proposer to address those concerns.	N	The comment is acknowledged and it should be noted that National Grid has engaged with stakeholders throughout the process as well as internal collaboration between disciplines. This is outlined within **Application Document 5.1 Consultation Report**. NPS EN-5 gives consideration to the Horlock Rules, devised by National Grid in 2003 and updated in 2009. The Horlock Rules provide guidelines for the siting and design of new substations and substation extensions to avoid or reduce the environmental effects of such developments. In summary, they facilitate consideration of environmental and amenity factors within the design and siting of new substation infrastructure. These were considered during the identification of potential locations for the proposed Saxmundham Converter Station and the proposed Minster 400 kV Substation and Minster Converter Station, acknowledging the absence of similar guidance specific to converter stations. Further details on how the project has considered the Horlock Rules can be found in **Application Document 7.1 Planning Statement**. Further details of the options assessed for the location of the converter station can be found in **Application Document 6.2.1.3. Part 1 Chapter 3 Main Alternatives Considered**.
		Onshore route location, design	**iv) HVAC cable routes** The AONB Partnership considers that the use of a HVAC cable link between the convertor station and substation should not be an issue for the AONB Partnership as this infrastructure is not located within the nationally designated landscape.	N	National Grid acknowledges this feedback.
		Onshore route location, landscape and visual	**v) Substation** While recognising the legitimate concerns of those impacted by the proposed Friston substation the AONB Partnership's remit relates to the designated AONB and its setting. As such it welcomes the proposals to use the site of the proposed Friston sub station rather than a site within the nationally designated landscape.	N	National Grid acknowledges this feedback.
		Cultural heritage	**vi) Socio-economic impacts** In addition to landscape and wildlife impacts the proposers should consider the impact on the AONB's cultural heritage. The AONB has significant cultural significance including those relating to the works of composers, such as Benjamin Britten, artists such as Maggi Hambling, M W Turner and Walter Crane, poets such as George Crabbe and numerous photographers including the contemporary Gill Moon.	N	The potential effects on the Suffolk Coast and Heaths AONB in relation to the natural beauty indicators, including reference to cultural heritage, is included within **Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment**. The assessment concludes no significant adverse effects on the landscape character of the Suffolk Coast and Heaths AONB during construction, operation or maintenance phases. The effects on the statutory purpose of the Suffolk Coast and Heaths AONB are considered within **Application Document 7.1 Planning Statement**. The assessment concludes that with the provision of acid grassland enhancement within the AONB (circa 6 ha), this enhancement targets the Natural Beauty and some of the Special Qualities indicators of the AONB and contributes to aspirations set out in its Management Plan, and will therefore further the statutory purposes of the AONB. A full assessment of impacts to cultural heritage receptors is covered in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage** which acknowledges that

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					most works in this area will be undertaken using a trenchless construction solution, with open-cut works temporary in nature.
		Socio-economic, recreation and tourism, health and wellbeing	The AONB Partnership considers that the proposer of the project considers the economic impacts of its project and on the tourism industry and residents' quality of life. Whilst it is not the role of the AONB Partnership to promote the visitor economy, that economy is a vital part of the functioning of a thriving protected landscape The AONB, as a designation, has an important role to play in the tourism industry, that supports over 4,000 jobs and is worth over £250M pa.	N	National Grid acknowledges this feedback. The assessment of effect on tourism and recreation assets is included in the assessment within **Application Document Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism** and concludes that no likely significant effects are anticipated on businesses, including those associated with recreation and tourism, and/or visitor perception and experience from the construction of the Suffolk Onshore Scheme.
		Landscape and visual, socio-economic, recreation and tourism, Health and Wellbeing	The natural beauty and special qualities of the AONB are a key driver for the tourism industry, in particular its landscape quality, tranquillity, and natural cultural heritage features. Furthermore, residents in the AONB enjoy benefits associated with AONB natural beauty and special quality indicators. Resident's quality of life is enhanced by the statutory purpose of the AONB.	N	The assessment of effects on the AONB is within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual** which highlights that construction effects are considered to be temporary, acknowledges that reinstatement would take longer for some habitats and focuses on each of the published Natural Beauty indicators and the relevant AONB indicators to landscape and visual matters. The assessment of effect on tourism and recreation assets is included in the assessment within **Application Document Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism** and concludes that no likely significant effects are anticipated on businesses, including those associated with recreation and tourism, and/or visitor perception and experience from the construction of the Suffolk Onshore Scheme. A complete assessment of health and wellbeing effects has been undertaken. This is set out in **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing** and concludes that there are no anticipated significant effects as a result of the Proposed Project, including on residents within the AONB.

Table 1.32 Suffolk Constabulary

Date consulted	Response deadline	Consultation topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Consultation, legislation and policy	I refer to the above consultation being undertaken by National Grid Electricity Transmissions plc (NGET) and the letter received by the Office of the Police and Crime Commissioner (PCC) for Suffolk dated 19 October 2023 regarding this matter. NPS Property Consultants is commissioned by Norfolk and Suffolk Constabulary to prepare representations in response to planning consultations on certain infrastructure matters. Therefore, on behalf of the Office for the PCC, the following initial comment is made regarding the possible impact on policing resources which would result from this proposal. The consultation is supported by the Preliminary Environmental Information Report (PEIR). Amongst its provisions, it identifies key planning policy considerations and indicates that local planning policies (notably the Suffolk Coastal Local Plan - adopted in September 2020) have been considered alongside national policy (including adopted and emerging / draft Energy National Policy Statements, the National Planning Policy Framework (NPPF) - updated in September 2023 and the Levelling Up and Regeneration Act – enacted in October 2023). In relation to the function of emergency services, Central Government places great emphasis on the role of the Police and this has been reinforced in the Levelling Up and Regeneration Act (enacted in October 2023) which contains specific provision for the emergency services in the definition of ‘infrastructure’ as well as clarifying that this type of infrastructure encompasses equipment and facilities, recognising directly for the first time the emergency services role in primary legislation governing the English planning system.	N	National Grid acknowledges this feedback.
		Legislation and policy, onshore mitigation, safety	The Suffolk Coastal Local Plan (adopted in September 2020) contains several policies and provisions linked to major development proposals and recognise the importance of the provision of police infrastructure (which include new floor space, staff, equipment and police vehicles). Local Plan Policy SCLP3.5 (Infrastructure Provision) further outlines the importance of such infrastructure being delivered in a timely manner and that ‘developers must consider the infrastructure requirements needed to support and service the proposed development. All development will be expected to contribute as necessary towards infrastructure provision to meet the needs generated’. Major new development can result in extra pressure being placed on existing police infrastructure. Therefore, the impact on policing of this proposed development (and the associated infrastructure needs of Suffolk Constabulary) should be fully addressed in the PEIR, consistent with the provision of Local Plan policy SCLP3.5.	N	There are no likely significant effects identified on police resources as a result of the Proposed Project, and therefore the impact on police resources is not a topic which has been scoped into the EIA.

Date consulted	Response deadline	Consultation topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Whilst Local Plan policy identifies the need for specific police infrastructure requirements associated with several major developments identified in its provisions, as the Sea Link Project is not such a major project allocated in the Plan, its implications / impact on existing police resources has not been included in any site-specific plan provisions.		
		Traffic and transport, construction, major accidents and disasters	Suffolk Constabulary consider this proposal, in view of its nature and importance as a nationally significant infrastructure project, could place additional pressure on police resources unless suitable measures are detailed and put in place to mitigate the impact. The impact on police resources for a major infrastructure project such as the Sea Link Project may relate to (but not be limited to) policing the following. • Numerous (wide / heavy) additional commercial traffic loads on the county roads (initially during the construction phase). • The impact of temporary labour at the development sites. • The security of a nationally / regional important energy site. • Additional anti-social behaviour and / or public demonstrations relating to a development. • Any terrorist or serious and organised crime threats.	N	There are no likely significant effects identified on police resources as a result of the Proposed Project, and therefore impact on police resources is not a topic that has been scoped into the EIA. However, **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism** considers the impact of the Proposed Project on community facilities, including police stations. The baseline conditions outline that there are no police stations within 500 m of the Suffolk Onshore Scheme Order Limits. The nearest police station is Saxmundham Police Station, located approximately 770 m to the west of the Suffolk Onshore Scheme Order Limits. As 500 m is the distance threshold beyond which it is considered that changes to accessibility and severance on community assets would be unlikely, based on the Design Manual for Roads and Bridges (DMRB) LA 112, the Proposed Project is not anticipated to impact police stations. National Grid is continuing to seek to engage with the Suffolk Constabulary and other relevant blue light services in order to discuss and understand any matters of concern that they may have as a result of the construction or operational phases of the Proposed Project. Furthermore, National Grid will seek to establish an ongoing dialogue to discuss the terms that will be necessary to develop actions to be implemented to secure mutually acceptable outcomes. It should also be noted that the construction vehicle routing has been designed to minimise impacts across the highway network, as set out within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**. The traffic and transport assessment within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** does not identify any significant impacts on the highway network during the construction phase with the proposed embedded mitigation and control and management measures in place.
		Onshore mitigation, finance, consultation	Having reviewed the supporting PEIR, it is noted that this appears silent on the impact of the proposal on police resources and any potential additional pressure that may be placed on Suffolk Constabulary. In addition, the PEIR fails to outline any additional fund / finance that may be required towards police infrastructure to safeguard this nationally significant development. In this case, given the significant nationally significant scale of the proposal, it is considered that the above matters need to be fully addressed in PEIR so that Suffolk Constabulary can properly assess the mitigation proposed and whether the proposal will add pressure to Suffolk Constabulary resources. The PCC looks	N	There are no likely significant effects identified on police resources as a result of the Proposed Project, and therefore impact on police resources is not a topic that has been scoped into the EIA. As an operator of national infrastructure, National Grid commit significant resources and investment into maintaining the security of their sites and assets. National Grid is engaging with the local authorities on an ongoing basis and will seek to discuss and identify security measures that may be necessary at each stage of development and operation. National Grid will ensure that its contractors provide the relevant levels of security and where gates are installed these shall be locked out of hours and

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			forward to further information on this matter to allow a more detailed response to be provided to this consultation. Copy to – Duncan Potter (Norfolk and Suffolk Constabulary - Head of Estates)		mobile and static security patrols or CCTV will be installed where it is deemed required. However, **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism** considers the impact of the Proposed Project on community facilities, including police stations. The baseline conditions outline that there are no police stations within 500 m of the Suffolk Onshore Scheme Order Limits. The nearest police station is Saxmundham Police Station, located approximately 770 m to the west of the Suffolk Onshore Scheme Order Limits. As 500 m is the distance threshold beyond which it is considered that changes to accessibility and severance on community assets would be unlikely, based on the Design Manual for Roads and Bridges (DMRB) LA 112, the Proposed Project is not anticipated to impact police stations. National Grid will continue to engage with the Suffolk Constabulary and other relevant blue light services in order to discuss and understand any matters of concern that they may have as a result of the construction or operational phases of the Proposed Project. Furthermore, National Grid will seek to establish an ongoing dialogue to discuss the terms that will be necessary to develop actions to be implemented to secure mutually acceptable outcomes. It should also be noted, that the construction vehicle routing has been designed to minimise impacts across the highway network, as set out within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**. The traffic and transport assessment within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** does not identify any significant impacts on the highway network during the construction phase with the proposed embedded mitigation and control and management measures in place.

Table 1.33 Suffolk Local Access Forum

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Onshore route location, Walking, cycling and horse riding, landscape and visual, Construction - general	SLAF is a statutory body appointed by Suffolk County Council under the Countryside and Rights of Way Act 2000 to advise various bodies on matters affecting countryside access and the public rights of way (PRoW) network. We have been consulted and responded to proposals by bodies such as Network Rail, Highways England, Natural England and EDF. There are two main issues that SLAF wish to comment on. First, is that as with other energy schemes that they have been involved with, there is a line on the map showing the draft order limits from Saxmundham to the Suffolk landfall of the offshore cable just north of Aldeburgh adjacent to the old railway line. Within the line would be a trench for cable ducts from there to the Friston substation and then on to Saxmundham. However, there is a lack of information on the width and depth of the cable trenches and the visual impact of the proposed cable joint bay and link boxes. We would expect that in the construction phase there would be continuation of public access within this area. Any temporary closures would be kept to a minimum, and alternative routes provided where necessary.	N	For further details on the design of the Proposed Project including the details relating to the indicative Proposed Project Cable Trench widths and depths. Further details are contained in **Application 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The visual impact assessment associated with the Proposed Project is set out within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual** and has used the design parameters set out within **Application Document 6.2.1.4 Part 1 Chapter 4 Description of the Proposed Project** as the basis for the assessment on receptors within the study area. This includes reference to link boxes, referred to as kiosks, and the cable joint bay. The assessment concludes a range of significant and non-significant effects for visual amenity across the study area during construction, operation or maintenance phases. In Suffolk, there are 21 locations where the proposed works would impact the existing PRoW network and these are identified within **Application Document 6.3.1.4.A ES Appendix 1.4.A Crossing Schedules** and presented in **Application Document 6.4.1.4 Crossing Schedules**. The intention is to provide a permissive right of way along the permanent access subject to agreement with stakeholders to enhance the east west connectivity of the PRoW network in the area. Further details are contained in **Application Document 2.7.1 Access, Rights of Way and Public Rights of Navigation Plans - Suffolk**. National Grid fully appreciates the importance of PRoW and maintaining safe public access to them and it is the overall intention to keep the majority of PRoW effectively open via management and diversions where necessary. The proposed management measures seek to retain access to PRoW during all phases of the Proposed Project, with temporary diversions only being proposed where these are required to bypass any temporary closures during the construction phase where necessary. Two PRoW are proposed to be permanently stopped up (with permanent diversions) as a result of the Suffolk Onshore Scheme which comprise PRoW E-354/006/0 due to the location of the Friston Substation and PRoW E-491/005/0 due to the location of the Saxmundham Converter Station. Further details of the PRoW provisions and diversions are contained within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project and Application Document 7.5.9.1 Outline Public Rights of Way Management Plan - Suffolk** has been prepared which provides further details of PRoW closures and diversions.
		Landscape and visual, Walking, cycling and horse riding,Design	Second, at the Converter Station site, which will have the greatest impact on the landscape and PRoWs, this is very open with little tree cover and at present has several rights of way on it or close by including Saxmundham 23, Sternfield 5, 6 & 10 and Knodishall 15,16,17 & 18 which all provide green access routes from Saxmundham to the wider countryside to the east. SLAF would expect a PRoW management plan agreed with Suffolk	N	The open nature of the converter station site is noted and the PRoW in close proximity are acknowledged. The effects on the visual amenity of PRoW users as a result of the Suffolk Onshore Scheme are detailed within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**.

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			County Council to be in place prior to any construction work. This would include showing how the loss of these routes would be mitigated against or diverted to allow new alternative routes and additional landscaping which would enable robust and attractive links between Saxmundham, Sternfield and Knodishall. The height and footprint of the proposed converter station(s) would also have a serious landscape and visual impact leaving Saxmundham on the B1119 which would be difficult to disguise.		The outline PRoW Management Plan is included for Suffolk (**Application Document 7.5.9.1 Outline Public Rights of Way Management Plan for Suffolk**). This Management Plan is submitted as a supporting document to the Development Consent Order (DCO) application (**Application Document 3.1**) and would be implemented by Schedule 3 Requirement 6 of the Draft DCO, and will be in place prior to any construction works commencing. The permanent PRoW diversion on the Converter Station site has been designed so that recreational users have a variety of visual amenity experiences with some sections more open and others more contained within areas of woodland planting designed to aid screening of views towards the Converter Station. This has also included the provision of open access areas, as requested through stakeholder feedback. The indicative landscape strategy is contained in **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk** and details the permanent PRoW diversion across the site. There would be localised significant effects for visual receptors, including those travelling along the B1119, as expected for the nature of this type of development. Mitigation design has been incorporated to reduce effects where possible, including hedgerow and tree planting along the B1119 close to the receptor to maximise the screening capabilities.
		Coordination with other Projects, Socio-economic. recreation and tourism, Consultation, Traffic and Transport, Ecology and Biodiversity	Other issues which SLAF have with the proposals includes, the seeming lack of co-ordination between energy schemes on the Suffolk Coast with its numerous conservation and environmental designations, the impact this proposal would have on the local economy in terms of the loss of socio-economic, tourism and recreation potential, and the possible impact of construction traffic in the area conflicting with that likely to arise from Sizewell C if both end up going ahead at the same time. SLAF would also request that they are formally consulted at the next stage of consultation.	N	National Grid is coordinating with other developers of large scale infrastructure projects where possible, noting that other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are contained in **Application Document 7.10 Coordination Document**. Environmental designations have been assessed within **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. It is concluded that there are no significant adverse effects in relation to the Suffolk Onshore Scheme on environmental designations, following the implementation of additional mitigation measures as outlined within the chapter. Cumulative effects associated with environmental designations are considered within **Application Document 6.2.2.12 Part 2 Suffolk Chapter 12 Suffolk Onshore Scheme Intra-Project Cumulative Effects**. The impact of the Proposed Project on the local economy including socio-economics, recreation and tourism considerations is included within **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. It is concluded that there are no significant adverse effects in relation to the Suffolk Onshore Scheme on socioeconomics, recreation and tourism receptors during construction, operation and maintenance and decommissioning with the proposed mitigation in place. The proposed mitigation includes sensitive routing and siting of infrastructure and temporary works to avoid or reduce impacts on socio-economics, recreation and tourism receptors, with further commitments made within **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**. Cumulative effects associated with socio-economies and recreation and tourism are considered within **Application Document 6.2.2.12 Part 2 Suffolk Chapter 12 Suffolk Onshore Scheme Intra-Project Cumulative Effects**.Construction phase

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					transport effects are assessed within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** which considers the baseline traffic flows. No significant adverse effects have been identified as a result of the Proposed Project on transport and access during any phase with the proposed mitigation in place. The proposed mitigation includes embedded measures set out within **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** and potential carriageway widening works, vegetation clearance and street furniture removal at the locations identified within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk** to accommodate construction vehicles (including Abnormal Indivisible Loads). Further measures relevant to the control and management of impacts during construction have been included within **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**. These Plans are secured via Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**). Cumulative effects are considered in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** which includes consideration of Sizewell C.

Table 1.34 Suffolk Resilience Forum

Date consulted	Response deadline	Consultation topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Consultation	Please see attached response to the Sea Link Consultation from the Suffolk Resilience Forum The SRF held a virtual meeting on Wednesday 29th November 2023 to consider the consultation documents and determine the risks to Suffolk in line with the national and community risk registers. This process allows any agency (Environment Agency (EA), emergency services, including Police Counter Terrorism Security Advisors (CTSA's) and local authority emergency planners) to highlight issues or concerns within the competence of the organisation over the development of the site, although they will not state the development is safe or that any risk mitigation measures, are adequate.	N	National Grid acknowledges this feedback.
		Water environment, climate change, safety	In considering the proposed project it is the opinion of the SRF that on viewing the Consultation pack and relevant legislation the following aspects should be considered by the National Grid's Project delivery team • Flood. There is no information in the documentation explaining what flood mitigation provisions are envisaged. All sources of flood risk need to be considered as part of the project and, in particular, the site selection and options for the routing of the cable corridors. This decision making needs to include consideration of the current and future impacts of climate change. Plans also need to consider the risks associated with the construction phases of the project and safety of the workforce and local communities.	N	**Application Document 6.8 Flood Risk Assessment** assesses all relevant sources of flood risk to and arising from the Proposed Project during its construction and operation. The assessment includes consideration of the effects of climate change on flood risk over the Proposed Project lifetime, in accordance with current best practice guidance and describes the measures proposed to mitigate the risks of flooding for the Proposed Project, local communities and surrounding existing infrastructure. Decisions behind the detailed routing and siting of Proposed Project components are provided in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered, Application Document 8.1 Corridor Preliminary Routeing and Substation siting Study (October 2022) and Application Document 8.2 Options Selection and Design Evolution Report (October 2023)**.
		Geology and hydrogeology	• Coastal Erosion. There is no information on the implications for coastal erosion, particularly the vulnerable areas around Aldeburgh and Thorpeness.	N	Beach and seabed profile data is included within **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Physical Environment** for both landfalls, with analysis of coastal recession/accretion rates. Coastal nearshore sediment cells and sediment transport pathways (and associated hydrodynamics) are considered within **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Physical Environment** and identified via maps/figures. The impact assessment included within **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Physical Environment** considers the potential implications relating to coastal erosion for each phase of the Proposed Project. This assessment concludes there will be no significant adverse effects associated with physical processes effects resulting from the Proposed Project. Mitigation including embedded measures such as sensitive routeing and siting of infrastructure are integral in reducing the physical processes effects of the Proposed Project, with further commitments made within **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**.

Date consulted	Response deadline	Consultation topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		Traffic and transport, consultation, coordination with other projects	• Traffic Management. There is no information in the documents provided on traffic management and the impacts to the road infrastructure and community during construction. All works and traffic movement will require close coordination with Suffolk Highways to mitigate the impacts on the community and cooperation with other significant national infrastructure projects, including Sizewell C.	N	**Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk** has been updated to include details on Temporary Traffic Management (TTM) where this is known at the time of DCO submission, as well as any improvements to road infrastructure to accommodate construction vehicles. Further details of TTM will become available once a contractor is appointed and a Detailed Construction Traffic Management and Travel Plan is prepared post-consent. The mitigation identified within the aforementioned document has been reviewed in consultation with Suffolk County Council. **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network, with the mitigation identified within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**. National Grid is maintaining ongoing dialogue with Sizewell C and other developers in the area to coordinate works and will continue to do so as all parties construction programmes become clearer. Opportunities to further mitigate the impact of construction traffic will be considered including the potential of sharing facilities such as park and rides. Cumulative effects are considered in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** which includes consideration of Sizewell C.
		Coordination with other projects, traffic and transport, safety	• Sizewell B. The response to an Off-Site Nuclear Emergency (OSNE) at Sizewell B must be considered and suitable plans developed to ensure that the B1119 Saxmundham Road can be used by the emergency services at all times. • Security systems. (Highlighted by CTSA's) - Integrated built in security systems are included.	N	**Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** demonstrates that the additional construction traffic to be generated by the Proposed Project during the peak construction phase is not expected to result in any significant impacts on the B1119 Saxmundham Road, which will remain open to the emergency services at all times. Access from the B1119 uses existing accesses only, works within the B1119 will be limited to new utility connections, environmental mitigation works along the B1119 will be undertaken off line from the carriageway of the B1119 including the planting of a new hedgerow. National Grid is maintaining ongoing dialogue with EDF regarding the relationship between the Proposed Project and Sizewell C.

Table 1.35 Thanet OFTO

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Legislation and policy, offshore route location, onshore route location	I am writing to you in my capacity as a director of the Thanet OFTO Limited. Thanet OFTO Limited ('the OFTO') is in receipt of a notification of the above consultation which runs from 24 October to 18 December 2023. In response to the consultation the OFTO would like to make you aware that the proposed cable route for the Sea Link project appears to show the SE Link cables crossing the OFTO's two 132kV export cables at two locations, one offshore and one onshore. The OFTO expects that the parties (the OFTO and Sea Link / NGET) will need to be put in place formal Crossing Agreements to document the requirements for construction of the crossings and ongoing operation of OFTO and Sea Link cables. The OFTO would urge Sea Link to ensure that the Crossing Agreements are drafted and accepted by the parties well in advance of construction starting. The OFTO's experience with other Crossing Agreements indicate it will take at least 12 months to put such an agreement in place. The OFTO has previously written to Sea Link's consultants, Mott Macdonald (MM), to provide initial views on the Sea Link project. Please find attached a copy of the letter that the OFTO sent to MM, dated 20 March 2023. Please can you acknowledge receipt of this e-mail. Please do not hesitate to contact me should you require any further information about the Thanet OFTO.	N	National Grid welcomes these comments from the respondent and is progressing discussions regarding a Crossing Agreement.
Onshore route location, offshore route location, consultation			Sea Link - Stakeholder Engagement Thanet OFTO Thank you for your e-mail dated 13 March 2023 and the attached document, SEA Link on-shore HVDC cable link – Tender and DCO Interface with Thanet OFTO ('the document'). The Thanet OFTO Limited ('the OFTO') provides in this letter a response to the questions raised under section 2.3 in the document. The Mott Macdonald question is shown in bold font followed by the OFTO's response in regular font. **1) Seek confirmation that all affected assets have been identified (and undertake additional review of further assets where required). Currently one crossing point identified.** The document only shows the onshore section of the route. The OFTO has seen a plan from National Grid (see attachment 1) which shows the Sea Link cables crossing the OFTO's export cables offshore. Figure 2.1 in the document shows the OFTO's 132kV export cables located within the boundary of Sandwich Road, this aligns	N	National Grid welcomes these comments from the respondent and is progressing discussions regarding a Crossing Agreement.

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			with the OFTO's cable records provided by the developer dated 15/09/08 – see attachment 2.		
		Onshore route location, offshore route location, design	**2) Confirm that the crossing location is acceptable in principle and obtain information relating to any constraints in the near vicinity that would prevent moving the crossing from its current positions.** In principle the OFTO has no objection to the onshore crossing location shown in Figure 2.1 in the document, however in order to confirm acceptance of this or any other crossing location the OFTO would request a detailed proposal describing how the crossing is to be installed below the OFTO's cables and what precautions will be taken to avoid damaging the OFTO's cables and confirmation that the OFTO will be compensated in full for repair of damage and loss of revenue should the OFTO's cables be damaged; these details would normally be contained within a bespoke crossing agreement. The OFTO would add that it is for National Grid (not the OFTO) to obtain the necessary permissions from the landowner(s), and / or any other relevant parties, for installation of the Sea Link cables below the OFTO's cables.	N	National Grid acknowledges this feedback. National Grid is progressing discussions regarding a Crossing Agreement which will clarify the approach towards addressing the matters outlined.
		Design, onshore route location	**3) Confirm cover to existing buried infrastructure (based on record data or scoping of surveys).** The construction records provided by the developer to the OFTO show that the OFTO's 132kV export cables are buried at depth of 1270mm from the top of the tarmac road to the bottom of the cable duct – see attachment 3, Trench Sections 134 - 481. There are three single core 132kV cables and one fibre optic cable per each of the two export circuits. The single core cables are each installed in a 160mm diameter duct and the fibre optic cable is installed in 96mm duct.	N	National Grid acknowledges this feedback. National Grid is maintaining dialogue with the stakeholder which will clarify the approach towards addressing the matters outlined.
		Design, onshore route location	**4) Identify requirements (if any) for protection, diversion or undergrounding of existing infrastructure at each cable crossing point.** Prior to entering into agreement with National Grid for the Sea Link cables to cross under the OFTO's cables, the OFTO would expect, as a minimum, to be provided with the information describe in 2 above. The OFTO would expect there to be at least 1m of vertical separation between the OFTO's cables and the uppermost point of the Sea Link cable ducts, assuming that these will be crossing under the OFTO's cables.	N	National Grid acknowledges this feedback. National Grid is maintaining dialogue with the stakeholder which will clarify the approach towards addressing the matters outlined.
		Design, onshore route location	**5) Determine any changes to the cable alignments that may be required as a result of the proposed interface with Thanet OFTO assets.**	N	National Grid acknowledges this feedback. National Grid is maintaining dialogue with the stakeholder which, amongst other issues, includes a crossing agreement.

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			At this time the OFTO has no objection to the proposed alignment of the Sea Link cable ducts with respect to the OFTO's cables as shown in Figure 2.1 in the document. The point of contact for all enquiries related to the Thanet OFTO Limited should, in the first instance, be addressed to: [redacted - see original copy] The information provided above is provided in good faith and the OFTO reserves its position to provide further comments on the Sea Link crossing proposal as the project develops.		

Table 1.36 The Coal Authority

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Needs case and consultation	Thank you for your notification of 19 October 2023 seeking the views of the Coal Authority on the above. I have checked the site location plan against our coal mining information and can confirm that, whilst the proposed development site falls within the coalfield, it is located outside the Development High Risk Area as defined by the Coal Authority. On this basis, the Planning team at the Coal Authority have no comments to make. Please do not hesitate to contact us if you would like to discuss this matter further.	N	National Grid acknowledges this feedback.

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24.2 Section 42(1)(b) Statutory Consultation Regard Had

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Table 1.1 Aldeburgh Town Council

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Needs case, alternative solutions, coordination with other projects	Aldeburgh Town Council's response to SeaLink statutory consultation Aldeburgh Town Council's interest in the SeaLink project is as a landowner, and representative body for our residents, visitors, businesses, groups and organisations. ATC is supportive of wind generated renewable energy however it remains strongly opposed to these proposals to provide a network upgrade via an interconnector to/from Kent. We remain opposed to the proposed locations for each the onshore infrastructure believing that other solutions exist where the energy generated off our coast would be connected out at sea and/or use made of UK brownfield sites closer to where the power is needed. These options are more sustainable and would avoid highly damaging impacts. We also do not support co-location here of up to three projects due to potential increased frequency and/or magnitude of harm. ATC request an immediate pause and urgent review be undertaken of this project, along with all other proposed energy projects and consented energy NSIP (Nationally Strategic Infrastructure Projects) DCOs (Development Consent Orders).	N	National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that In Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure for the Proposed Project whether singly located or colocated. The criteria for the selected areas of search including the size of the site are explained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)**. As such, where there is a need for mitigation measures to ensure the conservation of sensitive ecological receptors the Environmental Impact Assessment (EIA) process has identified opportunities to enhance biodiversity interests and these are reported in the **Application Document 7.1 Planning Statement** and **Application Document 6.12 Biodiversity Net Gain Feasibility Report** submitted with the application for development consent. Furthermore, the Proposed Project is designed to meet specific network reinforcement needs arising from grid connection agreements that National Grid is obliged to fulfil by 2030. The rationale behind colocation is to reduce the impact of up to three converter stations located in this area, resulting in more significant impacts to the Area of Outstanding Natural Beauty (AONB) and other sensitive receptors. Further details are contained in **Application**

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					Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects. It is a condition of National Grid's license to deliver the Proposed Project following OFGEM's decision to award the Accelerated Strategic Transmission Investment (ASTI) suite of projects by 2030. Any decision to change the Proposed Project delivery timescales now sits outside of National Grid. National Grid has taken account of local planning policy in its development of the Proposed Project and an appraisal of important and relevant planning policy is set out within **Application Document 7.1 Planning Statement**. Whilst the second paragraph of the comment noted in this row would be correct of planning applications to be decided under the Town and Country Planning Act 1990, the position is different for DCO applications under the Planning Act 2008. Under Section 104 of the Planning Act 2008, the Secretary of State is required to decide the application having regard to, amongst other things, any relevant national policy statement. The Secretary of State may also have regard to local planning policy if they consider it to be important and relevant to its decision. Regarding local planning policy, Paragraph 4.1.12 of NPS EN-1 states: "*Other matters that the Secretary of State may consider both important and relevant to their decision-making may include Development Plan documents or other documents in the Local Development Framework*." Regarding emerging Development Plan Documents, paragraph 4.1.13 of NPS EN-1 states: "*Where the project conflicts with a proposal in a draft Development Plan, the Secretary of State should take account of the stage which the Development Plan document in England or Local Development Plan in Wales has reached in deciding what weight to give to the plan for the purposes of determining the planning significance of what is replaced, prevented, or precluded*." Paragraph 4.1.15 of NPS EN-1 clarifies that where there is a conflict between local policy documents and a NPS, the NPS prevails for the purpose of Secretary of State decision making given the national significance of the infrastructure.
		Inter-project cumulative effects	**Specifically** The cumulative impact with other projects (both energy and general construction) has not been fully considered.	N	The cumulative effects assessment has been developed since publication of the Preliminary Environmental Information Report as part of Statutory consultation. A full inter-project and intra-project effects assessment has been carried out for the Proposed Project. For the Suffolk Onshore Scheme, the full assessment is available within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. For the Offshore

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					Scheme, the full assessment is available within **Application Document 6.2.4.11 Part 4 Marine Chapter 11 Inter-Project Cumulative Effects**.
		Socio-economic, recreation and tourism	This is a rural area, and 'the Heritage Coast' where our economy is dependent on year-round tourism which would be negatively impacted by noise, dust, vibration & light pollution. In the PIER these have been rated as 'not significant' which we contest.	N	National Grid acknowledges this feedback. A complete assessment of health and wellbeing effects has been undertaken available within **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing**. Amenity effects arising as a result of changes to air quality, noise, vibration, visuals, tourism and transport are set out and assessed in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. The assessment concludes that there are no anticipated significant effects as a result of the Proposed Project.
		Traffic and transport	The very limited road infrastructure in and out of the area does not have the capacity/ suitability for the volumes of heavy vehicles needed to support the construction elements. The area is constrained to the east by the North Sea and the South by the River Alde.	N	**Application Document 6.2.2.7 Part 2 Chapter 7 Traffic and Transport** demonstrates that the additional construction traffic to be generated by the Proposed Project during any phase is not expected to result in any significant impacts on the surrounding highway network with the mitigation in place. Mitigation has been identified within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**, secured by Requirement 6 of Schedule 3 the draft DCO (**Application Document 3.1**). Mitigation within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk** includes but is not limited to the following: • Construction staff will be made aware of sustainable travel information including maps of walking and cycling routes and links with public transport. • HGV arrival and departure times will be managed to minimise the number of HGVs travelling to the Site during the network peak hours for the local highway network; identified within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. • Staff movements will be managed through: ○ limited car parking; ○ car sharing; ○ walking and cycling; ○ public transport information; ○ staff arrival and departure times; and • a minibus service transferring staff across site.
		Offshore route locations, landfall location, onshore environmental impact	The route from out at sea to the Landfall is proposed to pass under the RSPB reserve North Warren (this SSSI/AONB land – now renamed 'Suffolk and Essex Coast & Heaths National Landscape between Aldeburgh & Thorpeness which should receive the highest protection.	N	National Grid is in discussion with the RSPB and Natural England (as well as the Suffolk Councils) regarding this crossing and the high importance of the RSPB reserve is noted. This is a major reason why the reserve would be traversed using trenchless methods as committed to throughout **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**, secured by

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					Requirement 6 of Schedule 3 the draft DCO (**Application Document 3.1**).
		Needs case, design, alternative solutions	The method proposed for drilling under the marshland at North Warren is not fully costed or technologically proven to be possible here and we believe other potential (and brown field) sites without protected marshland have not been fully evaluated. If there is no capacity to take the energy onto the high voltage grid, the power from other projects (such as windfarms and the Sizewell Group) should not be sent to and then from the proposed substation at Friston and then out to Kent via SeaLink or to Suffolk from Kent. The original NG offer to connect here should be rejected along with the current plans (approved but subject to JR) to construct a substation at Friston.	N	An initial ground investigation survey has been undertaken to provide information to confirm the viability of a trenchless solution for the landfall at this location. Information is contained in Appendix A of **Application Document 7.3 Design Development Report**. In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. The needs case for the Proposed Project has identified that a connection is required within the Sizewell area, therefore delivery outside of this area would not fulfil the network reinforcement requirement that the Proposed Project is intended to provide. As set out in the needs case, the Proposed Project will send power either from Suffolk to Kent or from Kent to Suffolk depending on system conditions and faults that occur in either Suffolk or Kent. Therefore, power is not being sent in one direction all the time and therefore locating generation elsewhere in the system would not solve the entire needs case. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.**
		Socio-economic, recreation and tourism, traffic and transport, alternative solutions	There will not be the accommodation available for workers, and rat running/parking will destroy adjacent villages. This project is ill-conceived and misguided when other solutions exist where the energy generated off our coast can	N	National Grid will consider ways of minimising the impacts of an influx of workers during the construction phase of the Proposed Project. Potential measures may include car sharing and it is noted that Sizewell C is looking to utilise a park and ride scheme. Nonetheless, **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** demonstrates that the additional construction traffic to be generated by

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			be connected out at sea to other countries in EU or to areas of the UK where the power is most needed.		the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network, with the mitigation identified within **Application Document 7.5.7.1 Outline Construction Traffic Management and Travel Plan - Suffolk**. Assessment of accommodation needs for construction workers has been undertaken within the ES. In a worst-case scenario where all 327 peak workers need accommodation, there is still approximately 18.9% spare capacity within a 60-minute drive from the Suffolk Onshore Scheme at peak occupancy (July). There would still be 1,331 remaining rooms within a 60-minute drive time radius from the Suffolk Onshore Scheme. It is anticipated that accommodation providers would be able to accommodate employees working on the Suffolk Onshore Scheme without any adverse effects on the sector. This would lead to a **negligible effect**, which is not considered significant. The assessment of effects on tourism and recreation assets is included within **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. It is concluded that there are no anticipated significant socio-economic effects. The existing high voltage electricity network in East Anglia does not have the capability needed to reliably and securely transport all the energy that will be connected while meeting the Security and Quality of Supply Standard and therefore several network reinforcement projects are planned to address the shortfall of which the Proposed Project is one. In addition, by connecting the Proposed Project into the transmission system at the proposed Friston Substation it also reinforces the Bramford-Sizewell radial circuits, which are due to carry additional power from offshore wind, new nuclear and interconnectors, so offering additional constraint savings to the consumer. Further details are set out in **Application Document 6.2.1.1 Part 1 Introduction Chapter 1 Introduction** and **Application Document 7.1 Planning Statement**.
		Socio-economic, recreation and tourism, landscape and visual, terrestrial ecology	**Background** Aldeburgh is a small town situated on the Suffolk Heritage Coast between Lowestoft and Felixstowe, accessed by one single carriageway road the A12. The town and surrounding area lie within the Suffolk Coast and Heaths AONB (now known as Suffolk and Essex Coast & Heaths National Landscapes) with other areas of special interest (RAMSAR, SSSIs) and is constrained by RSPB owned and maintained marshland to the north and the River Alde (RAMSAR, SSI site 692) to the south and the North Sea to the east. There are only three minor 'B' roads into/out of the town from the direction of Thorpeness, Aldringham/Leiston, and Knodishall/Snape/Friston. Over many years it has developed into a well-known, all-year-round 'destination' town, heavily associated with the arts, music, historic and cultural heritage of the area, and its economy relies on tourism, leisure and retail following the	N	National Grid acknowledges this feedback.

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			demise of the raditional fishing, boatbuilding and brickmaking industries. This economic uplift also benefits the surrounding villages and towns and provides extensive employment. The town attracts many day and longer-stay visitors through the year and its regular population of just over 3,000 regularly increases to well over 15,000. Recent footfall reports by East Suffolk Council state over 1M visits per year. The town has recently gained another hotel/restaurant to add to the existing provision of three large hotels and several estaurants, cafes, bed and breakfast, Airbnb and thriving holiday let businesses. There are many major festivals (documentary, literary, poetry, theatre) throughout the year, as well as the internationally important Aldeburgh Festival now at nearby Snape Maltings. Aldeburgh is known as the home of British composer Benjamin Britten, Britain's first female doctor and mayor Elizabeth Garrett Anderson. EM Forster, Susan Hill, Laurens van de Post and many other famous authors have written of the inspiration of the town. Facilities include a Community Hospital, GP surgery, Lifeboat & Coastguard service, Fire Brigade house, Library, Primary school, two award-winning Golf courses, two yacht/sailing clubs, several community halls and entertainment/performance spaces, and a vibrant High Street, with an independent Cinema, bookshops, pharmacy, and variety of retail outlets (boutique & chain). Aldeburgh has a long, attractive but narrow shingle beach, with a Martello tower and a range of protected and unique flora and fauna. It also has the Garrett Anderson Era conservation area, with many important architectural buildings, the church of St Peter & St Paul, the Church of our Lady & St Peter, a Baptist Chapel, and a Grade I Moot Hall once the seat of local government, which is still used for council meetings and now hosts the town's museum. Public amenities include two large sports fields, two children's play areas, a large area of allotments, tennis courts and bowls pitches		
		Needs case	**Further evidence of specific concerns** NGV claim this project will enable the UK to meet zero carbon targets, yet driver appears to be cost and the failure of investment into the existing grid to enable the excess energy to be created off the east coast to be transmitted to where it is needed in the South of England.	N	The Proposed Project is part of National Grid's Great Grid Upgrade programme, which comprises 17 major infrastructure projects that will both scale up the grid and update their existing networks. Over 80% of UK electricity demand is outside of London, therefore it is vital that new infrastructure is provided for the whole country and the electricity generated is distributed accordingly. Alongside the Proposed Project, the Great Grid Upgrade includes proposals for infrastructure all over the country, including a new high voltage transmission line between East Yorkshire and Nottinghamshire and an overhead line in Lincolnshire. The Proposed Project and the reinforcements within East Anglia are part of the National Grid. The grid operates by sending power to where it is needed from where it is generated. Therefore, the power will not

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					necessarily flow to London but could flow anywhere in the country. Power generated in the North Sea and along the east coast will be used in cities, towns and villages across the country. National Grid has a license condition to maintain the network for the generation and demand required and agrees with OFGEM, the regulator, the spend to ensure the network is fit for the future. The new generation and interconnectors connecting both in Suffolk and Kent are driving the need for additional infrastructure. Prior to their applications and subsequent connection in the future there was no requirement for additional infrastructure in these areas. Therefore, additional infrastructure would have been unnecessary ahead of need.
		Coordination with other projects, alternative solutions, combined effect of the proposed project	We do not understand why Central Government and NG would now advocate that SeaLink and up to two other projects should coordination here rather than onto brownfield sites or via an off-shore grid system? The level of destruction and damage to our tourism industry, environment/wildlife is too high a price to pay, especially with brown field sites available. We understand that supply chain issues (including for HV cables and HV circuit breakers) mean that some target deadlines would not be met if an off-shore grid connection was progressed, but believe this would be of more significant benefit as it would enable other projects to connect and target for 2030 still to be met.	N	While the comments stating a preference for use of previously developed land are acknowledged, it remains imperative that alternative options address the overarching needs case for the Proposed Project by providing additional network capacity where it is needed. In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search that satisfy the needs were considered too small to accommodate the required infrastructure whether singly located or colocated. The criteria for the selected areas of search including the size of the site are explained in **Application Document 8.1 Corridor Preliminary Routing and Substation Siting Study (October 2022)**. National Grid's plans in Suffolk have been developed for the Proposed Project as a standalone project but have been designed in a coordinated way with other projects, including two potential NGV projects. As development work on the Proposed Project and these other projects has progressed, National Grid's approach to coordination has evolved. A key part of its coordination strategy is to continue to explore opportunities to co-locate infrastructure where feasible and beneficial. At Statutory consultation, National Grid presented a design which showed the NGV works themselves at the landfall and along the cable sections. It also included the entire wider site at Saxmundham, to show how they could be flexible if constructing around one or two additional converter stations. This assumed a scenario where the NGV projects, whose routeing and siting work is at an earlier stage, identified the same cable and converter station sites as the Proposed Project. In March 2024, NGV's LionLink project announced that it had down selected its potential landfall at Aldeburgh and would be removing it from the LionLink proposals. LionLink is still proposing to co-locate its converter station alongside the Proposed Project's near Saxmundham. As National Grid's design work and their engagement with the NGV projects has progressed, they have evolved their approach to coordinating with NGV. They are considering further ways that they could coordinate their construction activities and other projects and developers, including NGV, EDF Energy and SPR. As the Proposed Project has developed, National Grid has rigorously assessed the impact on designated sites and the wider environment, adhering to the "mitigation hierarchy" by avoiding, minimising, restoring,

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					and offsetting impacts. In addition, the Proposed Project in the format of this consultation is considered to be deliverable by 2030. In addition, a fully offshore grid does not represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. Even with the provision of offshore converter stations and substation(s), onshore infrastructure would still be needed to transmit to the onshore national electricity network. Cables would still need to run onshore from an offshore grid and onshore converter stations would still be needed to convert the electricity from direct to alternate current, along with a substation to transform electricity into the required voltages. National Grid are working with all of the relevant suppliers in the HVDC supply chain to use the most up-to-date technology for all of their projects. National Grid has listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised these impacts onshore and offshore where possible. Furthermore, coordination of all proposed transmission infrastructure seeking to make landfall on the East Anglian coast is not feasible due to each project being promoted by different companies, with different project teams covering several different geographical locations and on different timelines for delivery. **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered, Application Document 7.3 Design Development Report and Application Document 7.2 Strategic Options Back Check Report** contain further details on the main alternatives considered for the Proposed Project. Further historic information with regard to the Proposed Project design evolution and the alternatives considered are contained within **Application Document 8.1 Corridor Preliminary Routeing and Substation siting Study (October 2022), Application Document 8.2 Options Selection and Design Evolution Report (October 2023)** and **Application Document 8.3 (Strategic Options Report 2023)**.
		Onshore route location, design, needs case	The assumption to connect to a substation in the ‘Leiston area; or ‘Friston’ is flawed. This is still subject to JR and was consented only on the basis of SPR EA1N and EA2, the cumulative impact of additional projects was not included. There are issues outstanding with this project including flood risk which has increased recently. ATC wish to challenge how NG ESO can make a connection point offer to another part of NG NGV when the truth is overhead powerlines cannot take the capacity generated (due to lack of ongoing investment and planning by NGET) and an additional interconnector is now needed to take the power back out to sea and down south to Kent/London (SeaLink). Surely this proves it is a false offer, and should have been rejected. When the appraisal was completed the extent of the problems with pylons was not understood. We would request you reconsider this project as it	N	ScottishPower Renewables (SPR) East Anglia One North and East Anglia Two offshore windfarms both secured development consent for the proposed new substation at Friston. The Court of Appeal has rejected the appeal from local campaign groups against the decision, stating that the developer did not need to show that there were no other areas with a lower risk of surface water flooding where the development could take place, while also stating that there was insufficient information about the other projects in order to make a cumulative impact assessment. In complying with its statutory duties and fulfilling connection agreements (including the proposed connection of the Proposed Project to this substation), National Grid will seek to limit disruption to the local community where practicable and ensure that development does not exacerbate any identified existing issues.

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			is not deliverable as originally planned (to connect to the KV lines)		National Grid has no control over the connection offer process. This was carried out previously by the National Grid Electrical System Operator and is now carried out by the National Electrical System Operator. There are no known issues regarding the connection points for the Proposed Project. Due to the extent and linear nature of the Proposed Project, some parts of the Project must necessarily be located in areas with a medium or high likelihood of flooding from rivers and surface water. The Flood Risk Assessment (**Application Document 6.8 Flood Risk Assessment)** demonstrated that with a range of control measures in place, including construction and operational drainage and watercourse crossing designs, the residual risk of flooding would be low and flood risk to neighbouring land would not be increased.
		Socio-economic, recreation and tourism, health and wellbeing	Claims that this project will be good value for consumers is false. It will not be financially viable because of the high level of compensation and mitigation required to resolve the harm caused. During the consultation stages local people have already suffered blight on their house value, and stress from approaches from the developer even before the DCO stage. Research indicates that other business development in the area has halted also as a result just due to speculation.	N	The Government and the Regulator (Ofgem) expect National Grid to find a balance when developing proposals, taking account of the duties set out in the Electricity Act 1989 to be efficient, coordinated and economical and to have regard to the desirability of preserving amenity. When looking at the costs of a new connection, National Grid is guided by the laws, policies and regulations that have been set by Government on behalf of electricity consumers and society. National Grid is required through those to balance affordability to the electricity bill payer with the impact of the proposals on the environment. National Grid considers that the Proposed Project strikes an appropriate balance in the context of national policy and National Grid's statutory duties, which include the need to be economic and efficient. It is for the Government, through the planning process, to confirm whether this balance is right. National Grid recognises that the development, construction and operation of major infrastructure projects can cause stress, uncertainty and anxiety that may impact on people's mental health, recognising the impact that other projects may have had upon local residents. Throughout the development phase of the Proposed Project it therefore tried to clearly communicate the proposals, including through the establishment of dedicated contact channels, a project website and by holding multiple rounds of public consultation as the plans became more refined. As the Proposed Project has progressed, National Grid has sought to provide certainty on the plans wherever possible. A complete assessment of socio-economics effects has been undertaken. This is set out in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. The chapter concludes that there are no anticipated significant effects as a result of the Proposed Project.
		Combined effect of the proposed project, walking, cycling and horse-riders, socio-	Reputational damage to the area from traffic congestion and increased movements, light pollution, dust, noise, vibration and disruption to wildlife will be significantly damaging, especially set against our benchmark our dark skies, quiet lanes and extremely peaceful tranquillity. Proposed drilling and	N	The variety of environmental impacts that are set out in this feedback are captured and assessed within the ES which supports the DCO application.

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		economic, recreation and tourism	trenching would lead to closures of footpaths heavily used by tourists and residents year-round, and you are unable to confirm the technical feasibility of detailed methods so the level of harm is also unknown/uncertain.		An initial ground investigation survey has been undertaken to provide information to confirm the viability of a trenchless solution for the landfall at this location. Details are contained in Appendix A of **Application Document 7.3 Design Development Report**. The following chapters deal with the issues raised: • **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**; • **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**; • **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**; • **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality; and** • **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration**. Please note that effects on the landscape character as a result of the Suffolk Onshore Scheme have been assessed within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. This assessment includes reference to changes to key characteristics of the landscape which are integral to its distinctive character, changes to aesthetic or perceptual aspects of the landscape altered either by removal of existing components of the landscape or by the addition of new components and the contribution of lost landscape elements to the character of the landscape. For details relating to the construction methodology and Proposed Project design that have been used to inform the assessments contained within the ES. Further details are contained in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Consultation, DCO process, design	**Quality of consultation** Town and Parish councils are not provided with any additional resources to study and respond to consultations or to engage in the NSIP process, however we have done so because this is so important. Our experience of the consultation was that it was inadequate at best and deliberately vague at worst. Documentation and webinars lacked detail, (how drilling will be possible under fragile marshes for long lengths where HDD may not be possible and the public exhibition days which were attended by record numbers included inaccurate maps (historic features and listed buildings missing) and misleading information (not being honest about the total hectares required or location of the SSSI/AONB) and were sadly staffed by individuals who were not always able to answer questions.	N	Respondents to the consultation are welcome to use the feedback form to help steer their responses or to structure their own narrative as they see fit. The questions on the response form are intended to cover as much of the project detail and background as is possible. While the complexity of the Proposed Project is recognised, National Grid has endeavoured to provide accessible information that explains the detail and the rationale behind the Proposed Project. Furthermore, the Statutory consultation programme offered meetings in a range of formats that gave individuals and community groups the opportunity to explore and develop their understanding of matters of concern. National Grid acknowledges the criticisms of the consultation materials. National Grid has carefully considered all feedback submitted in response to its pre-application public consultations when developing its plans. Throughout the development of the proposals, it has sought to show how feedback has informed the development of the plans. For

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			Consultations should be hosted not by Developers but by independent bodies. Stating you have listened to our feedback at previous stages and then to carry on with the same plans you put forward in previous stages is disingenuous. The level of trust that our community has in the potential development and the developer is extremely low, because you have not demonstrated real regard to our concerns or to the protected internationally important habitats, or our impacted community. The PEIR states impacts are "not significant" and this is false, considering the background levels and thresholds of harm. ATC objects to your consultation feedback form. Asking respondents to answer general statements is not effective consultation and is misleading. Of course, everyone will say they agree that delivering net zero should be a priority, and that the UK needs to improve its energy security, and we should keep energy prices down - but this project specifically in these locations will not be the only way to achieve this. We believe you are attempting to gain support for the project falsely.		example, the Project Overview Document published as part of the Statutory consultation specifically addresses how feedback had informed changes to its plans, whilst the Non-Statutory Consultation Report considers in further detail feedback received to the Non-statutory consultation. **Application Document 5.1 Consultation Report** provides a detailed analysis of feedback received to National Grid's pre-application public consultations on the Proposed Project, along with how this feedback informed the development of its plans. A consultation summary report of the Non-statutory consultation was produced and details of that consultation and the feedback received is set out in Section 5 of **Application Document 5.1 Consultation Report**, this report. The documentation published for Statutory consultation outlines the changes made to the Proposed Project since Non-statutory consultation, while National Grid's publicly documented needs case explains the requirements for the Proposed Project to reinforce the network between the Sizewell area and the Kent area. The PEIR is intended to give consultees an understanding of the potential likely significant effects to enable them to prepare well informed responses to the Statutory consultation. All conclusions and assessments are by their nature preliminary and are based on the Proposed Project design and assumptions described within the PEIR. This PEIR identifies which effects may be potentially significant. These potential effects will be taken forward as part of the EIA and additional mitigation may be identified as the design develops further. Therefore, likely significant effects provisionally identified at this preliminary stage may later be found to be not significant following completion of the mitigation strategy when reported in the ES.
		Consultation, coordination with other projects, community benefits/enhancements	ATC is very concerned that you have introduced the idea of potential co-location which does not reduce footprint and only coordinates potential siting or timelines. This would mean either more disruption to the same area over a longer time frame or of a greater magnitude for a shorter time frame, which neither is preferred. It is natural that respondents would favour some co-location and will answer this question without understanding the negative impact this will have. This is misleading, unfair, divisive and harms community cohesion. We are aware of the OCSS proposal to co-locate the Northfalls and Five Estuaries wind-farm projects here with SeaLink which we reject. There was no information on benefits to communities, residents or visitors for hosting onshore infrastructure, in addition to the cost of mitigation/compensation.	N	Project coordination, including colocation of infrastructure, is encouraged through the National Policy Statements that underpin the primary legislation that provides the framework for decision-making on DCO applications. National Grid's plans in Suffolk have been developed for the Proposed Project as a standalone project but have been designed in a coordinated way with other projects, including two potential NGV projects. As development work on the Proposed Project and these other projects has progressed, National Grid's approach to coordination has evolved. A key part of its coordination strategy is to continue to explore opportunities to co-locate infrastructure where feasible and beneficial. At Statutory consultation, National Grid presented a design which showed the NGV works themselves at the landfall and along the cable sections. It also included the entire wider site at Saxmundham, to show how they could be flexible if constructing around one or two additional converter stations. This assumed a scenario where the NGV projects, whose routeing and siting work is at an earlier stage, identified the same cable and converter station sites as the Proposed Project. In March 2024, NGV's LionLink project announced that it had down selected its potential landfall at Aldeburgh and would be removing it from the LionLink proposals. LionLink is still proposing to co-locate its converter station alongside the

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					Proposed Project's near Saxmundham. As National Grid's design work and their engagement with the NGV projects has progressed, they have evolved their approach to coordinating with NGV. They are considering further ways that they could coordinate their construction activities and other projects and developers, including NGV, EDF Energy and SPR. Further details are contained in **Application Document 7.10 Coordination Document**. Further historic information with regard to the Proposed Project design evolution and the alternatives considered are contained within **Application Document 8.1 Corridor Preliminary Routeing and Substation siting Study (October 2022), Application Document 8.2 Options Selection and Design Evolution Report (October 2023)** and **Application Document 8.3 (Strategic Options Report 2023)**. The assessment of inter-cumulative effects with these other proposed developments is also considered within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. National Grid welcomes the ongoing Government review of community benefit options associated with transmission infrastructure. Whilst it awaits clarity on the Government's position, it is working to understand local and regional aspirations and priorities in relation to community benefits. National Grid is committed to creating a positive impact in communities through infrastructure projects, emphasising social responsibility and equity via our Community Benefit Plan that aims to provide social, economic, and environmental benefits to local communities, ensuring they leave behind a positive legacy. National Grid Electricity Transmission plc (National Grid) Community Benefit Plan aligns with National Grid's Responsible Business Charter, emphasising impact in environment, communities, people, economy, and governance, shaping their strategic priorities with a focus on responsibility.
		Alternative solutions	**Conclusion** We respectfully request that NGV consider a much broader and more creative approach to landfall sites, cable runs, convertor sites and sub-station construction than its current set of proposals, which all fall within and/or threaten green field, AONB, SSSI protected reserve locations. Either brown field or offshore connecter stations should be used along with an offshore grid option. We understand the you do not like to choose brownfield sites as they are often more constrained by structures which causes additional cost and time delays - but we would encourage you to look at the wider longer-term gains if you did locate onto a brown field site further north or south, and/or developed offshore hub/grid options. ATC believes that NGV has not	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure for the Proposed alone. Further details on how the design has evolved and the consideration of alternatives are contained in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered, Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022), Application Document 8.2 Options Selection and Design Evolution Report (October 2023), Application Document 8.3 Strategic Options Report October (2023) and Application Document 7.2 Strategic Options Back Check Report**. Alternative options, such as an offshore grid do not represent a feasible solution to the network reinforcement that the Proposed Project is

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			properly considered alternative sites away from the Suffolk coast. Building large-scale industrial buildings in rural villages/hamlets should be avoided. Many millions of public and private investments have created this as a year-round 'destination' and protected its wildlife, dark skies and tranquillity. The Suffolk Heritage coast is a unique and delicate coastal environment, with a truly special biodiversity that justifies the highest levels of protection in planning legislation. Only in exceptional circumstances should an area with internationally important protected designations be used, and this is not justified.		seeking to provide. As part of the DCO submission, National Grid has prepared **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise. National Grid is committed to conserving and enhancing the natural beauty of the landscape, including a dark skies policy pertaining to use of lighting on new infrastructure. Lighting impacts are included within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual and Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**. The Suffolk Heritage Coast is considered to be of very high landscape value within **Application Document 6.3.2.1.B ES Appendix 2.1.B Landscape Baseline** due to its recognition for heritage value. The effect of the Proposed Project on the Suffolk Heritage Coast is assessed within **Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment** considered to be minor adverse (not significant) at construction and year 1 of operation and a negligible adverse (not significant) effect at year 15 of operation.

Table 1.2 Benhall & Sternfield Parish Council

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24 October 2023	18 December 2023	Consultation	**Introduction** Whilst the consultation acknowledges that the proposals will impact on communities and mitigation will be necessary, it was disturbing to find out during the exhibitions that some of National Grid Sea Link's (NGSL) representatives had either not heard of Benhall or Sternfield, or had no idea of the nature of the communities. Therefore, the Parish Council (PC) would like to start this response with an introduction to Benhall and Sternfield. The villages of Benhall and Sternfield lie immediately south of Saxmundham, and whilst, historically, were two separate villages, today operate with a joint Parish Council, whilst still retaining their individual characters. Benhall is the larger village, and straddles the A12. The current line of the A12 was opened in 1987, and was designed to relieve Benhall, Saxmundham and Kelsale of through traffic, particularly HGVs. The original settlement was to the west of the A12, but more recently has developed to the east, and is known as Benhall Green. The housing is quite diverse, with a high percentage of social housing and very few large houses, giving a balanced community. Facilities include a primary school, community hall, and a large and much used village green, which is also used by the primary school for outdoor teaching in the summer. The principal access to Benhall Green is from the former A12, now B1121, Main Road. The most recent housing accesses directly onto Main Road, and this development is soon to be expanded by a further 40 – 50 houses. Sternfield is the smaller village. Most of the housing is along the B1121, Church Hill and The Street, and along Sandy Lane, linking to Benhall Green. It is classified as countryside, and as such has little recent housing. Of the more scattered housing, it is worth noting that Hill Farm House (sold away from Hill Farm), is only 250m from the indicative location of the proposed converter station. Some years ago, improvements to the B1121 through Sternfield were curtailed to avoid demolition of listed buildings, leaving the length to the east of Start Farm, The Street, more akin to a country lane. There are two significant agricultural holdings at Hill Farm and Redhouse Farm, both accessed from the B1121 at Baldry's Corner, that generate a significant amount of HGV movements. The former operates as a produce chilling and packing station for seven months a year, and the latter is mostly arable, but also has four large duck rearing sheds (mistakenly identified by one of NGSL's representatives as an	N	National Grid acknowledges this feedback. Thank you for providing the additional information in relation to Benhall and Sternfield. The assessment in **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality** shows there would be no significant impacts on the highway network in terms of air quality. The portion of the B1121 in the vicinity of Start Farm, Church Hill and The Street within Sternfield will not experience HGV construction traffic as vehicles will instead use the B1121 Main Road to the south of Saxmundham. The proposed routing and access arrangements are identified within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**.

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			industrial estate), as well as some farm diversification. Recent development at these holdings have shown the inability of the B1121 east of Start Farm to cope with HGVs, in terms of inability to pass other traffic, and consequential damage to the highway.		
		Consultation, alternative solutions, coordination with other projects	**Overarching consideration of proposal** The PC contends that the consultation documents fail to produce a convincing argument for not developing off shore infrastructure, to limit on shore works. Countries on the other side of the North Sea consider off shore infrastructure as the environmentally and socially acceptable way to proceed. It is appreciated that the four divisions of National Grid are separate legal identities, but despite assurances to the contrary, this appears to be a restriction to full coordination. Submitting separate applications for DCOs does not allow the communities to adequately consider the accumulated impact and mitigations. National Grid Group plc must take a role here and find a way for meaningful coordination. In the 'Non-statutory Consultation Report (Version A October 2023)', 6.2.8, NGSL's dismissal of the semi-brownfield disused Leiston airfield is far from convincing. It is said that it is too far from the Friston substation, yet both Nautilus and LionLink have identified it as a viable option. Whilst the report tells of the increased cost of cabling, it says nothing about the increased cost of mitigation by building so close to Saxmundham, nor the savings that wouldresult from being close to the Sizewell access road.	N	The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. The needs case for the Proposed Project has identified that a connection is required within the Sizewell area, therefore delivery outside of this area would not fulfil the network reinforcement requirement that the Proposed Project is intended to provide. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.** National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that In Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new

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					overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. In the Non-Statutory Consultation Report, National Grid dismissed the use of the Leiston Airfield. Further details are contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)**. Other options proved preferable, while this location posed greater likelihood of cumulative effects with Sizewell C.
		Traffic and transport, consultation	The PC's response to NGSL's non-statutory consultation commented that the appropriateness of the Wood Farm site would depend, inter alia, on the access. NGSL has shown options for accesses, but not how they will link to the principal road network, and suggested that they will select the option and impose mitigation later. Whilst the PC will comment further below, it is hoped that when the access option is finalised a supplementary consultation will be carried out.	N	National Grid acknowledges this feedback. Further rounds of targeted engagement with stakeholders including the Parish Council was undertaken to reach the final design including with respect to access.
		Traffic and transport	**Converter site access** The PC will restrict comments to those accesses which directly impact on Benhall and Sternfield, namely S-BM09 (from the B1121 south of Saxmundham), and S-BM13 (from the B1121 along the track to Redhouse Farm. The comments below relate only to NGSL's proposals. If further converter stations are constructed using the same accesses, the PC will respond further in due course. **Access S-BM109, leaving B1121 south of Saxmundham** It is assumed that NGSL intend to route traffic from the A12, along the B1121, Main Road, through Benhall to the access point north of Bigsby's Corner. The PC's concerns regarding the significant increase in traffic in relation to the safety of existing road users are tabulated below:	N	National Grid acknowledges this feedback. Responses have been provided against each comment below.
		Traffic and transport, safety	Concern: Safety at A12 / B1121 junction - confllict between turning traffic and overtaking traffic northbound. This concern is compounded by Sizewell C traffic on same timescale.	N	**Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** includes a review of the collision records (based on full collision data obtained from Benhall & Sternfield Parish Council) and an assessment of road safety for the study area, which includes the A12/ B1121 junction. This demonstrates that the additional construction traffic

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			Suggested Mitigation: Suffolk County Council to review junction safetyand appropriate measures identified.		to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the road safety of this junction, with the mitigation identified within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**. Further consultation was held with Benhall & Sternfield Parish Council as the ES was prepared.
		Traffic and transport, walking, cycling and horse-riders	Concern: The footway from Benhall to Saxmundham is along the west side of Main Road, whilst all but a few houses are to the east. There needs to be safe crossing points. Some school pupils walk between Benhall and Saxmundham, along Main Road. Suggested Mitigation: Provide safe crossing points at the following principal points: • Whitearch Park (by railway bridge), • Forge Close / Shotts Meadow / Kiln Lane, and • School Lane / Gray's Lane. The significant increase in traffic, coupled with inadequate visibility, warrants that these crossing points have halfway refuges, with local road widening to accommodate them as necessary.	Y	**Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk** sets out the management measures for the control of construction traffic. The traffic and transport assessment within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** does not identify any significant impacts on the highway network during the construction phase with the proposed embedded mitigation and control and management measures in place, including for the part of the network identified (B1121 Main Road). Therefore, it is not considered that any additional mitigation is required. It is apparent that the existing crossing points and footways in this area have not been maintained adequately, leading to pedestrians walking in the carriageway. This is a matter for Suffolk County Council Highways, as it is not the responsibility of the Proposed Project to maintain these assets, nor will it necessarily exacerbate these issues. These concerns are acknowledged and may be discussed in the course of National Grid's ongoing discussions with the Council.
		Safety, walking, cycling and horse-riders, onshore mitigation	Concern: Potentially fatal conflict between lorries and vulnerable road users (cyclists and equestrians) The significant increase in HGVs from the proposal makes it imperative that vulnerable road users are separated from the main carriageway. Benhall is little more than a mile from Saxmundham, and non-motorised travel is encouraged. Further, a cycle route to Saxmundham and beyond issigned from the A12, south of Benhall Green. Suggested Mitigation: A segregated cycleway should be provided from the A12 to Saxmundham. The length from Forge Close to Gray's Lane could be substituted with suitable traffic management in School Lane.	Y	**Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk** sets out the management measures for the control of construction traffic. The traffic and transport assessment within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** does not identify any significant impacts on the highway network during the construction phase with the proposed embedded mitigation and control and management measures in place, including for the part of the network identified (B1121 Main Road). Therefore, it is not considered that any additional mitigation is required. Notwithstanding the above, there is insufficient land available within the public highway for an offline cycle track to be provided along the length of the B1121. CPO of land adjacent could not be justified by the traffic figures associated with this scheme. Community benefit funding is available should alternative routes for a cycle track wish to be explored.
		Nosie and vibration, air quality, health and wellbeing	Concern: Noise and emissions (nitrogen dioxide and fine particulates) pollution – health concerns. Suggested Mitigation: Only HGVs complying with the latest environmental standards should be permitted. A 30 mph speed restriction should be imposed between the A12 and the access.	N	Construction traffic noise has been assessed within **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration**. Impacts of construction traffic on air quality have been assessed within **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality**. The effect of construction vehicle emissions as a result of the Proposed Project has been determined as negligible (not significant).

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					Further information on the assessments and mitigation is available in **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality** and **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration**.
		Traffic and transport, landscape and visual	Concern: Impaired visibility at junctions Suggested Mitigation: Cut back vegetation: • North of Forge Close to assist traffic turning right out of Forge Close • Opposite B1121 Sternfield Road, so that traffic turning right into Sternfield Road can readily see approaching traffic	N	The construction vehicle routing has been designed to minimise impacts across the highway network, as set out within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**. Construction traffic associated with the Proposed Project will not use Forge Close or Sternfield Road and therefore no mitigation is required. The traffic and transport assessment within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** does not identify any significant impacts on the highway network during the construction phase with the proposed embedded mitigation and control and management measures in place, including along the B1121 Main Road. Therefore, it is not considered that any additional mitigation is required. Further to the above, **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** includes an assessment of road safety and hazardous/large loads during the construction phase, based on personal injury accident data obtained from Suffolk County Council. The traffic and transport assessment within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** does not identify any significant impacts on the highway network (including for road safety or as a result of hazardous/large loads) during the construction phase with the proposed embedded mitigation and control and management measures in place.
		Traffic and transport, walking, cycling and horse-riders, onshore mitigation	**Access S-BM 13, leaving B1131 along track to Redhouse Farm** The presumption is that NGSL intend to direct traffic along the B1121 from Bigsby's Corner through Sternfield. It is noted that the traffic count was taken in Friston, and so missed the significant traffic generated at Hill Farm and Redhouse Farm, the majority of which passes through Sternfield, not Friston. It should be noted that the HGV traffic from the packing station at Hill Farm currently operates April to October, concurrent with holiday traffic. Further, it must not be overlooked that this road is not just for cars and lorries, but is also regularly used by pedestrians (particularly dog walkers), cyclists and equestrians. There is no footway east of Start Farm. The width of the road by Start Farm has been measured by SCC highways to be 5.0m, and insufficient for a centre marking. Further, the visibility eastwards from Start Farm is impaired by the curvature and hump in the road alignment. The centre marking creates a false sense of security to car	N	The construction vehicle routing has been designed to minimise impacts across the highway network, as set out within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**. It is not intended to route construction traffic along the B1121 from Bigsby's Corner through Sternfield. The accesses off the B1121 near Sternfield are for monitoring and maintenance access and would only be required for use by LGVs on an ad hoc infrequent basis to monitor the cable installation and drainage assets. Minimal construction traffic to access the existing overhead lines will be routed from the south through Friston hence the monitoring in that location. It is recognised that a suggestion has been made to adopt the proposed minor access at the A1121 as public highway. The suggestion is considered by the consultee as a benefit, but would not be a mitigation resulting from the Proposed Project. National Grid supports the delivery of community benefits associated with transmission infrastructure, and already has a number of established programmes which deliver this. For example, it operates a community grant programme which is available to nearby charities and not for profit organisations, when projects are in construction. However, community benefit is separate to compensation and mitigation. The former Government consulted on community benefit options associated

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			drivers, who, all too often, are confronted by HGVs, which have no choice but to travel along the centre of the road. SCC have admitted that the centre line should not be there, and have suggested that it be removed and replaced with edge markings to avoid the false sense of security and alert drivers to the narrowing. The PC is currently pursuing this safety measure with SCC. This part of the B1121 does not feature on the SCC Lorry Route Map, even for the lowest classification, and the attached photographs illustrate the current conflict experienced on a regular basis. Scottish Power has accepted that this road is unsuitable for the routing of HGVs, and any proposal by NGSL to route any HGVs along the B1121 through Sternfield is strongly opposed. **Opportunity for enhancement to the highway network** Whichever access NGSL pursues, consideration should be given to the opportunity for, with appropriate modification / extension, the access to be adopted as a public highway, enhancing the network, and leaving a beneficial legacy to the local community.		with transmission infrastructure, and proposed the introduction of guidance in this regard. National Grid support this and believe it should be flexible, allowing community benefits to respond to local and regional need. Whilst it awaits clarity on the Government's position, it is working to understand local and regional aspirations and priorities in relation to community benefits. It welcomes the suggestions for delivering community benefits and as the Proposed Project progresses, it will work with stakeholders and local communities to further inform this.
		Walking, cycling and horse-riders, converter station location, onshore mitigation	**Rights of Way** The Parish Council accepts that the footpaths across the converter station site will need to be diverted. This is the only footpath route from Sternfield to Saxmundham, and even temporary closures should be resisted. The preference would be to divert the paths before any work commences through landscaping swathes, so that within just a few years the substation(s) is largely hidden from view. Whilst this may not be entirely achievable, it should be the aim, andonly if not feasible should a temporary route be provided. The PC will welcome any enhancement to the Rights of Way network, and upgrading to bridleway where possible.	N	National Grid acknowledges this feedback. PRoW will be kept open wherever possible during the construction phase through the management measures identified. Diversion routes have been identified where any temporary PRoW closures will be required. These details are set out in **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan - Suffolk**. The outline landscape plan is shown at **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk** and visual effects on receptors on the local PRoW network is set out within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. Enhancement of the PRoW within the area will be discussed and agreed with the PRoW officer to ensure any improvements that can be offered are in keeping with the Local Authorities' requirements.
		Landscape and visual, converter station location, onshore mitigation	**Visual impact** The PC notes the visual impact assessment presented in the documentation, but is concerned that no viewpoints have been considered from the rising land to the south of the B1121 through Sternfield. From Red Lane / Kiln Lane, the new buildings at Hill Farm and Redhouse Farm sit below the treeline, and do make a significant visual impact. The converter station(s) are expected to rise above the trees, and the PC asks that this additional viewpoint be adopted in considering impact. It is noted that the red line to the south of the indicative converter station site would put the row of trees along the field	N	Five new viewpoints have been included following the production of the Preliminary Environmental Information Report, which include a range of different receptors and distances from the Proposed Project. Following stakeholder comment, this includes Viewpoint 19 on rising land to the south of the B1121 as requested. This is shown in **Application Document 6.4.2.1 Landscape and Visual** and effects detailed within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. The indicative landscape strategy for the Suffolk Onshore Scheme (**Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**) has been developed to ensure appropriate screening including to the southwest of the converter station

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			boundary within your control. This row is of utmost importance in providing a degree of screening from the south, and it hoped that the inclusion within the red line is to ensure their survival, rather than create the opportunity to fell. There are several ash trees in the row, which have questionable longevity, so the PC strongly advocates that this row is enhanced at the earliest opportunity. Clearly there is the need for early preocular planting at key viewpoints, and the PC would strongly support such a policy. There is concern relating to the converter station proximity in relation to Hill Farm House and Sternfield House. The PC asks that this be considered when finalising the position of the buildings to give as much clearance as possible.		site and key visual receptors. The landscape strategy seeks to retain and enhance the existing band of planting referred to in the comment. Hill Farm Grade II listed building would not experience a significant impact with the proposed mitigation in place as noted in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**. Sternfield House Grade II listed building is noted in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage** and is not expected to experience any significant impacts.
		Water environment, converter station location, geology and hydrogeology	**Surface water run-offs – flood risk** The proposal will create a considerable impervious area and the PC notes that some consideration has been given to the impact on the natural drainage system. However, we would wish to make some observations. The area identified for the converter station drains to the east and south into the watercourse from north of the B1119 to Redhouse Farm, past Glebe Farm and into the River Fromus. Only the length from the Fromus to Baldry's Cottages is under the jurisdiction of the Internal Drainage Board. However, there is little maintenance carried out by the IDB, and the condition of the watercourse is largely in the hands of the riparian owners, and is maintained to variable standards. It is noted that some run-off will be pumped to agricultural reservoirs, and beyond this there will be some attenuation measures. Hill Farm and Redhouse Farm also have considerable impervious areas and discharge, with some attenuation, into this watercourse. The recent Storm Babet in Suffolk clearly flagged up that reliance on unmaintained watercourses to carry run-off from vast areas of development is not a sound approach. The PC is concerned about the impact on the natural drainage system through Sternfield and Benhall, and seeks assurance that a full hydrological study will be carried out, including the accumulated impact of further converter stations at Wood Farm and the run-offs from Hill Farm and Redhouse Farm, together with a watercourse maintenance review, to ensure that there is no increase in flood risk.	N	Surface water flows generated within the Proposed Project's Order Limits both during construction and operation would be managed in accordance with drainage strategies that provide suitable sustainable drainage systems (SuDS) to capture, where necessary treat, and attenuate runoff prior to its discharge to the water environment (be that to ground, to a surface watercourse, or a combination). The drainage strategies have been developed in consultation with drainage authorities and the DCO commits the appointed contractor to further enhance these strategies to reflect the detailed designs of the Proposed Project, for approval by the relevant statutory bodies. This ensures a robust approach to surface water runoff and land drainage management. A full flood risk assessment is detailed in **Application Document 6.8 Flood Risk Assessment** and further details in relation to the water environment are included within **Application Document 6.2.2.4 Part 2 Suffolk Chapter 4 Water Environment**. **Application Document 6.8 Flood Risk Assessment** concludes that the FRA has demonstrated that with a range of control measures in place, including construction and operational drainage and watercourse crossing designs, the residual risk of flooding would be low and flood risk to neighbouring land would not be increased.
		Onshore mitigation, community	**Concluding comments** Whilst the PC cannot welcome the proposals for development at Wood Farm, we equally understand that it is likely to be	N	National Grid regards community benefit as being separate to compensation and mitigation. National Grid supports the delivery of community benefits associated with transmission infrastructure, and already has a number of established programmes which deliver this. For

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		benefits/enhancements, consultation	granted DCO. Therefore, the PC would prefer to work with NGSL to agree suitable mitigation and community enhancements, such as improvements to the community hall, or the wildlife site. Whilst it is acknowledged that the major negotiations will be through East Suffolk Council and Suffolk County Council, we would ask that NGSL also communicate directly with the PC where appropriate for the unique local insight that can only come from the community. [Images/captions attached]		example, it operates a community grant programme which is available to nearby charities and not for profit organisations, when projects are in construction. National Grid is engaging with statutory technical stakeholders including local planning authorities, Natural England, Historic England and the Environment Agency to inform the approach to mitigation. The former Government consulted on community benefit options associated with transmission infrastructure, and proposed the introduction of guidance in this regard. National Grid support this and believes it should be flexible, allowing community benefits to respond to local and regional need. Whilst it awaits clarity on the current Government's position, it is working to understand local and regional aspirations and priorities in relation to community benefits. National Grid welcome the suggestions for delivering community benefits and as the Proposed Project progresses, it will work with stakeholders including parish councils and local communities to further inform this. National Grid acknowledges the images/captions provided by Benhall & Sternfield Parish Council.

Table 1.3 Dover District Council

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24 October 2023	18 December 2023	Consultation, onshore route location	**Statutory Consultation** Thank you for consulting Dover District Council in respect of the Sea Link proposals for the construction of a 2GW High Voltage Direct Current (HVDC) undersea electricity link between Suffolk and Kent. The onshore infrastructure in Kent would consist of a converter station, substation and connection to the Richborough to Canterbury overhead line (which serves the nearby NEMO Link to the east). These comments relate primarily to the onshore aspects of the proposals which fall within the Dover district, which include the proposed overhead line connection and associated pylons. However due to the close proximity of the proposed works to the district's boundary, other comments are also offered on other aspects of the proposals.	N	National Grid welcomes the Council's comments.
		Legislation and policy, needs case	**Relevant Planning Policies and Guidance** National Planning Policy Statements EN-1 and EN-5 set out the Government's strategy for energy and electricity network infrastructure, setting out principles to be applied in the assessment of applications. In respect of local planning policy, Dover District Council Local Plan to 2040 (Regulation 19 Submission) was submitted for examination in March 2023 and is a material consideration. The hearing sessions of the examination took place between 14th November to 13th December 2023 and the response from the Planning Inspectorate is expected to be received in the first quarter of 2024. At this stage, the weight to be attributed to the draft policies will depend on their compliance with the National Planning Policy Framework and the level of unresolved objections and following the examination, there may be modifications required to the wording of the policies. The draft plan and evidence can be found at the following website address: https://www.doverdistrictlocalplan.co.uk/get-involved The following Policies are considered to be relevant: • SP1 - Planning for Climate Change • SP2 - Planning for Healthy and Inclusive Communities • SP6 - Economic Growth • SP11 - Infrastructure and Developer Contributions • SP12 - Strategic Transport Infrastructure	N	National Grid has taken account of local planning policy in its development of the Proposed Project and an appraisal of important and relevant planning policy is set out within **Application Document 7.1 Planning Statement**. National Grid is aware that Dover District Council's Local Plan to 2040 was adopted in October 2024. National Grid has taken account of local planning policy and this is set out in **Application Document 6.2.1.2 Part 1 Introduction Chapter 2 Regulatory and Planning Context**. Further information on Dover District Council's Local Plan to 2040 can be found in **Application Document 7.1 Planning Statement**. Whilst the second paragraph of the comment noted in this row would be correct of planning applications to be decided under the Town and Country Planning Act 1990, the position is different for DCO applications under the Planning Act 2008. Under Section 104 of the Planning Act 2008, the Secretary of State is required to decide the application having regard to, amongst other things, any relevant national policy statement. The Secretary of State may also have regard to local planning policy if they consider it to be important and relevant to its decision. Regarding local planning policy, Paragraph 4.1.12 of NPS EN-1 states: "*Other matters that the Secretary of State may consider both important and relevant to their decision-making may include Development Plan documents or other documents in the Local Development Framework*." Regarding emerging Development Plan Documents, paragraph 4.1.13 of NPS EN-1 states: "*Where the project conflicts with a proposal in a draft Development Plan, the Secretary of State should take account of the stage which the Development Plan document in England or Local Development Plan in*

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			• SP13 - Protecting the District's Hierarchy of Designated Environmental Sites and Biodiversity Assets • SP14 - Enhancing Green Infrastructure and Biodiversity • SP15 - Protecting the District's Historic Environment • CC1 - Reducing Carbon Emissions • CC2 - Sustainable Design and Construction • CC3 - Renewable and Low Carbon Energy Development • CC4 - Water Efficiency • CC5 - Flood Risk • CC6 - Surface Water Management • CC7 - Coastal Change Management Areas • CC8 - Tree Planting and Protection • PM1 – Achieving High Quality Design, Place Making and the provision of Design Codes • TI1 – Sustainable Transport and Travel • TI2 – Transport Statements, Assessments and Travel Plans • NE1 – Biodiversity Net Gain • NE2 – Landscape Character and the Kent Downs AONB • NE3 – Thanet Coast and Sandwich Bay SPA Mitigation and Monitoring Strategy • NE4 – Air Quality • NE5 – Water Supply and Quality • HE1 – Designated and Non-designated Heritage Assets • HE3 – Archaeology Also of relevance are the Saved Policies of the Local Plan 2002, Dover District Local Development Framework Core Strategy 2010 and Dover District Land Allocations Local Plan 2015. The Council is generally supportive of the overall principal of the proposal, which will improve energy security, provided that the		*Wales has reached in deciding what weight to give to the plan for the purposes of determining the planning significance of what is replaced, prevented, or precluded*." Paragraph 4.1.15 of NPS EN-1 clarifies that where there is a conflict between local policy documents and a NPS, the NPS prevails for the purpose of Secretary of State decision making given the national significance of the infrastructure.

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			impacts of the project are adequately assessed, appropriately mitigated and compensated as required.		
		Needs case, alternatives	**Need and Consideration of Alternatives** National Grid has provided information setting out the need for the development; to reinforce the network between the South East and East Anglia. The main reasons include that the existing transmission network was not designed to transport electricity from where it is increasingly now generated (largely offshore); that the growth in offshore wind, interconnectors and nuclear power means that more electricity will be generated in the years ahead than the current network is able to securely and reliably transport; that electricity demand is forecast to at least double by 2050, increasing the amount of energy needing to be transported; and that upgrading the existing network as it is today (replacing cables to carry more power) will not be enough to carry the amount of future power whilst operating to required standards. The Option Selection and Design Evolution Report sets out the rationale for the site location, considering the constraints of other options and local and national designations.	N	National Grid notes the Council's summary of this information that they presented at its Statutory consultation. National Grid also notes that NPS EN-1 paragraphs 3.2.6 to 3.2.7 set out that the Secretary of State should assess all applications for types of infrastructure covered by the NPS (which includes the Proposed Project) on the basis that the need for the infrastructure has been established and should be afforded substantial weight, and the specific contribution of an individual project to the overall established need is not required to be separately considered. These paragraphs are in bold typeface in the NPS.
		Converter station location, design, landscape and visual	**Landscape and Visual** Converter station design – background to potential architectural approaches (version A) provides six options for the design of the two proposed converter stations, informed by a toolkit. Whilst the converter stations for the Kent proposals would be located within the Thanet District, due to their height (up to 26m high), the stations will be seen from the Dover district in views across the Ash Levels and from the scheduled monument at Richborough. In terms of the design approach for the proposed converter stations, concepts that seek to reduce the visual impact of the structures would be desirable. Whilst planting and landscaping could be used to soften and screen views of the structures, due to the position and direction of the proposed overhead line and pylons, it is considered likely that views from the southeast of the substation and converter station are unlikely to be fully screened by any new or existing vegetation. Of the six developed options, the Council considers that a combination of the Colour and Curve (Section 2.2) and Colour (section 2.3) options would be most effective. It is noted that the converter station to the southeast of the site (at Richborough Energy Park) uses the colour approach, with the building finished in a green base, ranging to a light beige colour at roof level. It is however noted that these buildings are positioned closer to the A256 and are seen within the context of the wider Richborough Energy Park and other buildings to the north, south and on the opposite side of the highway. Notwithstanding this, it is not considered this is particularly	N	The assessment of effects arising from the Kent Onshore Scheme on landscape character and visual amenity is set out within **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**. To clarify that the Kent Onshore Scheme includes one converter station (and one substation). The indicative landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section of **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual** including screening in the form of proposed woodland, hedgerow and hedgerow tree planting. Screening has been included to the south of the converter station and substation specifically to target views from the south. This is shown on **Application Document 7.5.7.2 Outline Landscape and Ecological Management Plan - Kent** and has been designed in collaboration with relevant stakeholders including Dover District Council as communicated through various thematic meetings (first introduced on 16 April 2024). National Grid welcomes the Council's comments on the Converter Station design. The ES sets out the environmental considerations, including landscape and visual considerations, which have informed the siting and outline design of the proposed Converter Station. The design of this structure, in terms of the building form and the external materials, has been developed alongside consultation and stakeholder feedback. Although colour will not be secured within the DCO application, colour has been considered and is detailed within the Design Principles for the building which have been provided with the application for development consent (**Application Document 7.12.2 Design Principles - Kent**. The Design Principles provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure.

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			effective in reducing the visual impact of the building due to the limited graduation and colours used. A combination of the Colour and Curve (Section 2.2) and Colour (section 2.3) options could soften the appearance of the development and visual impact of the scale of the buildings (through the use of the curved roof line and bunding), whilst the colour option, if using similar colours to the nearby converter station (albeit with more graduation and care being taken with choice of colours), could reduce the perceived scale of the building in views from the south. Of the other options suggested, it is considered the agricultural barns (section 2.5) could, subject to their materials, increase the prominence of the buildings, with the nearest barns of a similar scale being further east, positioned on the west side of the A256/Jutes Lane/Sandwich Road roundabout, some distance from the site. The Kinetic approach (section 2.7) would draw attention to the upper half of the buildings and subject to its finish, could result in the buildings appearing taller in distanced views than other options suggested. In respect of Section 2.4, the green roof option would provide additional landscaping to soften views of the development. However, there are concerns that this could be more dominant in the relatively flat landscape, given the proximity to the Ash Levels.		Design Principles have been established with regard to the requirements of national policy and National Grid is maintaining ongoing dialogue with the Host Authorities with regard to design aspects of the Proposed Project. It is seeking input from independent design review panels, as recommended by the Host Authorities. This will be an iterative process over the consenting, examination and delivery phases of the Proposed Project. The Design Principles for the Proposed Project will also reflect the principles set out in the National Infrastructure Commission's Design Group Project Level Design Principles.
		Landscape and visual, onshore mitigation, consultation	The Council considers that the development of the final design and landscaping proposals should provide an opportunity to engage with local communities who will be impacted by the development and should be suitably informed by the landscape and visual impact assessment, also considering views from public rights of way. A landscape masterplan should be developed for the whole site, to minimise harm to the landscape and considering additional planting to screen and mitigate the visual impact of the development.	N	The indicative landscape strategy has been developed to minimise effects on landscape and visual receptors (including those on PRoW), as set out within the embedded mitigation within **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual** including screening in the form of proposed woodland, hedgerow and hedgerow tree planting. This is shown on **Application Document 7.5.7.2 Outline Landscape and Ecological Management Plan Kent** and has been designed in collaboration with stakeholders as communicated through various thematic meetings (first introduced on 16 April 2024).
		Terrestrial ecology, onshore mitigation	**Ecology and Biodiversity** The Senior Natural Environment Officer has been consulted on the proposals; their comments are included in full at the end of this consultation response. At this stage, they advise that most of the species surveys identified as necessary to inform the project have not yet commenced, with the Phase 1 habitat survey partially completed. The PEIR presents broad, preliminary conclusions regarding the potential mitigation options available, however without the detailed survey work it is not possible to reach conclusions regarding the significance of likely effects of all the ecological receptors. Although it is stated in the PEIR that "Embedded measures have been integral in reducing the ecology and biodiversity effects of the Proposed Project", these largely	N	Detailed survey work has taken place during 2024, and Dover District Council has been kept informed of survey progress through thematic meetings. Survey reports have also been shared as they became available. Mitigation proposals were also shared with Dover District Council, such as for addressing noise disturbance impacts and for mitigating for loss of Golden Plover habitat. Further information is contained in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity** and the associated appendices. The mitigation hierarchy is used throughout the ES and the approach is outlined within **Application Document 6.2.1.5 Part 1 Introduction Chapter 5 EIA Approach and Methodology**.

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			relate to designated sites and broad habitat types as the species surveys have not yet been completed. The mitigation hierarchy should be adequately applied and should be adequately demonstrated in the Environmental Statement, particularly with regards to avoiding significant impacts, before mitigation and compensation measures are considered.		Examples of using the mitigation hierarchy in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity** include but are not limited to the following: • sensitive routeing and siting of infrastructure and temporary works; • vegetation clearance would be undertaken during September to February inclusive, wherever possible. If any works become necessary during the breeding bird season, works will be supervised by an Environmental Clerk of Works. Appropriate protection measures will be put in place should active nests be found. These will include exclusion zones around active nests until chicks fledge or nests become inactive as determined by monitoring by the Environmental Clerk of Works (B02); • to avoid disturbance of nesting woodlark, works close to known nesting areas would be commenced during the winter so there is already activity before the nesting season, the birds would then choose alternative nesting locations (B69); • there would be no lighting near any badger setts and a 40m setback between the identified badger sett and construction compounds S04 and S08 (B62); and • to avoid killing and injury of reptiles a two-phase strimming displacement technique would be used in key areas that may harbour reptiles (B05).
		Ornithology, terrestrial ecology, onshore environmental impact	The potential loss of functionally linked land due to significant numbers of golden plover is of particular concern, as is the potential for impacts to designated sites, including SSSI and Local Wildlife Sites (LWS). There is minimal consideration in the preliminary assessment of effects in respect to the Ash Level and South Richborough Pasture LWS, and the impact of habitat loss within the LWS as a result of the proposed pylons south of the River Stour is omitted from *Table 3.3.13: Preliminary assessment of direct loss of habitats during construction or decommissioning and Table 3.3.14: Preliminary assessment of direct loss of designated sites during construction or decommissioning.*	N	As discussed in thematic meetings, proposals for mitigating the loss of habitat for wintering golden plover consist of enhancing approximately 10 ha of arable land off-site, but adjacent to the South Richborough Pasture Local Wildlife Site. This approach has been discussed with Natural England. Further details, including a full assessment of impacts on the Local Wildlife Site including riverside scrape creation to offset habitat loss due to the pylon bases are contained in **Application Document 6.2.3.2 Part 3 Chapter 2 Ecology and Biodiversity**.
		Terrestrial ecology, design, onshore route location	It is considered that the PEIR lacks some clarity with regards to the proposed cabling locations and impacts in respect to the intertidal zone of Pegwell Bay. Figure 1.1.3 shows the Kent Onshore Scheme Boundary at its eastern extent, which includes the intertidal zone of Pegwell Bay, but the information presented in the Kent Onshore Scheme sections of the PEIR does not include the details for the full extent of the Boundary. Figure 3.3.3 shows survey parcels 379 and 391 in the intertidal zone, but no reference to survey parcel 391 is made in Appendix 3.3.A, and the habitat classification for survey parcel 379 presented in Table 3.3.A.5 does not include any mudflats. From reviewing Figure	N	The Phase 1 mapping has been completed and is presented within the DCO application. Having undertaken geotechnical investigation it can be confirmed that trenchless solutions are a viable option for traversing the Thanet Coast & Sandwich Bay SPA and there will be no surface cable trenching through any saltmarsh or through the intertidal area. The commitment to trenchless methods through the landfall is cited throughout **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**, secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). The cable will emerge in the intertidal area and therefore there will be a jack up barge or similar present to make the connection, but the

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			3.3.2, it appears that the phase 1 habitat work, undertaken using aerial photographs taken at high tide, means that the phase 1 survey for the Kent Onshore Scheme has omitted all of the intertidal habitat. There are discrepancies and a lack of clarity in the PEIR with regards to the Kent Landfall and trenchless solution. In paragraph 1.4.3.9 states that *"there is a commitment to make landfall using a trenchless crossing technique beneath the saltmarsh habitat within the Pegwell Bay. The location of the TJB and the exit of the trenchless crossing seaward of the mean highwater springs mark (MHWS) would be located outside of the sensitive saltmarsh habitat". In paragraph 4.3.2.16 it is stated that "as both landfalls will be achieved using trenchless techniques, there are no activities occurring at the surface in the intertidal area."* Furthermore, in paragraph 4.3.6.3 it is stated that *""The Offshore Scheme will use a trenchless solution at both landfall locations, avoiding any work in the intertidal area. The trenchless solution entry/exit pits, where the cable will be pulled for subsequent submarine installation, will be entirely in the subtidal environment (Figure 4.3.4 Habitats present at, and location of, trenchless solution entry/exit entry/exit pits). Indicative water depths at lowest astronomical tide for the entry/exit pit locations are 5-6 m at Aldeburgh and ~ 4 m at Pegwell Bay."* However, figure 4.3.4 indicates that the 'potential trenchless solution' line starts only just off the coast and does not traverse the mudflats.		trenchless solution will be driven from inland, west of the golf course. Further details are contained in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity** and **Application Document 6.3.3.2.A ES Appendix 3.2.A Extended Phase 1 Habitat Survey Report**.
		Terrestrial ecology, marine mammals, noise and vibration	It is concluded in the PEIR that by using the trenchless solution, impacts to intertidal habitats and species will be avoided, so no detailed assessment of the habitats and species has been undertaken. The PEIR does not clearly show that the whole of the intertidal area of Pegwell Bay will be avoided, with no exit/entry point identified in the figures. It is requested that clarification on this point is provided. In addition, while the trenchless solution may ensure that direct impacts to subtidal ecology can be avoided, it is questioned whether there could be indirect impacts as a result of noise and vibrations, including the seal population that hauls out the mouth of the River Stour.	N	The trenchless location and any potential impacts to seals have been considered in the **Application Document 6.2.4.4 Part 4 Marine Chapter 4 Marine Mammals**. The indicative exit/entry points are described in **Application Document 6.2.1.4 Part 1 Introduction Chapter 1 Description of the Proposed Project**. The exact locations of the exit/entry pits have not yet been defined. Bore exit pits at the Suffolk Landfall would be positioned wholly within the subtidal area, avoiding impacts to the intertidal at this location. The use of a jack up barge would be required to support the creation of the exit pits in advance of breakout. Due to the extent of the intertidal zone at Kent, bore exit points would be located approximately 105 m to 140 m seaward from the edge of the saltmarsh. Pits would be excavated and potentially a small cofferdam would be installed either before or immediately after punch out of the pilotbore to contain drilling fluids (four punch outs in total) as a reasonable worst case scenario. The equipment would include up to four small excavators (15-20 t), two tractors, hovercraft and ancillary equipment such as drilling pipes, pumps and generators. Excavators would remain within a maximum area of 120 m x 180 m around the exit pits. As the exit pits are in the upper intertidal area, access would be via the corridor from the former hoverport rather than transportation by sea at the top of the

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					tide. Depending on ground conditions, either excavators would tow sledges of equipment or tractors would tow trailers with equipment to the exit.
		Cultural heritage, landscape and visual, onshore route location	**Cultural Heritage** The Principal Heritage Officer has been consulted on the proposals and it is considered the principal concern is the potential for impact on the setting of the scheduled monument at Richborough. Works have recently been undertaken by English Heritage to enhance the visitor experience; including the erection of a tower within the walls (the Claudian Gateway) to aid interpretation and understanding both of the phases of the fort itself and its relationship to the surrounding countryside. It is considered that the proposal could be visible from this viewpoint, although it is noted this would be considered further in the landscape and visual impact assessment, which would assist in the assessment of the impact on the heritage asset. The approach to the overhead line is considered to be appropriate in this respect. In respect of archaeology, this would be subject to consideration by KCC Archaeology.	N	An assessment of the potential for impacts on the setting of heritage assets has been included as part of **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**. This includes assessing the impacts on the setting of Richborough Fort, with viewpoints agreed with Historic England and the Kent County Council Archaeological Advisor. The results of the assessment are included within **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage** and associated appendices. The indicative landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section of **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual** including screening in the form of proposed woodland, hedgerow and hedgerow tree planting. Screening has been included to the south of the Converter Station and Substation specifically to target views from the south. This is shown on **Application Document 7.5.7.2 Outline Landscape and Ecological Management Plan - Kent** and has been designed in collaboration with stakeholders as communicated through various thematic meetings (first introduced on 16 April 2024). National Grid acknowledges the Council's design preferences and considers that the Kent design review panels will provide a forum for further discussion. The design principles consider that the proposed Converter Station should appear more as background development than as a landmark structure (**Application Document 7.1.2.2 Design Principles – Kent**). The impacts on specific heritage assets, including the scheduled monument at Richborough, are acknowledged. National Grid will seek to identify solutions to these issues through ongoing dialogue with the Council in thematic meetings. These discussions will inform the iterative approach to the design of permanent infrastructure.
		Air quality, health and wellbeing, traffic and transport	**Air Quality, Noise and Vibration and Health and Wellbeing** The Environmental Protection Team have been consulted on the proposals, advising that the primary concern would be any possible effect that construction traffic and construction sites set within the Dover district may have on nearby residences. The construction of any new pylon system within the Dover district may require access points via local roads or temporary compounds within nearby road networks and it is expected that further details of this will be provided as the proposals progress.	N	National Grid acknowledges this feedback. **Application Document 6.2.3.8 Part 3 Kent Chapter 8 Air Quality** and **Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration** assess the construction phase impacts to residential receptors. Please refer to the complete assessment for details of the assessment and any mitigation measures. **Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan - Kent** also includes details and locations of access points and temporary construction compounds required to facilitate the works.

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		Water environment, traffic and transport, cultural heritage	**Other Matters** It is noted that a number of other matters will be relevant to the assessment of the impacts of the proposals, including in respect of flood risk and drainage, traffic and transport and archaeology. It is considered that these matters will be addressed in any representations from KCC.	N	National Grid acknowledges this feedback. For reference, the topics mentioned are assessed within the ES as follows: • Flood risk is assessed within **Application Document 6.2.3.4 Part 3 Kent Chapter 4 Water Environment and Application Document 6.8 Flood Risk Assessment**; • Traffic and Transport is assessed within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**; and • Archaeology is assessed within **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**.
		Terrestrial ecology, onshore mitigation	**Consultee Responses:** **Senior Natural Environment Officer:** Most of the species surveys identified as necessary to inform this project have not yet commenced, with only the Phase 1 habitat survey partially completed (much of it has been undertaken using only aerial photographs). Although it is stated in the PEIR that the Phase 1 habitat survey will "assist with assessing which Phase 2 surveys would be deemed necessary", the extent and locations are not provided for the ongoing and proposed species surveys. The PEIR presents broad, preliminary conclusions regarding the potential mitigation options available, but without the detailed survey work it is not possible to reach conclusions regarding the significance of likely effects of all the ecological receptors. Given the wellprogressed proposals, including the locations of the Minster Substation and Minster Converter Station, I have some concern that the mitigation hierarchy may not be adequately applied, particularly with regards to avoiding significant impacts before mitigation and compensation measures are considered.	N	Detailed survey work has been carried out during 2024 and Dover District Council were kept informed of survey progress through thematic meetings. Survey reports were also shared as they emerged. Mitigation proposals were also being shared with Dover District Council, for example, the mitigation proposals for addressing noise disturbance impacts and for mitigating for loss of golden plover habitat. The mitigation hierarchy has been applied and discussion of the application of the hierarchy is presented in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**.
		Ornithology, terrestrial ecology	The potential loss of functionally linked land due to significant numbers of golden plover is of particular concern, as is the potential for impacts to designated sites, including SSSI and Local Wildlife Sites (LWS), though there is minimal consideration in the preliminary assessment of effects in respect to the Ash Level and South Richborough Pasture LWS, and the impact of habitat loss within the LWS as a result of the proposed pylons south of the River Stour is omitted from Table 3.3.13: Preliminary assessment of direct loss of habitats during construction or decommissioning and Table 3.3.14: Preliminary assessment of direct loss of designated sites during construction or decommissioning.	N	As discussed in thematic meetings, proposals for mitigating the loss of habitat for wintering golden plover consist of enhancing approximately 10 ha of arable land off-site, but adjacent to the South Richborough Pasture Local Wildlife Site. This approach has been discussed with Natural England. Further details, including a full assessment of impacts on the Local Wildlife Site including riverside scrape creation to offset habitat loss due to the pylon bases are contained in **Application Document 6.2.3.2 Part 3 Chapter 2 Ecology and Biodiversity**.
		Terrestrial ecology, onshore mitigation	Although it is stated in the PEIR that "Embedded measures have been integral in reducing the ecology and biodiversity effects of the Proposed Project", these largely relate to designated sites and broad habitat types as the species surveys have not yet	N	National Grid acknowledges this feedback.

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			been completed. The application of the mitigation hierarchy will have to be adequately demonstrated in the Environmental Statement.		
		Terrestrial ecology, design, onshore route location	The PEIR lacks some clarity with regards to the proposed cabling locations and impacts in respect to the intertidal zone of Pegwell Bay. Figure 1.1.3 shows the Kent Onshore Scheme Boundary at its eastern extent, which includes the intertidal zone of Pegwell Bay, but the information presented in the Kent Onshore Scheme sections of the PEIR does not include the details for the full extent of the Boundary; Figure 3.3.3 shows survey parcels 379 and 391 in the intertidal zone, but no reference to survey parcel 391 is made in Appendix 3.3.A, and the habitat classification for survey parcel 379 presented in Table 3.3.A.5 does not include any mudflats. From reviewing Figure 3.3.2, it appears that the phase 1 habitat work, undertaken using aerial photographs taken at high tide, means that the phase 1 survey for the Kent Onshore Scheme has omitted all of the intertidal habitat. There are discrepancies and a lack of clarity in the PEIR with regards to the Kent Landfall and trenchless solution. In paragraph 1.4.3.9 states that “there is a commitment to make landfall using a trenchless crossing technique beneath the saltmarsh habitat within the Pegwell Bay. The location of the TJB and the exit of the trenchless crossing seaward of the mean highwater springs mark (MHWS) would be located outside of the sensitive saltmarsh habitat”. In paragraph 4.3.2.16 it is stated that “as both landfalls will be achieved using trenchless techniques, there are no activities occurring at the surface in the intertidal area.” In paragraph 4.3.6.3 it is stated that ““The Offshore Scheme will use a trenchless solution at both landfall locations, avoiding any work in the intertidal area. The trenchless solution entry/exit pits, where the cable will be pulled for subsequent submarine installation, will be entirely in the subtidal environment (Figure 4.3.4 Habitats present at, and location of, trenchless solution entry/exit entry/exit pits). Indicative water depths at lowest astronomical tide for the entry/exit pit locations are 5-6 m at Aldeburgh and ~ 4 m at Pegwell Bay.” However, figure 4.3.4 indicates that the ‘potential trenchless solution’ line starts only just off the coast and does not traverse the mudflats.	N	The Phase 1 mapping has been completed for the DCO application and is part of **Application Document 6.3.3.2.A ES Appendix 3.2.A Extended Phase 1 Habitat Survey Report**. Having undertaken geotechnical investigation it can be confirmed that trenchless solutions are a viable option for traversing the Thanet Coast & Sandwich Bay SPA and there will be no surface cable trenching through any saltmarsh or through the intertidal area The commitment to trenchless methods through the landfall is cited in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**, which is secured by Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). The cable will emerge in the intertidal area and therefore there will be a jack up barge or similar present to make the connection, but the trenchless solution will be driven from inland, west of the golf course.
		Terrestrial ecology, marine mammals, noise and vibration	It is concluded in the PEIR that by using the trenchless solution, impacts to intertidal habitats and species will be avoided, so no detailed assessment of the habitats and species has been undertaken. The PEIR does not clearly show that the whole of the intertidal area of Pegwell Bay will be avoided, with no exit/entry point identified in the figures, and I advise that clarification on this point is necessary. In addition, while the trenchless solution may ensure that direct impacts to subtidal ecology can be avoided, I query whether	N	The trenchless location and any potential impacts to seals have been considered within **Application Document 6.2.4.4 Part 4 Marine Chapter 4 Marine Mammals**.

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			there could be indirect impacts as a result of noise and vibrations and particularly highlight the seal population that hauls out the mouth of the River Stour.		
		Coordination with other projects, benthic ecology	I query whether any of the surveys and monitoring conducted in respect to the NEMO link have been used to inform the assessments and suggest that this may be useful. With regards to the Offshore Scheme, this link on the document library page is not correct PEIR Volume 2 Appendix 4.3.A Benthic Characterisation Report – it just opens the same document as the link above it (PEIR Volume 1 Part 4 Chapter 3 Benthic Ecology).	N	A summary of available information and lessons learned from previous developments is provided in **Application Document 6.2.4.3 Part 4 Chapter 3 Fish and Shellfish Ecology**.
		Cultural heritage, landscape and visual, design	**Principal Heritage Officer:** Our principal concern is the potential for impact on the setting of the scheduled monument at Richborough. English Heritage have recently carried out works to improve the visitor experience at Richborough, including the erection of a tower within the walls (the Claudian Gateway) to aid interpretation and understanding both of the phases of the fort itself and its relationship to the surrounding countryside. We consider the overhead line approach to be appropriate in this respect. In terms of the design approach for the proposed converter stations, concepts that seek to reduce the visual impact of the structures will be desirable. Of those illustrated in fig 2.1 of the background document we are particularly interested in the use of colour and form to reduce their massing.	N	An assessment of the potential for impacts on the setting of heritage assets has been included as part of **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**. This includes assessing the impacts on the setting of Richborough Fort, with viewpoints agreed with Historic England and the Kent County Council Archaeological Advisor.
		Traffic and transport, construction, health and wellbeing	**Environmental Protection Officer:** Environmental Protection have been invited to comment on the above consultation. Our primary concern is any possible effect that construction traffic and construction sites set within the Dover district may have on nearby residences. The construction of any new pylon system within the Dover district may require access points via local roads or temporary compounds within nearby road networks. If it is applicable to the application type we request a condition to cover this process.	N	National Grid acknowledges this feedback. **Application Document 6.2.3.8 Part 3 Kent Chapter 8 Air Quality** and **Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration** assess the construction phase impacts to residential receptors. Please refer to the complete assessment for details of the assessment and any mitigation measures. **Application Document 7.5.1.2 Construction Traffic Management and Travel Plan - Kent** also includes details and locations of access points and temporary construction compounds required to facilitate the works.
		Traffic and transport, construction	A suitable condition could be: • 1. A Construction Management Plan shall be submitted before the commencement of any development within the Dover district to include the following: • Routing of construction and delivery vehicles to / from any proposed construction process within the Dover district.	N	**Application Document 7.5.1.2 Construction Traffic Management and Travel Plan - Kent** has been prepared as part of the DCO application and includes the details requested by Dover District Council.

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			• Parking/turning areas for construction and delivery vehicles and site personnel. • Timing and number of HGV movements. • Provision of wheel washing facilities. • Temporary traffic management / signage. • Access / egress arrangements • Duration of construction • Time of construction operations The development shall be carried out in accordance with the approved details. Other than this request we have no other comments currently. I am happy to discuss our request with the applicant if required. Dover District Council appreciates the opportunity to make the above comments and trust that they will be of assistance and will be taken into account as the project progresses.		

Table 1.4 East Suffolk Council

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24 October 2023	5 January 2023	Consultation	Thank you for giving the Council the opportunity to respond to the statutory consultation. The Council's response comprises of the following: a) Cabinet Report for the 2 January 2024 meeting b) Appendix A associated with a) – Response to Sea Link by ESC c) Appendix B associated with a) – Drawings d) Notes of the meeting held between representatives of East Suffolk Council & the relevant Town & Parish Councils On 3 January 2024 we will confirm the resolution of Cabinet and provide any necessary updates to our response by 5 January 2024.	N	National Grid acknowledges this feedback and has responded to the specific points raised below.
		Consultation	**APPENDIX A** **1. Introduction** 1.1 East Suffolk Council (ESC) welcomes the opportunity to provide comments on the proposals for the Sea Link project. The Council's comments have been set out below. 1.1 During your consultation ESC held a meeting with the directly affected town and parish councils to seek their views on the project. The views expressed have been included in ESCs response. It was clear during the meeting that there is no town or parish council support for the proposal currently being consulted upon. A copy of the notes from the meeting held with directly affected town and parish council representatives has been provided at the end of this report. **2. Engagement on the Sea Link Project** 2.1 ESC wishes to highlight at an early stage in this response concerns in relation to the engagement on the project. Whilst the higher-level project overview meetings on Sea Link have been scheduled regularly throughout the pre-application period, the detailed engagement on a technical level has been extremely limited and inadequate. Ahead of the statutory consultation ESC would have expected technical officers to be regularly engaged in all the thematic areas but this has not been the case. Whilst a limited number of meetings have been held with technical officers, these have been insufficient in number and depth and there has not been the appropriate opportunity to feed into the assessments and preliminary environmental information. In relation to some vitally important topic areas, there has been no engagement at	N	Statutory consultation was undertaken in accordance with the SoCC which itself was subject to extensive consultation with the host LPAs and prepared in accordance with all applicable statutory requirements pursuant to the Planning Act 2008 and the Infrastructure Planning (EIA) Regulations 2017 as well as other relevant guidance. The material published for Statutory consultation was based on the information available at that time and was of sufficient detail to enable informed feedback to be provided on the emerging scheme proposals. National Grid had regard to all such feedback as part of the continuing development of the Proposed Project up to the time of submitting the DCO application. All views expressed in response to the Statutory consultation (and indeed all other consultation and engagement activities undertaken by National Grid as part of the National Grid acknowledges the Council's concerns) have been considered and taken into account as set out within **Application Document 5.1 Consultation Report**. Following Statutory consultation, National Grid committed to ongoing engagement with stakeholders, including East Suffolk Council. This comprised a programme of thematic meetings running through to submission, addressing specific aspects of the Proposed Project design and potential impacts arising during construction and operation.

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			all, these include coastal processes, ecology, surface water drainage and flood risk and air quality. The engagement with ESC in relation to the technical details of the project must be improved going forwards. In addition to this, engagement with the local communities is also essential and should be a key feature of the pre-application phase.		
		Legislation and policy, coordination with other projects, needs case	**3. National Policy** 3.1 The Energy National Policy Statements (NPSs) were updated in November 2023 with the publication of revised NPSs EN-1 to EN-5. ESC notes that EN-1 identifies that "there is an urgent need for new electricity network infrastructure to be brought forward at pace to meet our energy objectives" (paragraph 3.3.65), in addition to this it is noted that the "volume of onshore reinforcement works needed to meet decarbonisation targets is substantial", specifically noting the need for "substantial reinforcement in East Anglia to handle increased power flows from offshore wind generation" (paragraph 3.3.68). Distribution Network Operators are required under Section 9 of the Electricity Act 1989 to bring forward efficient and economic proposals in terms of network design. However national policy is clear that "in considering the 'economic and efficient' approach the network project needs to follow good design, avoidance and mitigation principles as reference in EN-5" (paragraph 3.3.78). 1.1 Paragraph 3.3.80 of EN-1 goes on to state "…considering the potential or unwarranted and avoidable disruption, inefficient, and visual impacts along the onshore-offshore boundary, coordination of onshore transmission, offshore transmission, and offshore generation and interconnector developments should be considered at both the strategic and more detailed project design levels. This coordinated approach is likely to provide the highest degree of consumer, environmental, and community benefits." 2.1 Therefore, whilst EN-1 recognises the need for new electricity networks in order to meet the future energy demands, the importance of good design and need for coordination to reduce the adverse impacts on the local communities and environment is acknowledged. The revised NPS EN-5 supports need for coordination stating that "The coordinated solutions assessed should seek to be ambitious in the degree of co-ordination, wherever possible".	N	National Grid is coordinating with other developers of large scale infrastructure projects in Suffolk, noting that those other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are contained in **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise. The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with the LionLink and Nautilus projects in Suffolk where it is feasible. The assessment of inter-cumulative effects with these other proposed developments is also considered in the ES within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
		Coordination with other projects,	**4. Offshore Transmission Network Review and Coordination**	N	National Grid acknowledges the District Council's concerns about the current approach towards planning for new development on the electricity network, but nevertheless must comply with Section 9 of the Electricity Act and

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		alternative solutions, consultation	4.1 The Council has been engaging with the Government regarding the unstructured and non-collaborative approach to energy development which the revised NPSs seek to address1. ESC would like to be supportive of well-developed and designed coordinated projects that enable the goal of Net Zero and the interim targets, as set out in the revised NPSs. This however is not currently the case with projects delivered in a piecemeal fashion with little regard for the cumulative impacts, this cannot continue to occur at the expense of Suffolk's environment and communities. The succession of individual proposals impacting our communities without visible strategic over-sight, or collaboration to minimise impacts, creates a very challenging and unsustainable situation. The Offshore Transmission Network Review (OTNR) was announced in 2020 following recognition by Government that the current un-coordinated approach to offshore transmission lacked any strategic vision and was causing significant environmental and local impacts from the associated onshore infrastructure. It was recognised that point to point connections do not always provide the most efficient approach and could become a major barrier to delivery. This is a matter which ESC has been highlighting and calling for action on from the Government since 2018.		Standard Condition D3 (transmission system security standard and quality of service) of its Transmission Licence. This means that where the boundary capacity of the Main Interconnected Transmission System is exceeded against the standards, National Grid must resolve the capacity shortfall under the terms of its Transmission Licence. A fully offshore grid does not represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. National Grid will continue to monitor Government's response to this ongoing debate, but can clarify that even with the provision of offshore converter stations and substation(s), onshore infrastructure would still be needed to transmit to the onshore national electricity network. Cables would still need to run onshore from an offshore grid and onshore converter stations would still be needed to convert the electricity from direct to alternate current, along with a substation to transform electricity into the required voltages. At present, co-ordination of all proposed transmission infrastructure seeking to make landfall on the East Anglian coast is not feasible due to each project being promoted by different companies, with different project teams covering several different geographical locations and on different timelines for delivery. National Grid is therefore listening to community feedback in order to understand concerns about the impact of the Proposed Project, both as a standalone project and in combination with other projects in the area, to minimise these impacts onshore and offshore. It should also be noted that the effects of interactions between the Proposed Project and other proposed developments in Suffolk within the cumulative zone of influence have been identified and assessed within the ES and are reported within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. For further details of these effect interactions and any additional mitigation proposed are set out in this Chapter.
			4.2 ESC has previously requested National Grid PLC comprehensively and robustly explore every opportunity for coordination of the Sea Link, EuroLink and Nautilus projects at all stages of the development consent process2. It is also imperative given the pressures this area of east Suffolk is facing, that in-combination effects with other proposed and consented projects are considered and opportunities for coordination maximised. This is necessary to reduce the adverse impacts of the developments on east Suffolk's sensitive and valued environment and the local communities, who have been hit by a constant barrage of energy projects and will be subject to years of disruption from associated construction works, if they are consented and implemented.		National Grid is coordinating with other developers of large scale infrastructure projects in Suffolk, noting that those other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application (**Application Document 7.10 Coordination Report**). While efforts are being made to engage with other projects and identify appropriate ways of co-ordinating with different projects, covering several different geographical locations and on different timelines for delivery, it is not always possible to co-ordinate with all projects.
			4.3 ESC requests that consideration be given to an offshore grid solution and the use of brownfield solutions for the onshore infrastructure. The principle of subsea interconnectors is an important part of an offshore focused approach, but it needs to be ensured the connections are made in the right locations.		The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with the LionLink and Nautilus projects in Suffolk where it is feasible. The assessment of inter-cumulative effects with these other proposed developments is also considered within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
			4.4 On 5 December 2023 it was announced that North Falls, Five Estuaries and Sea Link had been successful in receiving grant funding from the OCSS. The purpose of the funding from the OCSS was to enable the exploration of coordination between the two offshore wind farms and Sea		With regard to the Offshore Coordination Support Scheme (OCSS), grant funding was awarded to North Falls, Five Estuaries and Sea Link in order to explore the coordination of two offshore wind farms and a bootstrap reinforcement to the GB grid. A feasibility study was undertaken which

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			Link. Given the association between Sea Link, LionLink and Nautilus, the opportunity for co-ordination created by the funding has been significantly limited. It is unknown whether there will be further funding granted for other projects as part of the OCSS, but at present the outcomes of the OTNR more generally, and the limitations on the potential benefits from the OCSS, has been extremely disappointing for east Suffolk. Put simply, the Sea Link project will receive funding to explore coordination with two offshore wind projects which had revised grid connections in Essex and therefore whilst there will be a potential reduction in the infrastructure overall the benefits will primarily be felt in Essex, it is not evident that there would be any reduction in the onshore infrastructure within east Suffolk. 4.5 ESC would like to understand the proposals put forward by Sea Link as part of the OCSS bid and to understand the implications for the current proposals put forward in the consultation. ESC would also like to be fully engaged and kept up to date on the work proposed to be undertaken as part of the OCSS funding, seeks further details on timescales for this work, implications for the consenting timeframe and details of anticipated further consultations on the proposals as a result.		focused on defining the necessary building blocks, capital costs, construction and commissioning methodologies and overall programme. This study concluded that a technical solution was feasible, but drawbacks were identified in this particular application such as an increase in capital costs over the baseline, additional constraint costs driven by the need for further network outages and up to five years delay to the delivery of North Falls and Five Estuaries. The Electricity System Operator also undertook a study associated with the resultant change in power flows that arose from this OCSS proposal and the changes in connection location of the North Falls and Five Estuaries offshore windfarms. The Secretary of State for Energy Security and Net Zero reviewed the study amongst other information and decided not to grant further funding. All OCSS related work ceased and no further work is being undertaken on this OCSS proposal. The need for the Proposed Project, as a point-to-point 2 GW HVDC network reinforcement between East Anglia and Kent, remains and is being progressed solely as such. There is no requirement for offshore platforms, converter upgrades or additional OCSS interrelated network reinforcements. Any identified modifications and enhancements to the Proposed Project needed to facilitate OCSS have been shelved and do not form part of the Proposed Project DCO.
		Coordination with other projects, alternatives, design	4.6 ESC also notes that following the outcomes of the OCSS, National Grid Electricity System Operator made a commitment to review the connections in East Anglia, this work is yet to be undertaken and therefore increases the amount of uncertainty. 4.7 Notwithstanding the above, ESC acknowledges that National Grid Electricity Transmission (NGET) has endeavoured to plan for a degree of co-location, whist this is a step in the right direction, this has however not been reciprocated by the other projects. LionLink for example continues to promote a number of different landfall, cable route and converter station location options, the converter station site east of Saxmundham is just one of these options and no indication of a preferred site has been given. The degree of coordination 'buy in' from the various scheme promotors is very unclear. National Grid Ventures (NGV) has also not provided any further details of the siting and routeing options for Nautilus since their non-statutory consultation and therefore the siting and routeing options in relation to this project are unknown. It is noted that NGV are exploring a potential alternative connection for the Nautilus project at the Isle of Grain which ESC fully supports, however the feasibility of this has not been confirmed and the uncertainty surrounding the connection location for this project is very challenging.	N	The results of the ESO East Anglia Network Study were published in March 2024. The conclusions highlight that the ESO holistically assessed ten network configuration options in East Anglia, using the OCSS outcome as the baseline. Six of these options were developed by the ESO/NGET and four proposed by community representatives, ranging from onshore network configurations to a network involving no new overhead lines within East Anglia. However, from this assessment, it is evident is there is no single option that minimises impacts across all the metrics. Critical trade-offs will need to be made between the cost borne by consumers, communities hosting this nationally significant infrastructure as well as environmental considerations. National Grid is coordinating with other developers of large-scale infrastructure projects in Suffolk, noting that those other projects are outside the control of National Grid. National Grid will set out details of how it has coordinated with other projects as part of its DCO application (**Application Document 7.10 Coordination Report**). National Grid's plans in Suffolk have been developed for the Proposed Project as a standalone project but have been designed in a coordinated way with other projects, including two potential NGV projects. As development work on the Proposed Project and these other projects has progressed, National Grid's approach to coordination has evolved. A key part of its coordination strategy is to continue to explore opportunities to co-locate infrastructure where feasible and beneficial. At Statutory consultation, National Grid presented a design which showed the NGV works themselves at the landfall and along the cable sections. It also included the entire wider

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			4.8 The lack of coordination evident between Sea Link and other proposed NSIPs connecting in the same locality is a significant concern. Should the Sea Link project continue to be progressed, maximum coordination should be inherent within the design and ambitious solutions delivered as the revised NPSs state. Coordination is considered to be more than just co-location, it is essential that there is a reduction in the disruption and environmental impacts as a result. 4.9 As stated above, coordination should be sought during all phases of the developments, not just at the siting and routeing stage, although the co-location and sharing or infrastructure/corridors at the siting and routeing stage is important. The various NSIPs are currently being proposed on the basis of multiple different timescales. In order to deliver a genuinely coordinated approach, ESC considers that National Grid PLC should seek to align their projects (Sea Link and Lionlink with the addition of Nautilus only in the event it connects in east Suffolk) both spatially but also temporally in terms of consenting and delivery. The alignment of timescales would allow a shared or conjoined examination with the appointment of the same the examining panel to consider the projects. This would not only help to reduce the huge burden on local communities and statutory consultees imposed by the consenting process, but it would also allow the robust consideration of the coordinated design and cumulative impacts of the projects. 4.10 In order to reduce the degree of disruption experienced by local communities and the adverse impacts on the environment, the delivery of Sea Link should be coordinated with other projects being delivered in the locality. As stated above, coordination should reduce the adverse impacts of the project, so in the event the projects all receive consent, we avoid the situation where each project is being delivery one after the other, with the construction effects being elongated and experienced over many years.		site at Saxmundham, to show how they could be flexible if constructing around one or two additional converter stations. This assumed a scenario where the NGV projects, whose routeing and siting work is at an earlier stage, identified the same cable and converter station sites as the Proposed Project. In March 2024, NGV's LionLink project announced that it had down selected its potential landfall at Aldeburgh and would be removing it from the LionLink proposals. LionLink is still proposing to co-locate its converter station alongside the Proposed Project's near Saxmundham. As National Grid's design work and their engagement with the NGV projects has progressed, they have evolved their approach to coordinating with NGV. They are considering further ways that they could coordinate their construction activities and other projects and developers, including NGV, EDF Energy and SPR. The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with the LionLink and Nautilus projects in Suffolk where it is feasible. The assessment of inter-cumulative effects with these other proposed developments is also considered within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. Whilst there are physical similarities between the infrastructure that would comprise the Proposed Project and the Lion Link and Nautilus interconnector projects, it differs from the interconnectors in terms of the type, purpose, need and geographical location outside of Suffolk. The Proposed Project will seek consent for its own works only. However, an illustrative coordinated masterplan showing one way in which converter stations for up to three projects could be accommodated on land near Saxmundham will be include with the DCO application, for information purposes only. National Grid's approach to coordination with other projects operating in this area remains subject to ongoing dialogue. This approach has been discussed with the Suffolk Host Authorities. National Grid must also maintain its obligation to facilitate network connection agreements by providing the required network reinforcement by 2030. NGV still have a connection offer for a connection at Friston Substation for the Nautilus project. Until this offer is terminated, National Grid still needs to consider that the Nautilus project may still connect at Friston.
	Needs case	**5. Need** 5.1 The project is said to be required in order to be able to transfer energy to and from Suffolk and to and from Kent. However, in respect of exporting energy from Suffolk and Suffolk grid reinforcement, the need for the project only arises once Sizewell C, LionLink and Nautilus are all operational (the latter two are not yet consented). Therefore, the reinforcement is not yet required, and should the identified projects not become operational at the times anticipated or not be delivered at all, then presumably this changes the need for Sea Link. If Sea Link is consented; its implementation should be conditional on the other three	N	National Grid notes the Council's acknowledgement of the urgent need for new electricity transmission infrastructure and that the Proposed Project will be considered against the relevant Energy National Policy Statements (NPSs) that were published in November 2023 and came into for force in January 2024. NPS EN-1 sets out at paragraphs 3.2.6 to 3.2.8 that the Secretary of State should give substantial weight to the need for energy infrastructure covered by the NPS and is not required to consider separately the specific contribution of an individual project to satisfying the need established in the NPS. The need case for the project is outlined in **Application Document 7.1 Planning Statement** and is not contingent on any other particular project going ahead.

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			projects all being committed. With regard to the Kent perspective, Sea Link serves to reinforce the south coast grid but it is not considered that it has adequately been demonstrated that reinforcement by a means other than Sea Link is not possible.		In addition, National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the overriding requirement for this Proposed Project.
		Alternative solutions, needs case, community benefits/ enhancements	**6. Overview of ESC's Position on Sea Link** 6.1 ESC currently objects to the Sea Link project as it would result in further unacceptable harm to the communities, environment and economy of East Suffolk and it is not yet considered that the timing of the need for the project is currently proven, and with Sizewell C potentially at least 10 years away from generation, it is requested further consideration of alternative offshore solutions is undertaken and consider that the project does not currently include sufficient levels of coordination in all areas of the NSIP process. In reaching this position the submitted plans showing the possible siting of converter stations adjacent to the proposed converter station for this project amplify the coordination/cumulative impact concerns.	N	National Grid's plans in Suffolk have been developed for the Proposed Project as a standalone project but have been designed in a coordinated way with other projects, including two potential NGV projects. As development work on the Proposed Project and these other projects has progressed, National Grid's approach to coordination has evolved. A key part of their coordination strategy is to continue to explore opportunities to co-locate infrastructure where feasible and beneficial. At Statutory consultation, National Grid presented a design which showed the NGV works themselves at the landfall and along the cable sections. It also included the entire wider site at Saxmundham, to show how they could be flexible if constructing around one or two additional converter stations. This assumed a scenario where the NGV projects, whose routeing and siting work is at an earlier stage, identified the same cable and converter station sites as the Proposed Project. In March 2024, NGV's LionLink project announced that it had down selected its potential landfall at Aldeburgh and would be removing it from the LionLink proposals. LionLink is still proposing to co-locate its converter station alongside the Proposed Project's near Saxmundham. As National Grid's design work and their engagement with the NGV projects has progressed, they have evolved their approach to coordinating with NGV. They are considering further ways that they could coordinate their construction activities and other projects and developers, including NGV, EDF Energy and SPR. Further details are contained in **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise. The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with the LionLink and Nautilus projects in Suffolk where it is feasible. The assessment of inter-cumulative effects with these other proposed developments is also considered in the ES within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.

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					The need case for the Proposed Project is outlined in **Application Document 7.1 Planning Statement** and is not contingent on any other particular project going ahead. The Proposed Project is needed to meet the Government's Clean Power Action Plan. Notwithstanding this, NPS EN-1 sets out at paragraphs 3.2.6 to 3.2.8 that the Secretary of State should give substantial weight to the need for energy infrastructure covered by the NPS and is not required to consider separately the specific contribution of an individual project to satisfying the need established in the NPS. The Proposed Project is of a type defined by NPS EN-1 as a critical national priority (CNP). National Grid has carefully sited and developed its Proposed Project following the principles of the mitigation hierarchy and have robustly considered alternatives. NPS EN-1 acknowledges that even after the application of the mitigation hierarchy, it is likely that some significant residual effects will remain, including at paragraphs 3.1.2 and 4.1.7, the latter of which states: "Where this NPS or the relevant technology specific NPSs require an applicant to mitigate a particular impact as far as possible, but the Secretary of State considers that there would still be residual adverse effects after the implementation of such mitigation measures, the Secretary of State should weigh those residual effects against the benefits of the proposed development. For projects which qualify as CNP Infrastructure, it is likely that the need case will outweigh the residual effects in all but the most exceptional cases..." Paragraph 4.2.16 of NPS EN-1 also states that for CNP infrastructure, such as the Proposed Project: "...the Secretary of State will take as the starting point for decision-making that such infrastructure is to be treated as if it has met any tests which are set out within the NPSs, or any other planning policy, which requires a clear outweighing of harm, exceptionality or very special circumstances."
		Inter-project cumulative effects, coordination with other projects	**7. Master Planning and Good Design** 7.1 Notwithstanding the Council's position, should Sea Link alongside other NSIPs (LionLink and potentially Nautilus) be progressed within east Suffolk this should be on the basis of a coordinated approach. ESC remains significantly concerns about the cumulative impacts of multiple projects. In order to ensure the delivery of good design, it is imperative that the converter station site is appropriately master planned. Without the strategic oversight of a master plan, it will be impossible to understand whether the site can accommodate multiple projects and demonstrate the achievement of long-term good design. The masterplan should be developed collaboratively with not only the other affected NSIP promotors but also with statutory consultees, which includes the relevant town and parish councils. 7.2 The provision of an inclusive and collaborative master planning process is an important component of the delivery of good design. This collaborative process must however	N	National Grid's plans in Suffolk have been developed for the Proposed Project as a standalone project but have been designed in a coordinated way with other projects, including two potential NGV projects. As development work on the Proposed Project and these other projects has progressed, National Grid's approach to coordination has evolved. A key part of their coordination strategy is to continue to explore opportunities to co-locate infrastructure where feasible and beneficial. At Statutory consultation, National Grid presented a design which showed the NGV works themselves at the landfall and along the cable sections. It also included the entire wider site at Saxmundham, to show how they could be flexible if constructing around one or two additional converter stations. This assumed a scenario where the NGV projects, whose routeing and siting work is at an earlier stage, identified the same cable and converter station sites as the Proposed Project. In March 2024, NGV's LionLink project announced that it had down selected its potential landfall at Aldeburgh and would be removing it from the LionLink proposals. LionLink is still proposing to co-locate its converter station alongside the Proposed Project's near Saxmundham. As National Grid's design work and their engagement with the NGV projects has progressed, they have evolved their approach to coordinating with NGV.

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			extend into the more detailed design phases and include genuine engagement with the local authorities, parish and town councils and local communities. It is important that the site is designed to minimise the adverse impacts through innovation and embedded mitigation and maximise any opportunities for benefits through the delivery of enhancements. Recent NSIPs consented within east Suffolk have also included an independent design review process which should be included as a commitment within any application. 7.3 Further commentary regarding the design of the project has been provided by the Design and Heritage Team within the technical comments section of the report. ESC would welcome engagement on the design approach to the converter and substations in addition to the overall master planning. It is noted that currently the design proposals appear to be limited to that of the converter station, similar consideration should be given to the design of the substation at Friston.		They are considering further ways that they could coordinate their construction activities and other projects and developers, including NGV, EDF Energy and SPR. Further details are contained in **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise. The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with the LionLink and Nautilus projects in Suffolk where it is feasible. The assessment of inter-cumulative effects with these other proposed developments is also considered in the ES within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. Design Principles are being established with regard to the requirements of national policy and National Grid is maintaining ongoing dialogue with the Host Authorities with regard to design aspects of the Proposed Project. They are seeking input from independent design review panels, as recommended by the Host Authorities. The Design Principles will also be the subject of discussion with an independent Design Review Panel comprising local architects and sustainability experts, and the meetings are attended by East Suffolk Council. Friston Substation's design will be carried out in accordance with SPR's made DCOs The Design Principles are contained in **Application Document 7.12.1 Design Principles – Suffolk**. This will be an iterative process over the consenting, examination and delivery phases of the Proposed Project. The Design Principles for the Proposed Project will also reflect the principles set out in the National Infrastructure Commission's Design Group Project Level Design Principles.
		Landfall location, construction, socio-economic, recreation and tourism	**8. Landfall** 8.1 The landfall identified is located at the seaside town of Aldeburgh, just across the road from the well-known sand and shingle beach. The site is within the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB) and defined Heritage Coast, Leiston-Aldeburgh Site of Special Scientific Interest (SSSI), RSPB North Warren Reserve and close to the Sandlings Special Protection Area. The town is a hugely popular tourist and visitor destination with the area heavily used year-round as a walking route between Aldeburgh and Thorpeness. In addition to the high	N	This comment and the information within have been noted. **Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment** assesses the impact of the Proposed Project on the Suffolk Coast and Heaths AONB. **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity and Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality** assess the impact of the Proposed Project on the Leiston-Aldeburgh SSSI and the Sandlings Special Protection Area. **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity** assesses the impact of the Proposed Project on RSPB North Warren Reserve assess the impacts to the receptors mentioned in the response. The impact of the Proposed Project on tourism is assessed in **Application Document 6.2.2.10 Part 2**

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			landscape importance of the area, Aldeburgh is also considered of great cultural significance. Further details in relation to ESC concerns regarding the impact on the tourist economy from this project in combination with other NSIP projects has been provided in the project wide section later in the report.		**Suffolk Chapter 10 Socio-Economics, Recreation and Tourism** which includes information on Aldeburgh, RSPB North Warren Reserve and walking routes. **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing** considers information related to the RSPB North Warren reserve, walking routes and tourism when assessing the impacts of the Proposed Project on Health and Wellbeing. Impacts of the Proposed Project on cultural heritage assets associated with Aldeburgh are set out in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**.
		Onshore route location, design	8.2 The Preliminary Environmental Information Report (PEIR) makes the assumption that the Leiston-Aldeburgh SSSI which is part of RSPB North Warren Reserve will be crossed using trenchless techniques and therefore direct impacts on the designated sites will be largely avoided. No evidence has however been provided to demonstrate that this technique is feasible in engineering terms and therefore deliverable. Without this certainty there is potential for greater impacts to occur. Greater information, evidence and justification must be provided to demonstrate the deliverability of the trenchless technique chosen and then this technique would need to be secured within the Development Consent Order (DCO).	N	In thematic meetings it has been confirmed that geotechnical investigation has established that trenchless methods are appropriate for traversing RSPB North Warren and the SSSI, and these confirm the depth of the of bore. Details of the confirmation that trenchless technology is viable are contained in Appendix A of **Application Document 7.3 Design Development Report**. Information on the trenchless method for traversing the RSPB North Warren is within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The DCO will therefore not include an option for surface trenching in the SSSI. The detail within this Chapter has subsequently informed the assessment of the Leiston-Aldeburgh SSSI. Further details are contained in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**.
		Construction – general, traffic and transport, landfall location	8.3 Horizontal Directional Drilling (HDD) is one of the trenchless techniques which could be adopted, but the PEIR has not considered the potential risk of 'frack out' associated with this technique and the impacts this could have. ESC has experience of other NSIP projects utilising HDD techniques and, on each occasion, 'frack outs' have occurred. The potential hydrological impact from the trenchless construction works on the designated sites has also not been assessed, it is therefore unclear what measures could be implemented to address potential impacts which could arise.	N	Commitment GH02 in the outline CoCP (**Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**) includes for the provision of a Foundation Works Risk Assessment, where required in areas proposed for trenchless crossings. This will be undertaken in accordance with Environment Agency guidance and will include the risk of drilling fluid loss. Mitigation against frac outs is also included within **Application Document 7.5.2 Outline Offshore Construction Environmental Management Plan**.
		Traffic and transport	8.4 Access to the landfall area by large vehicles is limited. The site is served by narrow roads which either travel through Aldeburgh or Thorpeness, two popular seaside destinations. The difficulties of large vehicles using the roundabout at the entrance to Aldeburgh was explored as part of the East Anglia One North and East Anglia Two projects and therefore ESC recommends that NGET revisit this information and the challenges faced.	N	The strategy for access and construction vehicle routing has been reviewed as part of the ES, and details are set out in **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**. Following feedback, traffic through Aldeburgh has been restricted to less than 10 HGVs daily, the majority of construction traffic will access the landfall location via the new haul road being constructed. Access to the foreshore is limited to light vehicles for monitoring purposes.
		Geology and hydrogeology, landfall location	8.5 ESC could not find any landfall impact assessments, material or reference to any consideration of coastal change or impacts on/from existing planned coastal structures within the consultation documents. If NGET has scoped coastal change from this stage of the process this is a significant oversight which should be rectified moving forwards. The	N	Chapter 2 (Physical Environment) in Table 4.2.17 of the PEIR assessed the impact of construction, operation and decommissioning on the Suffolk and Kent coastline morphology, including Sandwich Bay to Hacklinge Marshes SSSI and The Haven SSSI.

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			section of the coast proposed for the landfall is managed by the Environment Agency and so the applicant should ensure they are consulted on this matter. ESC has responsibility for managing coastal frontages to the north (Thorpeness) and south (Aldeburgh) of the proposed landfall and so would have an interest in the findings of the coastal change/management impact assessment.		A more detailed assessment at each of the Suffolk and Kent Landfalls is presented within **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment**. Coastal sediment cells, nearshore and regional sediment transport pathways are considered within **Application Document Part 4 Marine Chapter 1 Physical Environment** and identified via maps/figures where appropriate. The most recent details from the SMP, including coastal management plans for specific management units are now included within **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment**.
		Construction - general	8.6 The impacts on residential properties must also be taken fully into consideration. The western end of the landfall and cabling corridor are in close proximity to residential properties. Construction activities taking place at the landfall site, from previous experience, will necessitate some 24-hour working which could cause significant noise and disturbance to local residents.	N	An assessment of construction noise impacts has been undertaken as part of the ES, including consideration of any potential night-time works. The assessment indicates that with mitigation in the form of best practicable means, significant adverse effects from construction activities can be avoided at all nearby properties. Further detailed assessments will be conducted by the contractor and specific mitigation measures will be identified and incorporated in the works. Further details are contained in **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration**.
		Water environment	8.7 Flood risk is also a significant concern. The low lying Hundred River valley has the potential for surface water and tidal inundation and lies within Flood Zone 3. Flood risk from all sources of flooding must be very carefully considered.	N	Flood risk from all relevant sources has been assessed within **Application Document 6.8 Flood Risk Assessment**. The assessment considers flood risk to the Proposed Project in the present day and over its lifetime, accounting for the predicted effects of climate change, and describes the measures proposed to ensure a flood resilient design that does not cause any increase in offsite flood risk.
		Landfall location, inter-project cumulative effects, coordination with other projects	8.8 Finally, given the sensitivities of the landfall site significant further detail is required in relation to the impacts of the works at the landfall from both one project alone and cumulatively, in addition to the provision of required mitigation. ESC request that spatial and temporal coordination is fully explored as this could deliver a significant reduction in the adverse impacts socially, environmentally and economically.	N	Effect interactions between the Proposed Project and other proposed developments in Suffolk within the cumulative zone of influence have been identified and assessed within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. Further details of these effect interactions and any additional mitigation proposed are contained in this Chapter. National Grid is coordinating with other developers of large scale infrastructure projects in Suffolk, noting that other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are contained in **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the

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					projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.
		Onshore route location, design, onshore mitigation	**9. Cable Corridor** 9.1 The cable corridor associated with the Aldeburgh landfall is heavily constrained on the eastern end by ecological and landscape designations in addition to other matters as previously highlighted. If this can be navigated, there is then a significant pinch point at the crossing of Leiston Road close to Aldeburgh Golf Club. At this narrow point the construction works would not only be near residential properties, but also have the potential to cause significant disruption to one of the main routes into the town from Leiston. Once across Aldeburgh Road the cabling would be to the north of the current golf club layout but through an area of land granted planning consent (DC/22/2697/FUL) to facilitate the expansion of the golf course and the creation of new holes. The corridor also remains within the designated AONB for the majority of its length. 9.2 The cable route continues to pass close to residential properties as it travels across to the converter station site, it is proposed the cabling will enter the Friston site from the north which involves running near residential properties and tourist businesses. The route would involve interaction with the East Anglia One North and East Anglia Two Order Limits and cable corridors which are entering the Friston site from the south. The construction works in combination with the offshore wind projects will need to be carefully considered to avoid compromising the mitigation measures already secured under the consented DCOs. 9.3 From the converter site there is a need for a High Voltage Alternating Current (HVAC) cable corridor back to the proposed Friston substation. This would result in a cable corridor entering the Friston site from the western side. The proposals in addition to the construction works associated with the East Anglia One North and East Anglia Two projects, should they be constructed, would encircle the village with construction works. 9.4 ESC requests that NGET seek to minimise disruption to both residential properties and businesses through micro siting of the route and also by providing appropriate mitigation for the works proposed. Should multiple projects be required to cable through this area, coordination both spatially and temporally will be essential. 9.5 There has been no consideration of narrowing of the cable route swathes in particular sensitive locations to reduce the impact of the cable construction works. This embedded mitigation technique was utilised on the East Anglia One	N	9.1 National Grid notes this comment. 9.2 National Grid is liaising closely with SPR on the proposed works at Friston. 9.3 Routing has looked to keep works to the east and north of Friston village, National Grid will continue to liaise with other developers to coordinate works as the Proposed Project progress. 9.4 National Grid notes this comment. 9.5 Typical construction swathes are shown within the Statutory consultation typical design details that show the requirements for the swathes, including stockpiling of materials, drainage, fencing, access and trenches. Further details are contained in **Application Document 2.13.1 Design and Layout Plans – Suffolk**. Narrowing of the swathes at sensitive areas has been applied and will continue to be developed as environmental surveys and stakeholder feedback progresses. This will include narrowing the swathe to avoid trees and hedgerows where possible or minimise impacts. Noting that where swathes are narrowed, additional space is generally needed either side of the narrow point to accommodate the additional stockpiling of materials that would be displaced. National Grid is coordinating with other developers of large scale infrastructure projects in Suffolk, noting that those other projects are outside the control of National Grid. National Grid will set out details of how it has coordinated with other projects as part of its DCO application (**Application Document 7.10 Coordination Document**). While efforts are being made to engage with other projects and identify appropriate ways of co-ordinating with different projects, covering several different geographical locations and on different timelines for delivery, it is not always possible to co-ordinate with all projects.

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			North and East Anglia Two projects and ESC considers that such an approach should be fully considered as part of this project. In addition to this further justification is required as to why the cable corridors within the swathes cannot be reduced in width and need to be the widths specified.		
		Converter station location, cultural heritage, landscape and visual	**10. Converter Station** 10.1 Saxmundham is an historic market town set in the valley of the River Fromas, a tributary of the River Alde. The converter site lies to the east of the town and is detached from the setting of the AONB. The site is bounded to the north by the Leiston-Saxmundham Road (B1119) and to the south by a woodland block and occupies an elevated position in the landscape. The land to the north and east of Bloomfield's covert is open arable land. Modern commercial farming practice since the mid-20th Century has stripped the landscape of most key features such as field boundary hedgerows, hedgerow trees and small woodland blocks, Prior to agricultural improvement works after 1945, this area had a locally characteristic field pattern and included a substantial Ancient Woodland known as Great Wood, as well as ponds and a small plantation typical of the Ancient Estate Claylands landscape type, of which this area is part. The visual impact of the development is hard to mitigate during construction or in the early years after construction, due to the open nature of the landscape.	N	The location of the site is noted. The historic features of the Saxmundham Converter Station site, including the woodland and ponds, have been taken into consideration within the iterative design process and the indicative landscape strategy (**Application Document 7.5.7.1. Outline Landscape and Ecological Management Plan - Suffolk**). There would be localised significant effects for visual receptors, including those travelling along the B1119, as expected for the nature of this type of development. Mitigation design has been incorporated to reduce effects where possible, including hedgerow with hedgerow tree planting along the B1119 close to the receptor to maximise the screening capabilities. Landscape and visual impacts are contained in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 2 Landscape and Visual**.
		Construction, traffic and transport, landscape and visual	10.2 Access to the site is constrained due to the road network serving the area and the desire not to route traffic through either Saxmundham or Leiston. Multiple access routes to the converter station have been identified within the consultation. The benefits and disbenefits of each option will need to be carefully considered. For example, the access proposed to the southeast at Red House Farm would seem to cause the least landscape impact, although it would include the loss of hedgerows and landscape character, this would however involve the inappropriate utilisation of narrow rural roads for potentially large vehicles. The northern access of the B1121 would allow the centre of Saxmundham to be bypassed, however it would also result in direct impact on Carlton Park which is a locally listed historic parkland, affect trees subject of Tree Preservation Orders, roadside hedgerows and the setting of Saxmundham Conservation Area. The southern access of B1121 would similarly allow Saxmundham centre to be avoid but as a consequence have direct impacts on the Fromus valley landscape, willow woodland belt and roadside hedgerows. ESC would welcome further engagement on the access options to fully understand the	N	The southern access on the B1121 has been taken forward, which will avoid construction vehicles passing through Saxmundham. ESC has been invited to transport thematic meetings since February 2024. ESC is also invited to ecology thematic meetings where loss of ecological features are discussed. Further details regarding assessment of impacts including on the Fromus valley landscape, woodland and hedgerows are contained in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual and Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**.

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			proposals and level of permanence associated with each one.		
		Water environment, walking, cycling and horse riders	10.3 It is important that surface water drainage and flood risk at the site is appropriately assessed and managed given the contours and potential poor infiltration properties at the site. The Order Limits must be sized appropriately to accommodate the drainage solution for the site during both construction and operation.	N	The infiltration properties of the soils have been characterised by conducting compliant testing as part of the Proposed Project's Ground Investigations. The data has been used to inform the proposed surface water drainage designs of operational above ground infrastructure. Details of the drainage measures proposed are provided within **Application Document 6.8 Flood Risk Assessment** and space within the Order Limits has been included to accommodate surface water treatment and attenuation measures for both construction and operational stages of the Proposed Project.
		Walking, cycling and horse riders	10.4 The site is crossed by Footpaths 5 and 6 which would require diversion, it is essential that any new route provides appropriate amenity for the users. This will feed into the master planning of the site as it is important that any permanent diversion is established with the long-term future of the site fully considered, to avoid the need for subsequent diversions.	N	**Application Document 7.5.9.1 Outline Public Rights of Way Management Plan - Suffolk** has been developed in consultation with SCC and ESC. The proposed diversion routes will be designed to be of equivalent nature and connectivity to the existing sections of the routes to be closed, whilst minimising the additional journey length as far as practical. The proposed diversion routes are subject to agreement with Suffolk County Council. The opportunities for recreation have been developed in collaboration with other key disciplines including traffic and transport and socio-economics (further details are within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** and **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. This has included a permanent PRoW diversion on the Converter Station site which has been designed to have a variety of experiences with some sections more open and others adjacent to woodland planting to aid screening of views towards the Suffolk Onshore Scheme. This has also included the provision of open access areas, as requested through stakeholder feedback. The existing footpath connecting southwards is shown on **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**.
		Landscape and visual, cultural heritage, converter station location	10.5 As the surrounding landscape is largely undeveloped and open, this needs to be considered alongside the setting of Wood Farmhouse and Hill Farmhouse, Grade II listed buildings. The combination of agricultural land alongside the patches of woodland strongly contribute to the setting of the listed buildings and other surrounding heritage assets. The consideration of setting has been incorrectly based solely on intervisibility and we refer the applicant to Historic England's 'The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning Note 3 (Second Edition)' (2017) which states that setting may also be understood through 'our understanding of the historic relationship between places.	N	Noted, the impact assessment examining setting impacts relating to listed buildings can be found in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**. Where there was potential for significant impacts on the setting of heritage assets, discussions were held with stakeholders and with viewpoint photography agreed. The assessment of impacts on the setting of the asset considered changes to the landscape/landscape character in which the assets are located, as well as aspects such as designed views.
		Cultural heritage,	10.6 A list of assets which ESC considers should be included within the assessment has been provided within the detailed technical comments. For example, no justification	N	Viewpoint photography locations, as well as assets to be taken forward to full detailed assessment, were agreed with stakeholders including the East Suffolk Council Conservation Officer following submission of the PEIR, and

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		landscape and visual	has been given for scoping out the churches of St John the Baptists (Saxmundham) or Mary Magdalene (Friston). The Church of John the Baptist (Grade II*) stands on the eastern edge of the Saxmundham Conservation Area, on lower ground. While the church is some distance from the site, as medieval structures, churches have a complex relationship with the surrounding landscape, as historic religious centres, and therefore their setting is likely extensive. Further information is required if they are to be screened out. 10.7ESC would like to have further discussions with the applicant in relation to the conclusions reached on the significance of the impact on heritage assets to ensure that the harm is not being underplayed.		discussions were held regarding assets where there was the potential for significant impacts on setting. The full assessment can be found in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**.
		Noise and vibration, onshore mitigation	10.8In relation to operational noise, the starting point for ESC is to seek a below background sound rating level. The acoustic character of the area is quiet and rural, and the Sea Link project will introduce a potential persistent industrial noise into this area. Projects of this scale have the responsibility and means to ensure they achieve the best possible outcome, and this begins within a thorough assessment considering all aspects of an introduced sound or noise and not simply rely on calculated levels where there is an inherent uncertainty. A robust subjective assessment which considers the character of the area and character of that noise must be undertaken. Noise creep is a concern for ESC particularly in the co-location scenario. 10.9It is noted that the assessment has indicated that with mitigation the sound levels at nearby noise sensitive receptors will be below background, this is welcomed and aligns with ESC asks. It is important that we work collaboratively to ensure that this is the best level which can be achieved, and no further reasonable improvements can be made.	N	An indicative assessment of operational noise from the proposed Converter Station is included in the ES, based on available design information and includes consideration of the existing acoustic character and context, as required by BS 4142:2014+A1:2019. The assessment has also considered guidance from the Association of Noise Consultant's Technical Note on BS 4142. Further details are contained in **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration**. Noise creep is a justifiable concern, and this would need to be considered by any future schemes as part of their assessment, through consultation with East Suffolk Council.
		Noise and vibration, ornithology, converter station location	10.10 ESC does not currently agree with the scoping out of noise effects from new overhead lines, it is considered further assessment is necessary to justify the assumption of unlikely significant adverse effects.	N	An assessment of noise impacts due changes to the overhead lines has been conducted as part of the ES. Further details are contained in **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration**.
		Noise and vibration, ornithology	10.11 In addition to the project wide ecology comments provided below, there is concern that the PEIR does not properly consider the operational impacts from noise on birds and other fauna. The current assessment limits its consideration of impacts to maintenance visits and does not consider the operational noise of the converter station.	N	Discussion of this issue are included within **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. However, as discussed at thematic meetings, the Converter Station will not be a significant source of noise of a type to disturb wildlife, being comparable to that produced by other substations for which there is no evidence of wildlife disturbance.

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			This should be addressed within the future Environmental Statement (ES).		
		Landscape and visual, onshore mitigation	10.12 The PEIR is not clear in relation to the role of mitigation planting in moderating the magnitude of effects overtime. In the future ES this needs to be made much clearer and should include a realistic understanding of growth rates for new planting in east Suffolk. The erratic and unpredictable rainfall patterns, notwithstanding the late summer and early Autumn of this year, can be a very limiting factor in successfully establishing new tree and shrub growth. This should be identified in consultation with ESC and once established, further photomontages should be provided to illustrate year 1, year 5 and year 15 post planting. It is essential that a master plan for the site is created to ensure that mitigation planting relied upon for one project is not compromised by subsequent projects.	N	The PEIR set out the stages of the Suffolk Onshore Scheme to be included within the assessment, including operation year 15 which is intended "to help demonstrate how proposed mitigation planting will influence effects once established". The assessment of effects during operation at both year 1 and year 15 are set out within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. Growth rates have been discussed with stakeholders in various thematic meetings, including the February and April 2024 meetings. Arboricultural specialists have prepared a report to evidence the growth rates and information has been supplied by East Suffolk Council, which has informed the height of mitigation planting shown in the year 15 visualisations, included in **Application Document 6.4.2.1 Landscape and Visual**. The request to prepare year 5 photomontages has been discussed with stakeholders at the thematic meetings and it was decided that as these do not relate to the operational assessment phases considered in the LVIA, such that they will not be prepared. The co-location illustrative masterplan information can be found within **Application Document 7.10 Coordination Document**.
		Design, inter-& intra-project cumulative effects	10.13 Further information is required in relation to the cumulative parameters of the collective development and the extent of the infrastructure sharing which would be possible. Good design must be an essential component of the project. The importance of design has also been reflected within the revised NPS EN--1 which encourages the seeking of professional advice on design aspects of the scheme. Design input should be sought at an early stage and continue throughout the consenting and post consent phases. Good design can help to lessen the visual impacts of the development which is vital given the scale of infrastructure proposed for the Sea Link project alone, and in a coordinated scenario.	N	The Proposed Project has been designed in response to National Policy Statements including in accordance with NPS EN-1 section 4.7 Criteria for good design for Energy Infrastructure. The Proposed Project also responds to local planning policy and guidance along with other design guidance, such as The National Design Guide and National Model Design Code, and will be demonstrated within **Application Document 7.11.1 Design Approach Document – Suffolk**. Volume 1, Part 2, Chapter 1, Evolution of the Suffolk Onshore Scheme identifies the environmental considerations, including landscape and visual considerations, which have informed the siting and outline design of the proposed Saxmundham Converter Station. The design of this structure, in terms of the building form and the external materials, will be developed alongside consultation and stakeholder feedback. **Application Document 7.12.1 Design Principles - Suffolk** will be provided with the application for development consent. The Design Principles will provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. National Grid is cognisant of the requirements of national policy and has given careful consideration to how it will approach infrastructure design at a project and strategic level across all Great Grid Upgrade projects. This will be reflected in the emerging Design Principles for the Proposed Project, with further consideration of how National Grid will approach design in the consenting process at a strategic level. Design Principles are being established with regard to the requirements of national policy and National Grid is maintaining ongoing dialogue with the Host Authorities with regard to design aspects of the Proposed Project. They are seeking input from independent design review panels, as recommended by the Host Authorities. This will be an iterative process over the consenting,

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					examination and delivery phases of the Proposed Project. The Design Principles for the Proposed Project will also reflect the principles set out in the National Infrastructure Commission's Design Group Project Level Design Principles.
		Cultural heritage, walking, cycling & horse riders, intra-project cumulative effects	**11. Connection Substation at Friston** 11.1 The proposed National Grid substation location is a sensitive site, with its historic character, proximity of listed buildings, proximity to residential properties and the settlement of Friston, flood risk, public rights of way and quiet rural positioning. Significant amounts of information were submitted as part of the East Anglia One North and East Anglia Two DCO examinations which should be carefully reviewed and taken into consideration.	N	The location and sensitivity of the substation site is acknowledged and is referred to within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. Relevant information submitted within the East Anglia One North and East Anglia Two DCO examinations has been reviewed and has informed the production of the ES where relevant. This has included the review and adoption of several of the representative viewpoint locations to inform the assessment on visual amenity of the Suffolk Onshore Scheme. This is shown in **Application Document 6.4.2.1 Landscape and Visual**. The effects on landscape character and visual amenity has taken into consideration two different scenarios at Friston (Friston Scenario 1 and Friston Scenario 2) which should be referred to within **Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment and Application Document 6.3.2.1.D ES Appendix 2.1.D Visual Amenity Baseline and Assessment**. Outline landscape mitigation which is shown on **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk** which has been prepared with reference to the East Anglia ONE North and East Anglia TWO landscape plans. Impacts on the setting of heritage assets have also been assessed and are detailed in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**. This included a review of the East Anglia ONE North and East Anglia TWO assessments and viewpoints considered as part of their assessment.
		Cultural heritage, converter station location, consultation	11.2 The impact of the National Grid substation on the surrounding heritage assets at Friston has been discussed at length by ESC and other stakeholders during the East Anglia One North and East Anglia Two examinations. At the scale that the substation has already been considered, there will be adverse impacts of various magnitudes on Little Moor Farm (Grade II), High House Farm (Grade II), Woodside Farm (Grade II), Friston House (Grade II), Church of St Mary (Grade II*) and the War Memorial (Grade II), and it will cause the loss of a historic track which is considered a non-designated heritage asset. Should the National Grid substation at Friston need to be extended, this would likely worsen the impacts on these heritage assets. Some of the assets have however been scoped out of the assessment which ESC disagrees with. 11.3 As previously stated in relation to the converter station site, no justification has been provided for scoping out the church of Mary Magdalene. A full list of the assets which should be assessed has been included within the technical comments provided later within this report.	N	Impact assessment examining setting impacts can be found in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**. All assets where there was the potential for significant impacts on the setting of heritage assets were discussed with stakeholders at thematic meetings and viewpoint photography locations agreed with East Suffolk Council Conservation Officer and Historic England. Impacts on the setting of Saxmundham, including the Church of St Mary, are assessed as part of **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**.

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			11.3In addition to the above assets, Friston Hall is a Grade II listed building located within the village, development within the curtilage is likely to impact its setting and significance, this is not currently acknowledged within the consultation material. More information is required on the loss of a formal landscape historically to better understand impact on the setting of the listed building.		
		Water environment, legislation and policy	11.4 It is noted that the PEIR chapter on existing flood risk and drainage fails to acknowledge historical surface water flooding which has been experienced downstream in Friston. The village has been subject of surface water flooding on multiple occasions. Suffolk County Council as the Lead Local Flood Authority has undertaken s19 investigations under the Flood and Water Management Act 2010 which should be taken into account within the documents. This omission should be addressed within the ES. 11.5 It is vitally important that there is sufficient space on site to accommodate an acceptable construction drainage design in addition to understanding the implications of the operational drainage design and its interaction with the drainage proposals consented under the East Anglia One North and East Anglia Two projects.	N	Since preparation of the PEIR, National Grid has liaised regularly with Suffolk County Council in its role as LLFA to gather information on flood risk sensitivities at Friston, including review of all relevant S19 Reports and data from the Friston Surface Water Management Plan. This information has informed **Application Document 6.8 Flood Risk Assessment** that has been prepared for the Proposed Project and has guided the measures embedded within the design of the Proposed Project to manage surface water runoff and land drainage. The Proposed Project has also engaged robustly with the East Anglia ONE and TWO project teams to provide for holistic and complementary drainage solutions.
		Noise and vibration, ornithology, onshore environmental impact	11.6 In relational to operational noise, ESC does not agree with the scoping out of the substation at Friston on the basis that the switchgear noise emissions would be impulsive in character and operation would be infrequent. Insufficient justification has been provided to support this decision. This substation is subject of a site rating level imposed by East Anglia One North and East Anglia Two DCOs, therefore NGET needs to be very confident that the introduction of a further or different equipment will not impact that constraint. 11.7 As identified above, it is important that the impact of the operational noise of the substation is considered in relation to birds and other fauna.	N	An assessment of noise impacts from the proposed Friston Substation has been conducted as part of the ES. Further details are contained in **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration and Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. The proposals for Friston substation as part of this Project are no different in noise terms to those proposed as part of the East Anglia One North and East Anglia Two projects. As such, no further or different equipment is proposed which would impact the constraints. Discussion of this issue is included within **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. However, as discussed at thematic meetings with ESC, the Saxmundham Converter Station will not be a significant source of noise of a type to disturb wildlife, being comparable to that produced by other substations for which there is no evidence of wildlife disturbance.
		Coordination with other projects, health and wellbeing, consultation	11.8 The proposals in relation to the overhead works differ considerably from that proposed under the east Anglia One North and East Anglia Two projects. It is important that NGET and Scottish Power Renewables work together to communicate any changes and reasons for these, so it is understood whether these have been identified collaboratively. Further detail is required in relation to the interactions of the projects in this regard. 11.9 The local community has been subjected to a number of years of uncertainty as a result of the East Anglia One North	N	11.8 The proposed overhead works for the scenario where Friston Substation is built as part of the Proposed Project are those required to meet the specific requirements of the Proposed Project and therefore may differ from the proposals set out by the East Anglia ONE North and East Anglia TWO projects. Further details relating to the design for the Proposed Project, are contained in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. 11.9 This comment is noted. National Grid has engaged with the key stakeholders and the local community throughout the design development stages in advance of submitting the planning application through specific

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			and East Anglia Two DCOs, the current consultation proposes to increase the amount of infrastructure in the area. NGET should be aware of the detrimental impact this will be having on the affected local community. It is essential that NGET appropriately engages with the local communities and parish and town councils. The issue of the impact on wellbeing will be felt across this area of the district but will be intensified in communities which have been subject of previous NSIPs proposals.		thematic meetings, Non-statutory consultation, Statutory consultation and Targeted consultation. This process was undertaken in accordance with the SoCC which itself was subject to extensive consultation with the host LPAs and prepared in accordance with all applicable statutory requirements pursuant to the Planning Act 2008 and the Infrastructure Planning (EIA) Regulations 2017 as well as other relevant guidance. National Grid has taken note of all views expressed in response to Statutory consultation (and indeed all other consultation and engagement activities undertaken). Further details on the consultation process and feedback received are contained in **Application Document 5.1 Consultation Report**.
		Terrestrial ecology, onshore environmental impact, consultation	**12. Project Wide Comments** 12.1 Ecology 12.1.1 A significant amount of ecological survey work remains outstanding, in addition to some survey work which has been undertaken not being provided for review, the combination of this has limited the ability for ESC to provide detailed comments on the ecological impacts and also the avoidance, mitigation and compensation measures which would be suitable to address these. 12.1.2 The use of terms such as 'where feasible and necessary' within the consultation documents is unhelpful and provides a significant degree of uncertainty in relation to the deliverability of the commitments made. If an assumption is made within the PEIR or future ES and that assumption is utilised for the basis of the assessments, then this must be secured within the DCO and form a firm commitment. Alternatively, the assessment should be based on the worst-case scenario.	N	Where the PEIR previously contained levels of ambiguity, these areas have been further clarified with more firm commitments including installing visual and noise disturbance screening. These commitments are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of **Application Document 3.1 draft Development Consent Order**. Further ecological surveys have been conducted and ecological reports have been shared with East Suffolk Council as they were completed and their findings discussed in thematic meetings. Further information and ecological assessment is contained in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity** and the associated appendices.
		Landscape and visual, terrestrial ecology	12.1.3 In previous examinations there has been significant discussion in relation to growth rates and the agreed period of time planting would take to grow or be restored. It is important that growth rates are agreed with ESC prior to the ES assessments being undertaken on the basis of assumptions made. It is noted that in the PEIR for example, it is stated that the hedgerows will be restored within 1-2 years, there is no justification of this statement and in the Council's experience this is not likely to be achievable. 12.1.4 The provision of 10% Biodiversity Net Gain (BNG) is welcomed, ESC would however want to raise at this early stage that it is expected that 10% BNG will be delivered in both geographical locations independently (i.e. Suffolk and Kent).	N	National Grid acknowledges this feedback. Growth rates were discussed with East Suffolk Council at the thematic meeting in February 2024. Further information on growth rates is contained in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. Two Biodiversity Net Gain assessments have been undertaken for each LPA, one for Suffolk and one for Kent. Further details are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**.
		Noise and vibration, construction, design	**12.2 Construction Noise** 12.2.1 The use of BS5228 – Code of practice for noise and vibration control on construction and open sites along with the ABC methodology within that code, is accepted. The working	N	12.2.1 Acceptance of the BS 5228 ABC methodology is noted. Since publication of the PEIR within Statutory consultation, the proposed construction working hours have changed, although Saturday working hours remain the same. Shortening working hours would potentially extend the

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			hours however set out in the Outline Code of Construction Practice (OCoCP) identify Saturday working at 07:00-17:00. ESC does not currently consider that Saturday afternoon working is acceptable. Saturday working hours of 07:00-13:00 were set as part of the East Anglia One North and East Anglia Two projects and should be complied with on the Sea Link project. 12.2.2 ESC has concerns about the magnitude of impact which has been determined by the Design Manual for Roads and Bridges (DMRB). There is a concern that the levels set provide a false representative of the scale of magnitude and downplay the actual magnitude of impact, a medium impact being the highest theoretically achievable level of impact. Further details are provided in the technical comments later in the report, but ESC would welcome further discussions on the magnitude of impact methodology. ESC has similar concerns in relation to the use of DMRB and the inclusion of above SOAEL magnitude levels in the magnitude impact thresholds, SOAEL being a level to be avoided. 12.2.3 ESC notes that Best Practicable Means (BPM) will be implemented which is welcomed, this should be committed to at all times with work and any noise mitigation carried out to BPM to ensure noise and vibration are kept to a reasonable minimum and not just below the relevant thresholds. BPM is a critical control point for a project of this scale.		working programme and put at risk delivery of the Proposed Project by 2030. The change in working hours has been consulted on, including with East Suffolk Council, as part of the Targeted consultation. Details relating to the proposed construction working hours and any associated restrictions are contained in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. 12.2.2 The DMRB magnitude scale clearly indicates the criteria for a large magnitude impact and therefore the statement that 'a medium impact being the highest theoretically achievable level of impact' is incorrect. A medium magnitude impact is defined as an average construction noise level between the SOAEL and 5dB above the SOAEL, while a large magnitude impact is defined as an average construction noise level greater than 5dB above the SOAEL. The SOAEL is defined as the relevant 'A' criteria from the ABC method for the relevant time period. Medium and large magnitude impacts (i.e. those above the SOAEL) are considered to be a potential significant adverse effect at sensitive receptors where they are of sufficient duration and would therefore be sought to be avoided through best practicable means. The methodology and assessment criteria is therefore in line with the suggestion in the comment. 12.2.3 The contractor will be required to implement best practicable means to reduce the impacts of noise and vibration during construction for all works. However, any mitigation measures employed will be proportionate to the level of risk, with a greater focus on activities which are likely to cause the greatest impact. Further details are contained in **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration**.
		Water environment, consultation	**12.3 Private Water Supplies** 12.3.1 The district has a number of private water supplies that could be sensitive to construction works and therefore ESC would invite NGET to engage with us to ensure that there supplied are protected.	N	Private water supply information has been obtained from the Local Authorities and included within **Application Document 6.3.2.5.B ES Appendix 2.5.B Groundwater Risk Assessment** as a receptor where available. National Grid is maintaining ongoing discussions with affected landowners. Where interfaces with assets such as private water supplies are identified, appropriate mechanisms for safeguarding these will be identified.
		Climate change, air quality	**12.4 Air Quality** 12.4.1 ESC notes that a detailed air quality assessment will be carried out at the ES stage once further data is available. It is understood that at this stage Non Road Mobile Machinery (NRMM) will be considered further, however the Council would like to see a commitment to reduce emissions from this source which should include commitments to use renewable energy sources alongside Stage 4 NRMM as a minimum and Stage 5 where possible.	N	NRMM emissions have been considered in the air quality assessment as detailed in **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality**. Several control measures relating to NRMM emissions have been included in the CEMP (**Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**) including; AQ04 - Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable. Impose and signpost a maximum speed limit on unsurfaced haul roads and work areas; AQ09 - Ensure all equipment complies with the appropriate Non-Road Mobile Machinery standards. Use stage 4 NRMM as a minimum and stage 5

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					where possible. Additionally, where possible, use alternative / renewable energy to power NRMM; and GG10 - Any activity carried out or equipment located within a construction compound that may produce a noticeable nuisance, including but not limited to dust, noise, vibration, and lighting, will be located away from sensitive receptors such as residential properties or ecological sites where practicable.
		Geology and hydrogeology, agriculture and soils	**12.5 Land Contamination** 12.5.1 In terms of land contamination, whilst ESC accepts the risk of contamination may be low, this does not preclude the possibility of unknown contamination and therefore a management plan which provides a robust strategy and procedures for managing contamination should be provided and agreed with ESC.	N	A commitment to provide a protocol for dealing with unexpected contamination is included within **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** which will be developed prior to construction.
		Landscape and visual	**12.6 Landscape** 12.6.1 In addition to the comments previously provided within the response, ESC has concerns regarding some of the value assessments given to selected viewpoints, further justification is required in relation to these judgements, and this discussed further with the Council. 12.6.2 ESC would also expect tree and hedgerow surveys to be carried out to identify the most important landscape features and details provided of how to protect them.	N	The value judgements and the reasoning for the representative viewpoints are presented within **Application Document 6.3.2.1.B ES Appendix 2.1.B Landscape Baseline**. The value judgements were issued to stakeholders on 16 September 2024 for comment; however, no response was received upon the finalisation of this response in December 2024. Tree and hedgerow surveys have been undertaken to inform the ES and important hedgerows which consider both ecological and heritage factors are set out within **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity and Application Document ES 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**. Further details on the control and management measures that relate to hedgerows are outlined within **Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan**. The Important Hedgerows under the Regulations have been considered within the landscape and visual impact assessment. Further details are contained in **Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment and Application Document 6.3.2.1.D ES Appendix 2.1.D Visual Amenity Baseline and Assessment**.
		Socio-economic, recreation and tourism, community benefits/ enhancements	**12.7 Socio-economic** 12.7.1 The visitor economy is one of the largest sectors in east Suffolk accounting for 15% for all employment in the district. The continued success of this sector of the economy is dependent on the areas reputation as a holiday destination and the overall experience offered to visitors. ESC is concerned that the impact of Sea Link in combination with other significant infrastructure projects proposed and consented in the locality will negatively affect the visitor experience, damaging the reputation and perception of the district as a holiday designation, ultimately adversely affecting the visitor economy. It is essential that this impact is appropriately considered and assessed, and appropriate mitigation provided to support the success of the sector.	N	A complete assessment of socio-economics effects has been undertaken which includes assessment of receptors typically used by visitors. This is set out in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-economics, Recreation and Tourism**. The Chapter concludes that there are no anticipated significant effects as a result of the Proposed Project. With regard to employment on the Proposed Project, the Chapter estimates around 30% of the construction staff will be sourced from the surrounding area, based on benchmarks against similar energy infrastructure schemes. Further information can be supplied regarding employment opportunities following the appointment of a Main Contractor.

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			12.7.2 The potential benefits of the direct and indirect temporary employment are welcomed but it is essential that these opportunities are accessible to the resident population of east Suffolk.		
		Inter-project cumulative impacts, onshore mitigation combined effect of the proposed project	**12.8 Cumulative Impacts** 12.8.1 The PEIR considers the list of projects to be taken forward as part of the cumulative impacts assessment. It is noted that only projects and impacts considered to crossover with the anticipated peak construction period (2029) of the Sea Link project have been included for final assessment. Cumulative impacts with other projects, particularly NSIPs should not be scoped out on the basis of uncertain construction programme forecasts. For several reasons including legal and funding challenges a number of the consented NSIPs including East Anglia One North, East Anglia Two and Sizewell C, have not been able to follow the construction timescales they predicted during their examinations. It is therefore essential that NGET do not arbitrarily scope out projects which are known to be delayed based on their originally predicted timeframes. Similarly, it is important that Sea Link consider the implications of delays to their own project. ESC is significantly concerned about the cumulative impacts of the Sea Link project alongside other significant infrastructure projects; it is essential that the assessment undertaken is robust to ensure the full extent of the impacts are understood and appropriate mitigation measures are provided. This includes the consideration of cumulative impacts outside the identified peak construction year.	N	It is acknowledged that the Proposed Project will be under construction alongside other schemes in the area which has been considered in the Inter-Project Cumulative Effects chapter of the ES for each discipline, including traffic and transport. **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** is based on **Application Document 6.3.1.5.C ES Appendix 1.5.C Inter-Project Cumulative Effects Short List**, which includes more than 25 developments including Sizewell C Nuclear Power Station, LionLink, Nautilus, East Anglia ONE North Offshore Windfarm and East Anglia TWO Offshore Windfarm. A conservative approach was adopted when identifying other projects which could have an overlap with the construction programme of the Proposed Project. The traffic and transport cumulative assessment considers the additional traffic to be generated across the highway network (within the study area) by the Proposed Project and other cumulative schemes, based on the same assessment criteria assessed within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. Robust assumptions have been made with respect to adopting peak construction traffic flows associated with Sizewell C and the SPR schemes, as well as with other committed developments where necessary. Construction/ operational traffic has been included as part of the assessment for committed developments where there is the potential for this traffic to overlap with the construction phase for the Proposed Project, i.e. during the five year period, not just the peak construction year.
		Onshore mitigation, community benefits/ enhancements, consultation	**12.9 Community Compensation** 12.9.1 If the scheme is consented by the Secretary of State, there needs to be adequate compensation for the communities that will be adversely affected. The Council would welcome early engagement with the applicant on this matter. 12.9.2 It is important that community benefits remain distinctly separate from the need to adhere to the mitigation hierarchy, firstly to avoid, then to mitigate and only if mitigation is not adequate to compensate. As part of this process, it is important that consideration of long term enhancement and legacy opportunities are maximised.	N	Community benefit is separate to compensation and mitigation. National Grid supports the delivery of community benefits associated with transmission infrastructure, and already has a number of established programmes which deliver this. For example, it operates a community grant programme which is available to nearby charities and not for profit organisations, when projects are in construction. The former Government consulted on community benefit options associated with transmission infrastructure, and proposed the introduction of guidance in this regard. National Grid support this and believe it should be flexible, allowing community benefits to respond to local and regional need. Whilst it awaits clarity on the Government's position, it is working to understand local and regional aspirations and priorities in relation to community benefits. It welcomes the suggestions for delivering community benefits and as the Proposed Project progresses, it will work with stakeholders and local communities to further inform this.
		Converter station location, design,	**13. Detailed Comments from Technical Officers** **13.1 Design and Conservation Comments** **13.1.1 Convertor Station Design**	N	The description of the Suffolk Onshore Scheme is located within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The maximum parameters of the Proposed Project have been used as a reasonable worst case scenario to inform the assessment of

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		landscape and visual	1.1.5: It is unclear how the completed convertor station will appear, as it is noted that it could be 'up to 26 metres high, plus roof mounted equipment, which may include lightning protection, aerials and walkways. These factors are important in considering visual impact. Likewise, regarding the perimeter fencing to enclose and era of approximately 6.5 hectares. 1.1.6: Positive consideration of design is welcome; however, this would need to take account of the surrounding landscape and the setting of heritage assets in the vicinity. 2.1.4: As the surrounding landscape is largely undeveloped ('unspoilt') this needs to be taken into account, as well as the setting of Wood Farmhouse and Hill Farmhouse, Grade II Listed Buildings. It needs to be stressed that the combination of agricultural land as well as the patches of woodland which define the area strongly contribute to the setting of the above listed buildings, as well as other surrounding heritage assets, in terms of both their character as well as understanding their context and historical development. It is suggested that colour be considered in light of the surrounding landscape. 2.2: It is not considered that the enhanced elevations approach would be appropriate. While acknowledging the deliberate choice of colours in regard to the surrounding landscape, the structure will likely still remain conspicuous and visually impactful. This approach may also result in harm to the setting of surrounding heritage assets. It would be useful to have existing examples displayed to better understand the potential visual impact. 2.2.3: It is noted that the convertor station will likely be visible from the B1119, increasing its visual impact. 2.3: It is unclear how the use of coloured horizontal banding can be applied successfully. While the illustration provided shows a relatively seamless integration with both land and sky, in reality that would depend on being in a specific location and looking at a specific angle. The change of seasons, as acknowledged in 2.2.2, would invalidate the colour scheme chosen for at least part of the year, making the structure more visually intrusive. It would be useful to have existing examples demonstrated to better understand the potential visual impact. It is not considered that the use of coloured banding would therefore be appropriate, as it may result in harm to the setting of surrounding heritage assets. 2.4: The green roof approach may offer the best approach in terms of mitigating visual impact and minimising harm to the setting of the surrounding heritage assets. It appears to allow the structure to be incorporated into the landscape unobtrusively. It would be useful though to have existing		effects on landscape character and visual amenity, presented within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual** and is shown on the visualisations within **Application Document 6.4.2.1 Landscape and Visual**. The outline landscape mitigation for the Suffolk Onshore Scheme (**Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**) has been developed to consider the surrounding landscape and setting of heritage assets where relevant to landscape character. Although colour will not be secured within the DCO application, colour has been considered and is detailed within the design principles within **Application Document 7.12.1 Design Principles - Suffolk**. There would be localised significant effects for visual receptors, including those travelling along the B1119, as expected for the nature of this type of development. Mitigation design has been incorporated to reduce effects where possible, including hedgerow with hedgerow tree planting along the B1119 close to the receptor to maximise the screening capabilities. The impacts on specific heritage assets are acknowledged. National Grid will seek to identify solutions to these issues through ongoing dialogue with East Suffolk Council in thematic meetings. These discussions will inform the iterative approach to the design of permanent infrastructure. With regard to the potential impacts, the LVIA assumes a worst case scenario and the design principles are intended to create a better scenario that reduces the impacts identified. Many of the specific comments about the design approaches that were put forward during Statutory Consultation will be the subject of Design Panel Review discussions.

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			examples displayed to better understand the potential visual impact. 2.5: While acknowledging that the agricultural barn approach seeks to evoke the district's existing rural architecture, it is considered that the scale of the structure will greatly exceed the size of most local farm buildings. It is noted that while the gabled roofs also appear to have been chosen to reflect local agricultural architecture, their repetition as illustrated would likely be overly conspicuous, increasing the building's visual impact. It would be useful though to have existing examples displayed to better understand the potential visual impact. It is considered that the agricultural barn approach would be appropriate, as it may result in harm to the setting of surrounding heritage assets. 2.6: The colour and curve approach may be acceptable, though it would likely need to be carefully designed to be successful. However, there is still the potential that this design may result in harm to the setting of surrounding heritage assets. It would be useful though to have existing examples displayed to better understand the potential visual impact. 2.7: The kinetic approach is unlikely to be appropriate due to its conspicuousness and distinctive alienness in the surrounding landscape. This is noted in 2.7.3, which acknowledges that this design choice would likely be better suited to the Kent site.		
		Cultural heritage, landscape and visual	**13.1.2 Preliminary Environmental Information Report** 5.3.5: Setting erroneously only considered in terms of intervisibility, whereas it also includes the historic relationship between heritage assets and the wider landscape. PEIR: Vol. 1, Part 2, Chapter 4 (Cultural Heritage) 2.4.1.4 - 2.4.1.5: These should be included as appendices in the document. 2.4.4.5: Limited understanding of setting has been incorrectly based solely on intervisibility. Historic England's 'The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning Note 3 (Second Edition)' (2017) states that setting may also be understood through 'our understanding of the historic relationship between places. For example, buildings that are in close proximity but are not visible from each other may have a historic or aesthetic connection that amplifies the experience of the significance of each'. 2.4.6.2: Figure 1.1.2 not included in document. 2.4.6.3: Figure 2.4.2 not included in document. 2.4.7.3: Is a full list of listed buildings available?	N	Comments relating to the PEIR are noted. **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage** contains the full impact assessment which includes a full assessment examining setting.

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			2.4.8.3 – H02: East Suffolk Council should always be informed of any discovery. MSF23092: Friston Hall a Grade II Listed Building, therefore development in its curtilage is likely to impact its setting and significance (not acknowledged in the preliminary assessment). More information required on the loss of a formal landscape historically to better understand impact on the setting of the listed building. MSF43589: No comment (archaeology)		
		Landscape and visual, cultural heritage	2.4.9.14: No justification has been given for the scoping out of the churches of St John the Baptist or Mary Magdalene. As medieval structures, these churches have a complex relationship with the surrounding landscape, as historic religious centres, and therefore their setting is likely extensive. Further information is required if they are to be screened out. 2.4.9.14: Blank third bullet point. 2.4.9.14: Disagree that Sternfield House, Little Moor Farmhouse, High House Farmhouse and Hill Farmhouse merit scoping out. 2.4.9.14: Agree with conclusion regarding Friston Post Mill. LB1231179: Disagree that existing outbuildings will provide screening, as there are extensive views east from the east elevation of the farmhouse. Likewise, regarding vegetation, for though there are trees surrounding the house, these are largely directly south and will provide limited screening looking south-east. Unclear what statement 'farmhouse was not designed to have long ranging views over the surrounding landscape' means. The wider agriculture landscape contributes to the setting of the farmhouse by reinforcing an understanding and appreciation of its historic function, which continues to the present. Similarly, while not designed as a landmark, the farmhouse nonetheless provides a prominent visual marker in the landscape. Agree with the statement 'it is, however, acknowledged that the agricultural fields that surround the farm represent a component of the farms setting, and the loss of some of these fields will erode the agricultural setting of Wood Farm'. Likely significance of effect given as 'not significant'; however, this does not appear to comply with table 2.4.7.	N	Comments relating to the PEIR are noted. **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage** contains the full impact assessment which includes a full assessment examining setting which is based on further baseline data that was collected since production of the PEIR, as well as additional site visits, the production of visualisations and design alteration.
		Landscape and visual	LB1268178: Whilst the description of significance is largely agreed with, it should be noted that Wood Farm historically formed part of the Hurts Hall estate, and therefore is considered to form part of its setting.	N	The effects on the setting of heritage assets are assessed within **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**. Representative Viewpoint 1 is located in close proximity to Wood

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			Whilst the conclusion on impacts are largely agreed with, it should be noted that Wood Farm is considered to form part of the setting of Hurts Hall and hence should also be taken into consideration. Similarly, views from the former track leading to Wood Farm should be taken into consideration. Likely significance of effect given as 'not significant'; however, this does not appear to comply with table 2.4.7.		Farm and the anticipated effects are detailed within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. Wood Farm Grade II listed building has been assessed within **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage** and is not expected to experience any significant impacts. Methodology tables have been updated in accordance with those agreed at scoping.
		Landscape and visual, design	LB1215749: The description of significance is largely agreed with. However, we would disagree with the assertion that 'it does not appear to have been designed to be a prominent feature in the wider landscape'. Buxlow Manor appears to have been designed as a high-status dwelling, apparently dating from 1678 according to the listing description. Built to an E-shape plan with three prominent Dutch gables, the building is clearly intended to advertise its status, and as such may be considered a prominent feature, regardless of current vegetation and screening. It is unclear how well screened the house would be from the proposed converter station, though it is acknowledged that the existing hedgerows would provide some mitigation. However, it does appear that there are clear views across the valley looking west and south-west. It is possible that the proposed converter station could be even more visible from the first and second stories of Buxlow Manor. I also disagree with the statement: "the house does not appear to have been designed to be a prominent feature in the wider landscape and was rather built to occupy a key location on the north side of the green of the settlement of Knodishall Green". for the reasons given above. The significance of effect given is 'not significant', however this does not appear to comply with table 2.4.7.	N	Further assessment of the potential for impacts on the setting of Buxlow Manor was undertaken in consultation with East Suffolk Council and Historic England as part of the process of agreeing viewpoint photography. As part of this process, it was agreed that viewpoint photography would not be required from Buxlow Manor in January 2024. The full assessment of potential impacts on the setting of heritage assets is contained in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**.
		Cultural heritage, converter station location	LB1287864: The description of significance is largely agreed with but note that no consideration has been given to the church's wider setting. As a medieval religious structure, Friston Church likely has a complex relationship with the surrounding landscape, being a local religious centre. It is agreed that views of the convertor station from the church would likely be limited due to existing vegetation and screening. However, it is less certain if the proposed structure would affect the church's visual dominance in the landscape, especially from further views. Likely significance of effect given as 'not significant'; however, this does not appear to comply with table 2.4.7.	N	Viewpoint photography locations have been agreed with stakeholders including East Suffolk Council, and discussions have been held regarding assets where there was the potential for significant impacts on setting. Church of St Mary in Friston (NHLE 1287864) was not identified as a heritage asset that would result in impacts from the Proposed Project and is therefore not assessed. For further details on the effects on the setting of heritage assets please refer to **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**. The results of the East Anglia ONE North and East Anglia TWO schemes (which were consented, with construction works started in the form of archaeological mitigation) have also been cross-referenced, and form part of the Proposed Project assessment. Methodology tables have been updated and in accordance with those agreed at scoping.

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			The following heritage assets be considered in regard to both the Saxmundham and Friston sites: • Saxmundham Conservation Area • Church of St John the Baptist, Saxmundham (Grade II* LB) • Oak Tree Farmhouse (Grade II LB) • Hill Farmhouse (Grade II LB) • The Limes (Grade II LB) • Garden Cottage (Grade II LB) • Church of St Mary Magdalene, Sternfield (Grade II*) • Sternfield War Memorial (Grade II LB) • Sternfield House (Grade II LB) • High House Farm (Grade II LB) • Little Moor Farm (Grade II LB) • Woodside Farm (Grade II LB) • Friston House (Grade II LB) • Friston War Memorial (Grade II LB) • Nos. 1 and 2 (Church Walls) and 3 and 4 (Church Walls Cottage) (Grade II LB) • Track previously identified as an Non Designated Heritage Asset		
		Terrestrial ecology, design, onshore mitigation	**13.2 Ecology Comments** It is noted that there is a significant amount of ecological survey work that remains to be undertaken and therefore it is not possible to provide detailed comment on all potential impacts at this time. 13.2.1 Statutory Designated Sites The PEIR identifies that the landfall location for the cable limit of Deviation (LoD) crossPart of the Leiston-Aldeburgh Site of Special Scientific Interest (SSSI) and RSPB North Warren Reserve. The assessment assumes that this site will be crossed using a trenchless technique (e.g., at section 2.3.5.55 and Table 2.3.14) and therefore direct impacts on the designated site will be largely avoided, resulting in a Negligible Adverse, Not Significant effect on the SSSI. However, it is unclear whether the assumption that this type of construction method is deliverable in this location is justified. In the absence of adequate demonstration that trenchless installation is achievable, the selection of this landfall area means that the	N	Full ecological surveys have been undertaken and their results and an impact assessment including assessment of frac out risk and measures to avoid frac out are set out in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. In thematic meetings it has been confirmed that geotechnical investigation has established that trenchless methods are appropriate for traversing RSPB North Warren and the SSSI, and these confirm the depth of the of bore. They have also confirmed that frac out is only a risk for the final stretch of trenchless crossing beyond the RSPB reserve. The commitment to trenchless methods through the landfall and measures to address frac out are cited in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC),** secured Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Commitment GH02 in **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** includes for the provision of a Foundation Works Risk Assessment, where required in areas proposed for trenchless crossings. This will be undertaken in accordance with Environment Agency guidance and will include the risk of drilling fluid loss. The Proposed Project is therefore not including an option for surface trenching in the SSSI.

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			project has the potential to result in a much greater impact on the designated site than is set out in the PEIR. The use of a trenchless technique (such as horizontal directional drilling) comes with its own potential construction impacts, such as the risk of 'frack out' of the drilling compound/material (e.g., bentonite), the risk of such impacts occurring and assessment of the impacts which they may have on the designated sites and the species which it supports must be assessed and addressed as part of the proposal. Justification of the selected landfall location and adequate demonstration that the proposal can be delivered without result in adverse impacts on the designated site are essential. It is also noted that assessment of the potential hydrological impacts from trenchless construction on the designated site remain unassessed at this time, although Table 3.2.22 states that the project will "Implement measures to ensure no significant hydrological impact on water levels in North Warren RSPB Reserve". In the absence of such assessment, it is unclear what measures could be implemented to address this potential impact. This must be adequately assessed and addressed as part of the project. 13.2.2 Non-Statutory Designated Sites: The selection of the route to avoid County Wildlife Sites (CWSs) is welcomed.		
		Terrestrial ecology	13.2.3 Protected Species – Bats: As recognised in section 2.3.5.32 and Table 2.3.7, new bat survey guidelines1 have recently been released. It must be ensured that bat surveys programmed for 2024 are undertaken in accordance with these guidelines, and that where necessary surveys undertaken in 2023 that significantly deviate from the new guidelines are either updated or their validity justified as part of the Environmental Statement. Section 2.3.5.34 makes reference to bat activity transect surveys which have been, and which are being, undertaken. However, it is not clear which transect routes have been selected. Further information on this is required so that it can be ensured that all necessary areas have been adequately covered by these surveys. Section 2.3.5.39 identifies that bat activity static detector surveys are yet to be undertaken but are programmed for 2024. It must be ensured that such surveys have sufficient seasonal coverage to meet the best practice guidelines and appropriate inform the Table 2.3.8 sets out the ecological significance categories proposed to be used as part of the Environmental Statement. The applicant's attention is drawn to the guidance	N	National Grid acknowledges this feedback. Detailed bat activity surveys have been undertaken, informed by the latest guidance, and the survey transects, results and an impact assessment are set out in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity and Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity** and associated survey appendices.

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			on this matter for assessing impacts on bats which is set out in the newly published Bat Mitigation Guidelines 2. It is requested that the Environmental Statement takes account of this guidance in relation to assessing potential impacts on bats. assessment within the Environmental Statement.		
		Terrestrial ecology	13.2.4 Protected Species - Hazel Dormouse: In addition to the use of nest boxes/nest tubes to survey for hazel dormouse (sections 2.3.5.40 and 41), it is strongly recommended that footprint tunnels are used in conjunction with the nest boxes/tubes. Whilst it is acknowledged that this method alone is not currently accepted as demonstration of absence of this species from a site, it is known to increase the likelihood of detection of dormice if they are present. It is therefore considered to be a good companion technique, alongside nest boxes/nest tubes, for establishing presence of this species.	N	This was discussed at the thematic meeting in February 2024 and it was confirmed that since they are not part of current survey guidelines, footprint tubes would not be used in the survey.
		Ornithology, terrestrial ecology	13.2.5 Breeding and Wintering Birds: It is noted from sections 2.3.5.22 and 2.3.5.25 that the wintering and breeding bird surveys undertaken to date have predominantly been carried out from public rights of way. Whilst the report states that this “enabled good coverage”, no plans of this coverage are provided and therefore it is impossible to confirm whether this statement is correct. Given the high value of many habitats in the potential cable corridor for wintering and/or breeding birds, and the need to collect at least two seasons of survey data (as per section 2.3.5.55), it is essential that it is ensured that sufficient survey coverage has been achieved, otherwise there will be insufficient information available to allow full assessment of the likely impacts of the proposals on wintering and breeding birds. Many of these bird species are also features of the statutory designated sites in the area, and although the project seeks to avoid any direct impacts on such sites, given the potential for disturbance impacts as a result of construction it is also essential that adequate survey information is available to assess such impacts.	N	The breeding and non-breeding bird reports have been provided to East Suffolk Council, which includes maps of survey coverage. National Grid is seeking to ensure survey coverage is maximised for the second season of surveys so that sufficient information is obtained.
		Onshore environmental impact, onshore mitigation	13.2.6 Assessment of Potential Ecological Impacts: As set out in the PEIR and above, there is a considerable amount of ecological survey information which is still to be gathered, as well as a considerable amount which has been gathered but not made available to consideration. It is therefore not possible to provide detailed comments on all of the likely ecological impacts, or avoidance, mitigation or compensation measures which may be suitable to address these. However,	N	National Grid acknowledges the comments. Further ecological surveys have been undertaken and assessment of impacts and proposed mitigation is contained within **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**.

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			based on the information provided in the PEIR I have the following initial comments.		
		Onshore mitigation	13.2.7 General approach to avoidance and mitigation measures: Whilst it is acknowledged that the project seeks to embed a number of ecological avoidance and mitigation measures within it, it is concerning that many of these, such as the use of trenchless construction techniques or deployment of physical noise mitigation measures, are caveated with the phrase “where feasible and necessary”. It is unclear how this test will be determined or what will happen if it is decided that a particular measure is necessary but not feasible? Many of these potential measures are related to avoiding or mitigating impacts on areas of high biodiversity importance, including nationally and internationally important nature conservation sites, and if such measures are deemed to be unfeasible then significant adverse impacts are likely to occur. If adequate measures following the mitigation hierarchy (avoid, mitigate, compensate) cannot be identified and implemented then unacceptably harmful ecological impacts will occur. In addition to the embedded measures described in the report, it is noted that no reference to the use of narrowed cable construction working widths near particularly sensitive habitats is included. This is a measure which has been secured as part of other similar projects in the district, and it should form part of this proposal unless it is adequately justified why it is not necessary. Finally, Table 2.3.13 (Preliminary assessment of direct loss of habitats during construction or decommissioning) should identify that the first step is to seeks to avoid direct habitat loss, particularly permanent loss at the converter station and substation sites, through the design of the infrastructure. Only if it is appropriately justified that full avoidance is not possible should mitigation measures be pursued.	N	The feasibility of mitigation generally relates to technical feasibility. **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity** outlines the mitigation to be deployed (including trenchless methods for the Suffolk landfall) and this does include narrowing the cable corridor wherever hedgerows are to be traversed to 20 m (39 m where the HVAC and HVDC cables are both required). **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity** also explains that avoidance of hedgerow removal (through for example the use of trenchless construction solutions) was considered but deemed not feasible or appropriate. **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity** also sets out the habitat creation work to be undertaken around the Saxmundham Converter Station. The Converter Station is situated within an arable field so there is considerable potential for ecological enhancement and this has been realised. The mitigation above, is also set out within **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**).
		Terrestrial ecology, onshore mitigation	13.2.8 Assessment of specific ecological impacts, Leiston-Aldeburgh SSSI: Table 2.3.17 (Preliminary assessment of disturbance of designated sites during construction or decommissioning) states that “Leiston-Aldeburgh SSSI is in the same location as Sandlings SPA and will therefore be similarly affected”. However, not only does the SSSI boundary not overlap with the SPA boundary at the landfall location, the SSSI also has a significantly larger suite of features for which it is designated. The assessment must take account of this, it cannot be assumed that measures potentially suitable for avoiding or mitigating impacts on SPA qualifying features are also suitable for SSSI features.	N	Separate assessments of Sandlings SPA and Leiston-Aldeburgh SSSI as well as details of the necessary mitigation is included within Application **Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. Noise contour maps for both the SSSI and SPA have been made available to East Suffolk Council.

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		Landscape and visual, onshore mitigation	13.2.9 Assessment of specific ecological impacts, Hedgerow loss: The assessment presented in the PEIR (e.g., Table 2.3.16) suggests that the applicant considers that hedgerow loss can be restored in 1-2 years. No justification for this timescale is provided, nor is it clarified what is meant by restored. It is considered highly unlikely that new hedgerow planting to either infill created gaps or replace lost hedgerow lengths will be sufficiently mature in 1-2 years to mitigate for that which is lost. Whilst the Environmental Statement (ES) may consider such an impact to be temporary, it is essential that is clearly defines over what length of time such a temporary impact is likely to occur. This is to ensure that the assessment within the ES realistically considers such impacts and the time that it will take for mitigation measures to take functional effect.	N	National Grid acknowledges this feedback. Growth rates were discussed with East Suffolk Council at the thematic meeting in February 2024. Further information on growth rates is contained in **Application Document 6.2.2.2 Part 2 Chapter 2 Ecology and Biodiversity**.
		Terrestrial ecology, onshore mitigation, noise and vibration	13.2.10 Assessment of specific ecological impacts - Operational Noise: Table 2.3.24 (Preliminary assessment of disturbance of birds and other fauna during Operation) concludes that disturbance of birds and other fauna during operation of the project would be at worst Minor Adverse, Not Significant in the absence of any mitigation measures. However, the justification provided only relates to maintenance visits during operation and does not address whether the operation of the equipment at the converter station and substation sites may give rise to disturbance impacts such as through the generation of increased noise (including high frequency noise). This should be assessed as part of the ES to determine whether any significant impacts from such sources may arise and whether any avoidance or mitigation measures are required to address these.	N	Discussion of this issue are included within **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. However, as discussed at thematic meetings the Converter Station will not be a significant source of noise of a type to disturb wildlife, being comparable to that produced by other substations for which there is no evidence of wildlife disturbance.
		Terrestrial ecology, onshore mitigation	13.2.11 Assessment of specific ecological impacts - Shading of riparian habitats: Table 2.3.36 (Preliminary assessment of shading impacts on riparian habitats during Operation) concludes that with mitigation the impact from shading on the River Fromus from a new crossing would be Minor Adverse to Negligible, Not Significant. However, the mitigation identified (bridge designed to a height:width ration of 0.7) feasible and necessary" discussed in section 3.1 above, it is queried what will be concluded if the necessary mitigation is determined not to be practicable. The conclusions presented in the ES should only be based on deliverable mitigation measures. If it is unknown whether a particular mitigation measure is deliverable, then the	N	Matter such as bridge design and height are detailed within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** and ecological receptors are assessed within **Application Document 6.2.2.2 Part 2 Chapter 2 Ecology and Biodiversity**.

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			assessment must be made on a worst-case basis (i.e., that the mitigation measure is not deliverable). Please also note in Table 2.3.36 that the receptor is the River Fromus not the River Frome.		
		Coordination with other projects, design	13.2.12 Co-location Options: Whilst in principle the exploration to co-locate infrastructure for other projects as part of this project is supported, this is only if it can be demonstrated that to do so would significantly reduce the cumulative ecological impacts from all of the relevant projects. This must include not only physical interactions, but also temporal ones. Co-location should not result in the lengthening of impacts (particularly disturbance type impacts) as a result of requiring significantly increased construction timeframes or requiring project sequencing which significantly extends or overlaps construction periods. It is also noted that co-location could result in this project installing cable ducts for use by projects. Whilst again in principle this may have merit, experience from other projects in the district where a similar approach has been taken has identified that risks such as duct failure ahead of following projects commencing must be considered as part of the overall assessment of the option.	N	National Grid acknowledges the feedback.
		Terrestrial ecology	13.2.13 Biodiversity Net Gain Whilst the commitment to deliver Biodiversity Net Gain as part of this project is welcomed, as the project has two distinct geographic locations (Suffolk and Kent) it must be ensured that a minimum of 10% BNG is delivered in both areas. Delivery of greater BNG should not be proposed in one location at the expense of the other.	N	Two Biodiversity Net Gain assessments have been undertaken for each LPA, one for Kent and one for Suffolk. Further details are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**.
		Noise and vibration, onshore mitigation, construction	**13.3 Noise and Vibration Comments** The Applicant has provided a variety of assessments and information which will continue to be scrutinised and assessed and will form the basis of ongoing discussions throughout this process. This response should be read in conjunction with ESC's scoping consultation response much of which is still relevant in terms of our expectations and That response below for completeness. 13.3 Operational Noise and Vibration 13.3.1 Opening Matters In terms of Operational Noise and Vibration it is important to note our fundamental requirements which have been	N	The ES includes an indicative assessment of operational noise based on available design information. The parameters used for the assessment are contained within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The assessment has been conducted in accordance with BS 4142:2014+A1:2019. The assessment indicates that with appropriate design measures, significant adverse effects from operational noise can be avoided. Noise mitigation measures will be incorporated in the design, and further noise assessments will be conducted throughout the design process.

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			communicated to the applicant both verbally and in witing and appear in their assessment documents. Our current stance on noise from developments of this nature in this district may be summed up by the following condition used in Town and Country Planning Act applications but is equally relevant here and has been stated for this and other DCO projects we are involved with: Noise from fixed plant or machinery (e.g., heat pumps, compressors, extractor systems, fans, pumps, air conditioning plant or refrigeration plant) can be annoying and disruptive. This is particularly the case when noise is impulsive or has tonal characteristics. A noise assessment should therefore be submitted to include all plant and machinery and be based on BS4142:2014. A rating level (LAeq) of at least 5dB below the typical background (LA90) should be achieved. Where the rating level cannot be achieved, the noise mitigation measures considered should be explained and the achievable noise level should be identified and justified.		
		Noise and vibration	Due to the size of these types of projects the 5dB below background is an aspirational target and one ESC ask developers to consider as the appropriate limit, deviation from this level will require robust justification and the aim in all cases should be to achieve the lowest possible sound level which will also require robust justification, this should be in line with all relevant standards, guidance and policy. The developer is reminded of the overarching principles of NPS EN-1 in terms of noise and vibration and particularly the requirement to mitigate and minimise adverse noise impact and avoid significant adverse impact. The Applicant has previously stated that it is their intention that the development, if consented, will have a rating level below background sound levels which broadly accords with our expectations in this regard subject to those levels being agreed. The council recognises that an initial assessment has been undertaken and a relatively conservative approach adopted in the determination of representative background sound levels has been taken, further assessment of the relevant documents is required before agreement can be made but the representative backgrounds currently suggested appear to be reasonable and the applicants adoption of the night time levels as those of most significance in terms of impact is accepted as the correct determinant to base future targets on in respect to suitable rating levels. Due to the low background sound levels in this area, particularly at night, it is extremely important that noise levels from the development are avoided, mitigated or minimised to ensure these background sound levels are not subject to “noise	N	The ES includes an indicative assessment of operational noise based on available design information. The parameters used for the assessment are contained within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The assessment has been conducted in accordance with BS 4142:2014+A1:2019 and includes consideration of the existing acoustic character and context, as required by BS 4142:2014+A1:2019. The assessment has also considered guidance from the Association of Noise Consultant’s. Technical Note on BS 4142. The assessment indicates that with appropriate design measures, significant adverse effects from operational noise can be avoided. Noise mitigation measures will be incorporated in the design, and further noise assessments will be conducted throughout the design process.

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			creep". This is particularly important given this sites potential as a co-location site for at least one other similar project making the reduction of individual project impact key to the prevention of cumulative impact. It is not enough to say that future impact is the responsibility of future projects, and it must be taken account of now, the adoption of below background rating levels will effectively aid the prevent of cumulative noise impact by preventing the increase in background sound level that future projects would adopt for their assessment.		
		Noise and vibration	As stated above due to the likelihood that there will be future projects using this site background noise creep is a significant issue. The applicant mentions absolute levels in their documents and assessment, and this is assumed to mean that a site noise level of 35db may be considered. If this is the case, it will be resisted in the strongest terms in favour of a below background rating level. Whilst it is accepted that BS4142 allows for consideration of absolute levels in certain circumstances the cumulative potential for this site and the current character of the area means that all efforts should be made to prevent background sound level creep which the adoption of a 35dB site level would not. An absolute level would also not take account of any acoustic penalties that a rating would, given the types of plant to be used tonality, impulsivity and intermittency are all likely to be considerations. If this is to be considered in line with section 11 1) of BS4142 we will require a robust assessment to show that adoption of absolute levels is as or more protective than rating levels and would require consideration of acoustic character of those levels in line with section 11 2). The Acoustic character of the area is quiet rural residential in nature and this application and development has the potential to introduce a persistent commercial and industrial noise into that character, this should hold considerable weight in terms of contextual the considerations required by BS4142 when assessing the significance of impact in addition to assessed and modelled noise levels. Projects of this scale have the responsibility and means to ensure that they achieve the best possible outcome, and this begins with a thorough assessment considering all aspects of an introduced sound or noise and not simply relying on calculated levels where there is an inherent uncertainty but also undertaking a robust subjective assessment considering the character of the area and the character of the noise. It is essential that any changes in design and location of substations must be considered in terms of noise assessment, this must be in terms of Sea link in isolation and cumulatively at the site with future projects dependant on the information available.	N	The ES includes an indicative assessment of operational noise based on available design information. The parameters used for the assessment are contained within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The assessment has been conducted in accordance with BS 4142:2014+A1:2019 and includes consideration of the existing acoustic character and context, as required by BS 4142:2014+A1:2019. The assessment has also considered guidance from the Association of Noise Consultant's Technical Note on BS 4142. The assessment indicates that with appropriate design measures, significant adverse effects from operational noise can be avoided. Noise mitigation measures will be incorporated in the design, and further noise assessments will be conducted throughout the design process. Noise creep is a justifiable concern, and this would need to be considered by any future schemes as part of their assessment, through consultation with ESC. The assessment considers absolute noise levels as part of the consideration of context, as required by BS 4142, and requested by ESC. A level of 35 dBA is recognised as a Lowest Observed Adverse Effect Level (LOAEL) and is therefore considered as part of the assessment of context. The Proposed Project aims to achieve the requested noise levels of ESC where this is feasible, or otherwise as low as reasonably possible. Further operational noise assessments will be conducted as part of the detailed design process, during which specific noise mitigation measures will be determined.

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		Noise and vibration, onshore mitigation, intra-project cumulative effects	In terms of cumulative assessment and impact whilst the Saxmundham substation site is an area of particular concern should further projects co-locate there the applicant must be extremely mindful of cumulative impacts in relation to the numerous other projects in the area particularly in terms of construction noise, whilst there may be some assumed deconfliction to construction dates at this time these may change and as such review and re-assessment should be embedded in this process and project. The following comments are made on the assessment and what has been scoped for assessment. a) Firstly, in terms of overhead lines, Significant adverse effects from noise from new overhead lines has been deemed unlikely and has been scoped out of further assessment. Further assessment needs to be undertaken to quantify the expected unlikely significant adverse effect and to quantify whether there are adverse effects and cannot be assumed. b) Secondly, the impacts from the connector substation at Friston have been scoped out on the basis that switchgear noise emissions would be impulsive in character and operation would be infrequent, there is no indication as to sound levels, how impulsive or how infrequent, neither is there consideration of the impact of this matter cumulatively with other projects and whether there is a point where the number of projects and the increase in equipment will cause an impact. It is very important to note that the Friston connection substation is part of the site rating levels and therefore it is a site constraint, the applicant needs to be very confident that introduction of further or different equipment will not impact that constraint. Whilst considering the above comments the applicant's assessment has indicated that with mitigation the sound levels at all nearby Noise Sensitive Receptors will be below background sound levels except for one location where background is achievable. This is welcomed by ESC and aligns with the expectations previously stated. We look forward to working with the developer going forward to exhaustively assess whether further reasonable improvements can be made to ensure this project is the best it can be in respect to noise and vibration.	N	The assessment of inter-cumulative effects with other proposed developments is considered in the ES within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. The assessment is based on the latest available programme information for other projects and considers cumulative noise impacts. The ES includes an indicative assessment of operational noise based on available design information. The parameters used for the assessment are contained within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The assessment has been conducted in accordance with BS 4142:2014+A1:2019 and includes consideration of the existing acoustic character and context, as required by BS 4142:2014+A1:2019. The assessment has also considered guidance from the Association of Noise Consultant's Technical Note on BS 4142. The assessment indicates that with appropriate design measures, significant adverse effects from operational noise can be avoided. Noise mitigation measures will be incorporated in the design, and further noise assessments will be conducted throughout the design process. An assessment of noise impacts due changes to the overhead lines has been conducted as part of the ES. An assessment of noise impacts from the proposed Friston Substation has been conducted as part of the ES.
		Noise and vibration, inter-project cumulative effects	13.3.2 The operational noise scoping response has been included below. Operational noise and vibration scoping: The proposed study area of 1000m from the proposed substation sites and the Friston Site is accepted along with the developer's emphasis on closer proximity Noise Sensitive Receptors. In respect to location the developer is advised that	N	The ES includes an indicative assessment of operational noise based on available design information. The parameters used for the assessment are contained within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The assessment has been conducted in accordance with BS 4142:2014+A1:2019 and includes consideration of the existing acoustic character and context, as required by BS 4142:2014+A1:2019. The assessment has also considered guidance from the Association of Noise Consultant's Technical Note on BS 4142. The

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			the National Grid Connector Sub Station at Friston is included in the EA1N and 2 Rating level for the site and as such this is a site wide constraint that they will have to meet. The developer has proposed BS 4142:2014+A1:2019 Methods for rating and assessing industrial and commercial sound (BS4142) in respect of operational noise assessment and this is accepted. The developer has also stated that the DCO will contain a requirement with an appropriate noise level, and this will need to be determined as a rating level using BS4142 in order to take account of any acoustic character to sound emissions and importantly to take account of the local context. In respect of that context the developer has correctly stated that the majority of the area is quiet rural and residential in nature, the potential for the introduction of a 24 hour a day 7 days a week industrial noise source to have significant adverse impact exists and this is to be avoided along with adverse impact mitigated and minimised in line with NPS EN-1 and the Noise Policy Statement for England. The developer is also required to consider cumulative effects with other committed or consented major projects, principally, but not necessarily limited to, Sizewell C and Scottish Power Renewables EA1N, EA2 and EA3 as well as other proposed major projects such as Euro link and Nautilus where there is information available to consider. “Noise creep” is a significant issue with the number of projects both potential and consented and needs to be considered, minimised and where possible prevented entirely.		assessment indicates that with appropriate design measures, significant adverse effects from operational noise can be avoided. Noise mitigation measures will be incorporated in the design, and further noise assessments will be conducted throughout the design process. An assessment of cumulative effects has been undertaken and no significant adverse effects have been identified. The assessment is contained in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. Noise creep is a justifiable concern, and this would need to be considered by any future schemes as part of their assessment, through consultation with ESC, together with an assessment of cumulative effects.
		Noise and vibration, onshore mitigation	The developer ascribes significance criteria to operational noise in line with NPS EN-1 and states that a significant adverse effect is considered to occur at large, or medium magnitudes of impact which Table 2.10.9 describes as a rating level between 5 and 9dB above background and more than 10dB above background respectively. As Significant Adverse Effects are to be avoided it is therefore assumed the developer is expecting to achieve 4dB above background or less as a rating level. Our current stance on noise from developments of this nature in this district may be summed up by the following condition used in Town and Country Planning Act applications but is equally relevant here and has been stated for other DCO projects we are involved with. Noise from fixed plant or machinery (e.g., heat pumps, compressors, extractor systems, fans, pumps, air conditioning plant or refrigeration plant) can be annoying and disruptive. This is particularly the case when noise is impulsive or has tonal characteristics. A noise assessment should therefore be submitted to include all plant and machinery and be based on BS4142:2014. A rating level (LAeq) of at least 5dB below the	N	The ES includes an indicative assessment of operational noise based on available design information. The parameters used for the assessment are contained within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The assessment has been conducted in accordance with BS 4142:2014+A1:2019 and includes consideration of the existing acoustic character and context, as required by BS 4142:2014+A1:2019. The assessment has also considered guidance from the Association of Noise Consultant’s Technical Note on BS 4142. The assessment indicates that with appropriate design measures, significant adverse effects from operational noise can be avoided. Noise mitigation measures will be incorporated in the design, and further noise assessments will be conducted throughout the design process.

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			typical background (LA90) should be achieved. Where the rating level cannot be achieved, the noise mitigation measures considered should be explained and the achievable noise level should be identified and justified. Due to the size of these types of projects the 5dB below background is an aspirational target and one we ask developers to consider as the appropriate limit, deviation from this level will require robust justification and the aim in all cases should be to achieve the lowest possible sound level which we will also require robust justification for, this should be in line with all relevant standards, guidance and policy. The developer is reminded of the overarching principles of NPS EN-1 in terms of noise and vibration and particularly the requirement to mitigate and minimise noise impact although they appear very familiar with these principles which is comforting at this stage. Section 2.10.7.20 also Implies that adverse effects will be avoided, and the rating level will be set below background so that the impact is negligible as is "standard practice", if this is the case it is to be welcomed. The overall expectation for operational noise is that a robust assessment will be undertaken using BS4142, that an appropriate rating level will be proposed relative to an appropriate representative background sound level and that it will inform design and mitigation so as to reduce noise impact to an absolute minimum. There will be a need for a requirement in the DCO and dependent on the rating level that is proposed there may be a need for a further requirement with a commitment to reduce that rating level further should it be possible to do so at a later detailed design and implementation stage, the need to keep impact from operational noise to an absolute minimum cannot be understated and we will require robust justification in reaching agreement. In terms of scoping operational vibration has been scoped out and this is accepted, all areas that have been scoped in are agreed. The developer has however stated that noise from switchgear and emergency equipment such as generators and compressors should be scoped out, this is currently not agreed as it will be dependent on the likely frequency, duration and mitigation for these events and therefore further justification should be provided.		
		Construction, noise and vibration, traffic and transport	**13.3.3 Construction Noise and Vibration** The Applicant has committed to using BS5228 - Code of practice for noise and vibration control on construction and open sites along with the ABC methodology within that code, this accords with other similar projects in the area and is accepted. Thresholds have been set relative to the lower noise thresholds (Category A) as detailed in Section E.3.2 of BS	N	Acceptance of the BS 5228 ABC methodology is noted. Correct, the reference to effect threshold levels during other time periods are provided for works that may occur outside of normal working hours. Further details are contained in **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration**. Since publication of the PEIR within Statutory consultation, the proposed construction working hours have changed, although Saturday working hours

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			5228-1 (the 'ABC' method) and are proposed to be used throughout as a worst-case, this is also accepted. Construction noise LOAEL and SOAEL have been set in accordance with these thresholds and in terms of Weekdays 7:00am to 7:00pm, and Saturdays 7:00am to 1:00pm this appears reasonable, Table 2.10.8 also contains thresholds for other periods, and it is assumed that these are present to govern either emergency works or where the local planning authority has granted permission to work beyond the consented working hours. In terms of working hours, the outline code of construction practice (OCoCP) states the following. The proposed construction working hours are: • Monday – Friday: 07:00am–19:00pm. • Saturday: 07:00am–17:00pm. • Sundays/Bank Holidays: non-working. We do not currently consider Saturday afternoon to be acceptable and precedent has been set in respect to a similar project (requirement 23 for EA1N and 2) for Saturday to be 07:00-1300 and this should be applied here. Work outside these hours should be agreed with the Local Planning Authority and be of the type listed for this purpose in the Coop.		remain the same. Shortening working hours would potentially extend the working programme and put at risk delivery of the Proposed Project by 2030. The change in working hours has been consulted on as part of the Targeted consultation. Details relating to the proposed construction working hours and any associated restrictions are contained in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Design, noise and vibration, traffic and transport	The magnitude of impact has been determined in line with The Design Manual for Roads and Bridges (DMRB) which is designed as the title suggests for the construction of roads and bridges, ESC is not therefore convinced of its appropriateness here. The magnitude of impact assessment uses LOAEL and SOAEL in the determination of magnitudes. It is a concern that the highest level of magnitude, Large, is above +5dB above SOAEL and Medium being equal to or above SOAEL and below +5dB, given that SOAEL is a barrier to consent and must be avoided levels beyond SOAEL should not form any part of a scale for assessment as it should never occur, to include such a criteria provides a false representation of the scale of magnitude and downplays the actual magnitude of impact, a medium impact being the highest theoretically achievable level of impact. Construction Vibration has been determined in line with BS5228-2 and this is accepted, LOAEL has been set a 0.3 mm/s PPV and SOAEL a 1.0 mm/s PPV which appears to be reasonable. In terms of vibration, ESC has similar comments in respect to the use of DMRB and the inclusion of above SOAEL magnitude	N	The DMRB magnitude scale clearly indicates the criteria for a large magnitude impact and therefore the statement that 'a medium impact being the highest theoretically achievable level of impact' is incorrect. A medium magnitude impact is defined as an average construction noise level between the SOAEL and 5dB above the SOAEL, while a large magnitude impact is defined as an average construction noise level greater than 5dB above the SOAEL. The SOAEL is defined as the relevant 'A' criteria from the ABC method for the relevant time period. Medium and large magnitude impacts (i.e. those above the SOAEL) are considered to be a potential significant adverse effect at sensitive receptors where they are of sufficient duration and would therefore be sought to be avoided through best practicable means. The methodology and assessment criteria are therefore in line with the suggestion in the comment. The contractor will be required to implement best practicable means to reduce the impacts of noise and vibration during construction for all works. However, the measures will be proportionate to the level of risk, with a greater focus on activities which are likely to cause the greatest impact.

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			levels in the magnitude of impact thresholds, SOAEL being a level to be avoided. As the report acknowledges that Best Practicable Means (BPM and taken to be as defined by section 72 of the Control of Pollution Act 1974 and further described in BS5228) will be implemented, this should be committed to at all times with work and any noise mitigation carried out to BPM to ensure noise and vibration are kept to a reasonable minimum and not just below the relevant thresholds. BPM is a critical control point for a project of this scale. A road Traffic Noise Assessment has been carried out, this is a highways authority matter which in this case is Suffolk County Council and we will defer to them in that regard. The Construction Noise and Vibration response for the scoping exercise is copied below for completeness.		
		Noise and vibration, construction, design	**13.3.4 Construction noise and vibration scoping response** The proposed study area of 300m from construction areas is accepted, although this will not prejudice complaints from Noise Sensitive Receptors from further afield in the event the project is consented and implemented. The developer has stated that BS 5228-1:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – Noise and BS 5228-2:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites – Vibration (BS5228), and specifically the “ABC” methodology of those standards, are to be used in relation to impact from construction noise and vibration and this is accepted as suitable. The developer had committed to Best Practicable Means (BPM), as defined in the Control of Pollution Act 1974 and expanded upon in BS5228: 2009+A1: 2014 in respect of site operations and mitigation for noise and vibration and this is welcomed. It is important that all relevant sections of BS5228 are considered and implemented including particularly section 8 – Control of Noise. The developer has provided an Outline Code of Construction Practice (Coop) which includes noise and vibration management as is expected for this type of development and should be secured in a requirement in terms of compliance. The Coop provides a relatively high-level view of noise and vibration management and mitigation and provides for Construction Environmental Management Plans (CEMPs) to provide the detail in respect of specific works. The Local Planning Authority should have some input into construction activities in terms of mitigation and monitoring for noise and vibration and therefore	N	**Application Document 7.5.8.1 Outline Construction Noise and Vibration Management Plan – Suffolk** has been prepared and included with the DCO application. Construction phase measures relevant to noise and vibration are secured within **Application Document 7.5.8.1 Outline Construction Noise and Vibration Management Plan – Suffolk**. For other environmental topics, construction phase measures are secured by one of the following: • **Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan** contains general construction measures to avoid or reduce potential noise effects of the Proposed Project. The CEMP also includes the Code of Construction Practice containing a list of the control and management measures that will be implemented on the Proposed Project as Appendix A (**Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**) • a register of all mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured by Requirement 6 in Schedule 3 of the draft DCO (**Application Document 3.1**); • **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk** measures to manage construction traffic and impacts on the wider traffic network; and • **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk** measures to manage construction impacts on landscape and ecology. The above plans are referenced in the **Application Document 7.5.8.1 Outline Construction Noise and Vibration Management Plan - Suffolk** where appropriate.

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			should be included in approving the CEMPs, if this is not possible and that position is justified there may be a need for a more detailed Noise Management Plan (NMP) as an appendix to the Coc and consideration of adopting a Control of Pollution Act 1974 Section 61 approvals process.		**Application Document 7.5.8.1 Outline Construction Noise and Vibration Management Plan - Suffolk** includes processes for liaison with the local planning authority, including the Control of Pollution Act 1974 Section 61 approvals process which may be beneficial for some construction activities. The Local Planning Authorities will approve the CEMPs as required by Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Construction, traffic and transport	The developer should produce a detailed complaints and monitoring plan including when and how they intend to inform the Local Planning Authority, this should form part of the Coop, CEMP, NMP or S.61 as appropriate. The developer has considered noise and vibration from construction traffic, it is assumed this is in respect of highway noise and vibration which is a Highways Authority matter, and that site construction traffic noise and vibration will be consider in respect of the overarching construction noise and vibration requirements under BS5228 and in the Coop. The developer has ascribed significance in respect of construction noise and vibration, and this should be in line with the BS5228 "ABC" methodology as proposed.	N	**Application Document 7.5.8.1 Outline Noise and Vibration Management Plan – Suffolk** has been prepared and included with the DCO application. The assessment of construction noise includes consideration of construction traffic on the public highway and site traffic. Initial information of the complaints procedure is set out in **Application Document 7.5.3.1 CEMP Appendix A Outline Construction Code of Practice, Application Document 7.5.8.1 Outline Noise and Vibration Management Plan – Suffolk** and **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which are secured via Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**). The detailed complaints procedure will be developed by the contractor at a later date.
		Onshore mitigation, design, construction	**13.3.5 coop:** The coop as an outline document is accepted and it is noted that there are further opportunities to assist in its development. The Council which the applicant to note the following examples: a) Working Hours – Saturday working after 13.00 is not currently acceptable without robust justification. A comparable project has Saturday 07:00 – 13:00 as a requirement. Work can be undertaken outside of these hours as stated in the coop, but this should be with Local Authority agreement to ensure that the works are indeed necessary. Necessity to carry out works out of hours is a key principle of BPM, if you don't need to do it at a sensitive time then you shouldn't. s61 agreements could be considered by the applicant as required. b) Complaints – the coop describes an internal complaints procedure but this does not require engagement or notification with East Suffolk Council. We would expect to be informed of complaints received and in a timely manner, along with any action taken. c) Emergency Action Plan – ESC should be informed of any incidents identified under the Emergency Action Plan so that we can consider if we need to be involved, and so that we have information should the public come to us for assistance. d) Contamination – There may be something in the relevant documents but the Coop should contain full reference to a discovery strategy should unexpected contamination be	N	a) Since publication of the PEIR within Statutory consultation, the proposed construction working hours have changed. The change of these hours has been consulted on as part of the Targeted consultation. For details relating to the proposed construction working hours and any associated restrictions, please refer to **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. **Application Document 7.5.8.1 Outline Noise and Vibration Management Plan – Suffolk** has been prepared and included with the DCO application. The NVMP states the requirement for the contractor to implement best practicable means to reduce the impact construction noise and vibration. b) Noted, National Grid is committed to maintaining a register of complaints received under the coop and is happy to make a copy of this register that will be made available to Host Authorities for review on request. The wording in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** has been updated. This is secured through Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**). c) Noted, National Grid will inform ESC of what are considered large scale incidents under the Incident Response Plan. Smaller scale issues will be recorded in a register that will be made available to Host Authorities for review on request. The wording in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** has been updated. This is secured through Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**). d) A protocol for dealing with unexpected contamination is included within **Application Document 7.5.3 Onshore Construction Environmental**

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			encountered along with a plan to resolve the situation and a commitment to seek agreement with us and the Environment Agency in any matter relating to the investigation and remediation of contamination discovered. This should broadly accord with the steps of our unexpected contamination TCPA condition. a. Best Practicable Means – This is a critical control point for this and all NSIPs in terms of mitigation of Noise and Vibration, and a principle that should spread across all areas of the project, doing the best they can to prevent impact. In terms of the principle of BPM as defined by Section 72 of the Control of Pollution Act 1974 and further defined in documents such as BS5228 it is noted that the relevant BPM for each work stream will be in the CEMPs. Presumably we will have sight of these and if not, we will need to be provided with at least the BPM work and mitigation should a problem arise to ensure the relevant BPM is actually in place. Internally there should be a principle of reviewing BPM in the event of a complaint to ensure that the work is being carried out to those principles, this is a precedent with other comparable projects. e) Health and Safety should be separated out from Environmental Considerations to avoid confusion. f) Construction Method Statements; CEMPs; Managements Plans – we need to be clear with the document hierarchy and where detail of mitigation (noise, dust, water, vibration and soil) will be found. The documents should be submitted and approved to ESC. g) It is not clear where the LOAELs in Table 2.10.8 have originated from. h) Table 1.4.A.2: Control and management measures – NV03 – we are a little concerned that this paragraph is not committing to the same rating levels (or absolute if more appropriate) as are discussed elsewhere (below or at worst matching background). I) Table 1.4.A.2: Control and management measures – GG13 – this paragraph refers to ‘plant’ and vehicles but only has commitment to vehicle standards and not plant. Please see comments in the air quality section of this response from more detail on this subject. Whilst it is expected that there will be numerous management plans that exist below the coop this document should contain sufficient information and commitments to prevention, minimisation and mitigation of impacts associated with construction to provide confidence that Best Practicable Means in its wider context across all topics will be applied.		**Management Plan** in accordance with Commitment GH08 of **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**. e) As outlined within **Application Document 7.5.3.2 CEMP Appendix A Register of Environmental Commitments and Action (REAC)** which is secured through **Application Document 3.1 draft Development Consent Order**, a Safety, Health and Environment Plan will be submitted and approved by the relevant planning authorities in advance of the works commencing. f) **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** contains a comprehensive list of the mitigation required following the environmental assessments. g) The LOAEL values originate from guidance values for the achievement of suitable external and internal (with open windows) noise levels from BS 8233:2014 Guidance on sound insulation and noise reduction for buildings and World Health Organisation guidance. h) Control Management measure NV03 appropriately captures the design aims for the proposed converter station to incorporate noise mitigation measures into the design such that the aims of the local authority or met, or otherwise as low as reasonably possible. I) This feedback is noted. Specific responses to these points are contained in the air quality section of **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**.

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		Inter-project cumulative effects, traffic and transport	**13.3.6 Inter Project Cumulative Effects:** Table 2.14.4 – Matrix summarising Stage 1 + 2 of the Inter Project Cumulative Effects: ESC is concerned that the peak year has been used as a basis for assessment and not progressing to the next stage. For example - A12 bypass; traffic, transport and air quality – not taking to stage 3 assessment due to peak year not occurring until after the bypass is operational. It is the same for many of the Sizewell C associated developments. The concern is that firstly, there may be impacts from this project (Sea Link) prior to peak year which should be considered; and secondly, timelines slip and change – sometimes significantly – potentially on all projects. Regarding air quality – ESC may have more comments after the Highways Authority has had a chance to comment as they may identify areas of concern or impact that have not been considered. It is suggested that if any project is carried through for stage 3 assessment for traffic and transport, then this should automatically also be put through for consideration of the impact on air quality if congestion related. All areas of impact including air quality, dust and noise and vibration should be robustly assessed for inter project cumulative effects, the developer should be mindful that a review and re-assessment process should be implemented to ensure any changes to various project timelines are taken account of and addressed to avoid unexpected cumulative impact where previously impacts were low or scoped out on the basis of deconfliction between projects.	N	As above, construction/ operational traffic has been included as part of the assessment for committed developments where there is the potential for this traffic to overlap with the construction phase for the Proposed Project, i.e. during the five-year period, not just the peak construction year. Robust assumptions have also been made with respect to adopting peak construction traffic flows associated with Sizewell C and the SPR schemes, as well as with other committed developments where necessary. Traffic and transport data has been provided to the air quality, noise and vibration and ecology teams to inform their Inter-project Cumulative Effects Assessments accordingly. Further detail is provided within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
		Water environment, construction	**13.4 Private Water Supplies Comments** 13.4.1 The district has numerous Private Water Supplies that could be sensitive to some of the construction methods likely to be employed by the project (such as trenchless ducting and dewatering if required), the developer should engage with ESC to ensure that these Private Water Supplies are considered and where necessary measures are taken to ensure that the supplies are not affected by works associated with Sea link.	N	Private water supply information has been obtained from the Local Authorities and included within **Application Document 6.3.2.5.B ES Appendix 2.5.B Groundwater Risk Assessment** as a receptor where available. National Grid is maintaining ongoing discussions with affected landowners. Where interfaces with assets such as private water supplies are identified, appropriate mechanisms for safeguarding these will be identified.
		Air quality, construction, onshore mitigation	**13.5 Air Quality Comments** 13.5.1 We acknowledge that a detailed air quality assessment will be carried out at the ES stage once further data is available. This is to include, but not limited to, emissions from construction site vehicle emissions; Non Road Mobile Machinery (NRMM); emissions from use of the back-up generator; and monitoring of air quality pollutants/dust. As has	N	13.5.1 Construction vehicle emissions, NRMM emissions, backup generator emissions and construction dust emissions have been assessed as outlined in **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality**. Monitoring During the construction phase mitigation measures will be adopted to control emissions as detailed in **Application Document 7.5.6.1 Air Quality Management Plan - Suffolk**.

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			been recognised it is essential that cumulative effects with other projects, with consideration of the impact of this project on traffic flows potentially some distance away, is included in the detailed assessment. Sensitivity tests for slippage of timelines should also be considered – both slippage within this project and for other projects. 13.5.2 We agree that air quality impacts associated with the operational phase vehicle emissions can be scoped out for further assessment. 13.5.3 Emissions from Construction Site dust – we acknowledge that the assessment for dust has concluded that a high level of mitigation is required. It is agreed that a Dust Management Plan for the project should be developed, submitted to and agreed with ESC. 13.5.4 There is some consideration of NRMM within the current documents and we acknowledge that this is to be considered further in an air quality assessment at the ES stage. In line with some other projects and given the potential impact on local air quality from the numerous additional NRMM in use within the surrounding area local to this project, we would like to see a commitment to reducing emissions from this source as much as possible. This should involve a commitment to use of renewable energy sources such as solar banks for charging batteries where possible, use of electricity or batteries, with use of diesel as a last resort. A commitment to use of Stage 4 NRMM as a minimum, and stage 5 where possible should be made. 13.5.5 The commitment to Euro standards made in the Coc for vehicles associated with the site is positive. This will require monitoring for compliance.		The other proposed developments that have the potential to overlap temporally with the Proposed Project have been identified and any potential inter-project cumulative effects resulting from the interaction between the other developments and the Proposed Project have been assessed within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**, this includes consideration of inter-cumulative air quality impacts. 13.5.2 Noted, no further comment. 13.5.3 An Air Quality Management Plan has been developed which outlines the mitigation measures required and proposed monitoring during the construction phase (**Application Document 7.5.6.1 Air Quality Management Plan - Suffolk**). Monitoring locations have been agreed with ESC. 13.5.4 NRMM emissions have been assessed as outlined in **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality**. Several control measures relating to NRMM emissions have been included in the CEMP (**Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**) including: AQ04 - Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable. Impose and signpost a maximum speed limit on unsurfaced haul roads and work areas; AQ09 - Ensure all equipment complies with the appropriate Non-Road Mobile Machinery standards. Use stage 4 NRMM as a minimum and stage 5 where possible. Additionally, where possible, use alternative / renewable energy to power NRMM; and GG10 - Any activity carried out or equipment located within a construction compound that may produce a noticeable nuisance, including but not limited to dust, noise, vibration, and lighting, will be located away from sensitive receptors such as residential properties or ecological sites where practicable. Monitoring will be undertaken during construction as outlined in **Application Document 7.5.6.1 Outline Air Quality Management Plan - Suffolk**.
		Agriculture and soils, geology and hydrogeology	**13.6 Land Contamination Comments** 13.6.1 The developer has undertaken a preliminary contaminated land risk assessment which has not indicated any locations where contamination is likely to exist beyond a low risk. This Assessment has been carried out in line with the principles of the Environment Agency's Land Contamination Risk Management (LCRM), this is the applicable guidance in this respect. This is clearly based on current knowledge and locations should be reassessed on a case-by-case basis should further information come to light.	N	**Application Document 6.3.2.5.A ES Appendix 2.5.A Contamination Risk Assessment** has been revisited following updates to the design. A protocol for dealing with unexpected contamination is included within **Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan** in accordance with Commitment GH08 of **Application Document 7.5.3.1 Appendix A Outline Code of Construction Practice**. This will be completed by the contractor.

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			13.6.2 Whilst the current risk of contamination is low and it is accepted that much of the route is isolated and agricultural or wild in nature this does not preclude the possibility of unknown contamination that may be encountered during the development given the amount of excavation required. The developer should provide contaminated land management plan which covers a robust discovery strategy and procedures for managing contamination should it be found unexpectedly; this must include consultation and agreement with the Local authority in respect of investigation and remediation required in the event this scenario occurs.		
		Landscape and visual	**13.7 Landscape Comments** 13.7.1 Non-Technical Summary Para 5.1.5 and later contains a potentially misleading reference to a landscape character area (Froms Valley, Heven Ingham and Knodishall Estate Claylands coastal landscapes) from Suffolk Coastal Landscape Character Assessment. The main name is correct but also includes reference to coastal landscapes. It may that this is a reference to the eastern and therefore coastal side of the Landscape Character Area but this should be clarified for the avoidance of doubt.	N	Noted, this has been considered and amended in **Application Document 6.1 Environmental Statement Non Technical Summary**.
		Onshore environmental impact, onshore mitigation	13.7.2 PEIR The setting out of the policy framework is comprehensive and considered fully inclusive. The consideration of the AONB Special Qualities is appropriate and welcomed. 3.1.1 It is agreed operational lighting should be scoped in given the rural location of converter station. 3.1.6 Although the current PEIR study area has been agreed with ESC, we welcome the proposal to keep it under review as the project evolves. 2.2.8.32 Visual receptors - Noted but the Council has concerns about some of the Value assessments given to the selected viewpoints in section 2.2.8.32 Table 2.2.17. The rationale for attributing Medium value to some PROWs and High and Very High to others is not wholly clear. We recommend that the developer discuss these issues with the Council before the LVIA is progressed any further. 2.2.9 Mitigation Measures - Draft Mitigation Measures Figures 1.4.3 and 1.4.7 in PEIR Vol 3 Part 1 Chapter 4 and Table 1.4.F.6 are noted and the Council welcomes ongoing dialogue to achieve the optimum outcome for the Saxmundham site. N.B. the reference to the Richborough Energy Park and the wider marsh landscape would seem to be incorrect in respect of	N	Comments noted regarding the policy framework, AONB Special Qualities, operational lighting and PEIR study area. The value judgements and the reasoning for the representative viewpoints are presented within **Application Document 6.3.2.1.B ES Appendix 2.1.B Landscape Baseline**. The value judgements were issued to stakeholders on 16 September 2024 and ESC agreed the value judgements via email on 23 January 2025. The indicative landscape strategy is presented within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**. This has been an iterative process and the Council has been involved. This included the presentation of the initial concepts in a thematic meeting held on 23 April 2024. Tree and hedgerow surveys have been undertaken to inform the ES and important hedgerows which consider both ecological and heritage factors are set out within **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity** and **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**. Further detail on the control and management measures that relate to hedgerows are outlined within **Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan**. The Important Hedgerows under the Regulations have been considered within the landscape and visual impact assessment, refer to **Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment** and **Application Document 6.3.2.1.D ES Appendix 2.1.D Visual Amenity Baseline and Assessment.**

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			the Saxmundham site and probably refer to the Kent converter station site. In respect of Control and Management Measures (2.2.9.3), where retention and protection of existing vegetation (trees and hedgerows) is a key component of the mitigation strategy, and indeed as a general principle of the project as a whole, the Council will expect pre-commencement tree and hedgerow surveys to be carried out to identify the most important landscape components and how to protect them during construction.		Arboricultural information is located within **Application Document 6.10 Arboricultural Impact Assessment** and BS5837:2012 tree surveys form the basis of this report.
		Landscape and visual	It is recommended that cleared hedgerows should be chipped and re-used as mulch for new planting areas. 2.2.9.4 - Noted but the Council will need to understand how wider landscape mitigation measures can reliably be delivered on land outside Order limits, e.g., along B1119 out of Saxmundham. In respect of other matters relating to mitigation related issues: Table 1.4.A.2 CoCP Control and Management Measures ref: GG03 - The later production of a Landscape and Ecological Management Plan (LEMP) is noted but the Council recommends that the developer engages with its technical officers at the earliest opportunity to ensure a collaborative ongoing dialogue in respect of landscape mitigation matters. GG08 and GG09 - The outline proposed measures are noted, but given their very highlevel outline nature, further comment is unrealistic at this stage. The Council would welcome closer dialogue with the developer as more detailed proposals emerge. LV01 and LV02 - The intention to retain vegetation where practicable is noted and the Council will expect retained vegetation to be fully protected according to recommendations contained in BS5837:2012 Trees in Relation to Construction (LV02 refers to this and is noted). Further, the Council will expect all proposed hedgerow crossings along the cable route and hedgerows affected by the converter station proposals to be assessed against the criteria for 'Importance' laid out in the 1997 Hedgerow Regulations. Where hedgerows meet the criteria for 'Importance' under the Regulations, the Council will have an expectation that these should be retained at least along the cable route and alternative solutions to open trenching put forward. LV03 The proposed five-year aftercare period for reinstatement and mitigation planting is noted, but it should be understood	N	The comment on cleared hedgerows to be used as mulch has been included within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**. The hedgerow and tree planting along the B1119 is within the Order Limits. This Plan outlines how mitigation will be delivered and managed and the format of which has been discussed with stakeholders within thematic meetings (including meeting held on 25 June 2024) and other contributing disciplines, namely ecology. The five-year establishment maintenance period will include replacing failed or defective plants with matching species of the same size during the next planting season after failure. The aftercare will also include an adaptive management programme for the landscape planting. It will allow flexibility to adapt to future climate changes and trends with regard to species selection and maintenance requirements. Monitoring will be undertaken throughout the implementation and maintenance and management periods to ascertain progress of tree growth to inform the subsequent steps to be taken as part of the adaptive management programme. Tree and hedgerow surveys have been undertaken to inform the ES and important hedgerows which consider both ecological and heritage factors are set out within **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity** and **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**. Further detail on the control and management measures that relate to hedgerows are outlined within **Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan**. The Important Hedgerows under the Regulations have been considered within the landscape and visual impact assessment, refer to **Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment** and **Application Document 6.3.2.1.D ES Appendix 2.1.D Visual Amenity Baseline and Assessment**.

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			that the Council will be requiring this five-year period to also apply to all replacement planting that covers any plant failures. i.e., it should be a rolling five-year period for all planting from the time of planting. The limitations of replacing removed trees in a like for like basis in the vicinity of installed electrical cables is understood. LV04 and LV05 Soil management proposals noted.		
		Landscape and visual, onshore mitigation	13.7.3 Preliminary Assessment of Effects The assessment of anticipated Landscape Character effects at construction, maintenance (assumed to mean 'operation') and decommissioning seems acceptable and realistic at this stage, but issues emerging from finer details may form topics for further discussion. As above, the preliminary assessment of visual amenity effects at construction, maintenance (assumed to mean 'operation') and decommissioning for the various viewpoints is noted. The preliminary assessment is less clear on the role of mitigation planting in moderating the magnitude of effects over time. This needs to be made much clearer and once incorporated in the assessment, should include a realistic understanding of growth rates for new planting in the East of Suffolk. It needs to be understood that erratic and unpredictable rain fall patterns, notwithstanding the late summer and autumn of 2023, can be a very limiting factor in successfully establishing new tree and shrub planting. We expect to be advised of the anticipated growth rates as the LVIA progresses. Once understood and agreed, it is expected that photomontages/wireframes will include depictions of mitigation planting at Year 1, Year 5 and Year 15 post planting. Issues surrounding the question of colocation at the converter station site and possible loss of mitigation planting relied on to moderate adverse visual effects arising from a single converter station need to be more clearly presented. A lack of project coordination could lead to unforeseen adverse effects on visual amenity through removal of previously relied upon mitigation. Any acceptability of the proposed landfall option (S2) is wholly dependent on the use of trenchless technology to pass under the Leiston to Aldeburgh SSSI and North Warren RSPB bird reserve.	N	The maintenance assessment refers to the maintenance activities associated with the Proposed Project, rather than the scheme at operation which is assessed separately. This is set out within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. The PEIR set out the stages of the Suffolk Onshore Scheme to be included within the assessment, including operation year 15 which is intended "to help demonstrate how proposed mitigation planting will influence effects once established". The assessment of effects during operation at both year 1 and year 15 are set out within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. Growth rates have been discussed with stakeholders in various thematic meetings, including the February and April 2024 meetings. Arboricultural specialists have prepared a report to evidence the growth rates and information has been supplied by East Suffolk Council, which has informed the height of mitigation planting shown in the year 15 visualisations, included at **Application Document 6.4.2.1 Landscape and Visual**. The requirement to prepare year 5 photomontages has been discussed with stakeholders at the thematic meetings and it was decided that as these do not relate to the operational assessment phases considered in the LVIA, that they will not be prepared. The co-location illustrative masterplan information can be found within **Application Document 7.10 Coordination Document**. **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Development** confirms the use of trenchless technology under the Leiston to Aldeburgh SSSI and the North Warren RSPB reserve.
		Landscape and visual, traffic and transport, DCO process	In respect of the potential impact of the proposed options for access road routes to the converter station: South Eastern Access 1 Redhouse Farm - This option would seem likely to be of least landscape impact, but it still carries	N	The South Eastern Access 1 Redhouse Farm and the Northern Saxmundham Access 2 off B1121 are no longer being pursued, as the Southern Saxmundham Access 3 off the B1121 has been adopted. Details relating to the Southern Saxmundham Access 3 off the B1121 including

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			risk to hedgerows and landscape character. Northern Saxmundham Access 2 off B1121 - This option will have direct impacts on Carlton Park which is a locally listed historic parkland, on TPOs, roadside hedgerows and the setting of the Saxmundham Conservation Area. Southern Saxmundham Access 3 off B1121 - This option will have direct impact on the Fromus valley landscape, willow woodland block, and roadside hedgerows. With regard to any proposed accesses onto the highway, these will need to be presented with accurate and realistic visibility splay requirements. It will not be acceptable for the Council to be forced to accept a whole string of post consent requirements for additional roadside hedgerow and tree removal needed to achieve splays that should have been properly assessed and presented as part of the DCO submission process.		visibility splay requirements are provided within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan**. The landscape planting proposals associated with the permanent access route are shown on **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**. The effects of the access route are taken into account in the assessment of effects arising from the Suffolk Onshore Scheme on landscape character and visual amenity. This is set out within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. This includes reference to vegetation removal and the impact on the Fromus Valley landscape. It is understood that some trees within the plantation woodland to the west of the River Fromus will be felled prior to construction of the Suffolk Onshore Scheme. This has been considered as part of the future baseline and has informed the landscape and visual assessment as well as the development of mitigation options around the River Fromus.
		Landfall location, combined effect of the proposed project, geology and hydrogeology	**13.8 Coastal Management Comments** 13.8.1 The many consultation documents that appeared to me to have potential to include a reference to landfall impact assessments have been reviewed. Also key word searches undertaken including landfall, coastal and erosion. No reference to any consideration of coastal change or impacts on/from existing or planned coastal control structures within the consultation documents have been found. 13.8.2 The Strategic Options Report includes the following text: 1.3 Assessment Principles Applied by Decision Maker 1.3.1 Part 4 of EN-1 sets out the general policies that are applied in determining DCO applications relating to new energy infrastructure. Paragraphs 2.3-2.5 of EN-5 set out the general assessment principles in the specific context of electricity networks infrastructure. Those impacts identified in EN-1 include air quality and emissions, biodiversity and geological conservation, civil and military aviation and defence interests, coastal change (to the extent in or proximate to a coastal area), dust, odour, artificial light, smoke, steam and insect infestation, flood risk, historic environment, landscape and visual, land use, noise and vibration, socio-economic effects, traffic and transport, waste management and water quality and resources. The extent to which these impacts are relevant to a particular stage of a project,or are a relevant differentiator at a particular stage of the options appraisal process, will vary. In particular, some of these impacts are scoped out of this stage of the options appraisal process for this project. 13.8.3 It is therefore assumed that the developer has scoped out coastal change from this stage of the process. If that is the case, it is a significant oversight.	N	Chapter 2 (Physical Environment) in Table 4.2.17 of the PEIR assessed the impact of construction, operation and decommissioning on the Suffolk and Kent coastline morphology, including Sandwich Bay to Hacklinge Marshes SSSI and The Haven SSSI. A more detailed assessment at each of the Suffolk and Kent landfalls is presented within **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment**. Coastal sediment cells, nearshore and regional sediment transport pathways are considered within **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment** and identified via maps/figures where appropriate. The most recent details from the SMP, including coastal management plans for specific management units are now included within **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment**.

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			13.8.4 The section of coast proposed for the landfall is managed by the Environment Agency and so they should lead on responding to the developer. 13.8.5 ESC has responsibility for managing coastal frontages to north (Thorpeness) and south (Aldeburgh) of the proposed landfall and so would have an interest in the findings of a coastal change / management impact assessment.		
		Socio-economic, recreation and tourism, construction, community benefits/ism, construction, community benefits/ enhancements	**13.9 Tourism & Economy Comments** 13.9.1 The Sea Link project has the potential to adversely affect the east Suffolk economy throughout its lifecycle. The construction works at the landfall and along the cable corridor in addition to the construction works and permanent infrastructure at the converter station site and connection site will have an alone and cumulative effects 13.9.2 The visitor economy is one of largest sectors in east Suffolk, contributing c. £700m to the local economy annually and supporting around 11,000 (FTE) jobs. This accounts for 15% of all employment in the district. The continued success of the visitor economy is dependent on its reputation as a holiday destination, and the overall experience offered to visitors. The East Suffolk Visitor Economy Strategy identifies that together, the coastline, towns and places, natural landscape, and cultural offer present a compelling experiential proposition for the visitor.	N	A complete assessment of socio-economics effects has been undertaken. This is set out in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. The Chapter concludes that there are no anticipated significant effects as a result of the Proposed Project.
		Inter-project cumulative effects, onshore mitigation, community benefits/ enhancements	13.9.3 ESC is concerned that the cumulative impact of Sea Link in addition to the other proposed energy projects will negatively affect the visitor experience, damaging the reputation and perception of the district as a holiday destination, therefore negatively affecting the visitor economy throughout the lifetime of the project(s) 13.9.4 The impact of the Sea Link scheme will not be limited to the immediate vicinity of the proposed landfall, converter station, connection infrastructure and cable corridor locations. There is a high degree of interdependency between visitor destinations, employment, and supply chains within east Suffolk. Visitors move from destination to destination, employees need to access their employment, and the potential for the displacement of visitors during construction should not be ignored. 13.9.5 Should this project proceed, it is essential that this impact is appropriately considered, and sufficient mitigation is provided to support the continued success of the visitor economy. 13.9.6 ESC notes and welcomes the potential opportunity that Sea Link presents in generating ‘direct and indirect temporary	N	A complete assessment of socio-economics effects has been undertaken. This is set out in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. The Chapter concludes that there are no anticipated significant effects as a result of the Proposed Project. This Chapter estimates around 30% of the construction staff will be sourced from the surrounding area, based on benchmarks against similar energy infrastructure schemes. Further information can be supplied regarding employment opportunities following the appointment of a Main Contractor. National Grid supports the delivery of community benefits associated with transmission infrastructure, and already has a number of established programmes which deliver this. However, community benefit is separate to compensation and mitigation. The former Government consulted on community benefit options associated with transmission infrastructure, and proposed the introduction of guidance in this regard. National Grid support this and believe it should be flexible, allowing community benefits to respond to local and regional need. Whilst it awaits clarity on the Government's position, it is working to understand local and regional aspirations and priorities in relation to community benefits. It welcomes the suggestions for

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			employment, training, and apprenticeship opportunities both on site and in the supply chain during the construction, maintenance, and decommissioning phases of the scheme.' However, the Council would like to be reassured that any direct or indirect employment opportunities are accessible to the resident population of East Suffolk, and that any potentially negative effects on employment within the visitor economy and wider business population are suitably assessed and mitigated. 13.9.7 The Council notes the opportunities to improve awareness of the wider energy sector across east Suffolk and the high value/high skill employment and apprenticeship opportunities available. Greater information about workforce planning for the Sea Link project is required. 13.9.8 The decision maker needs to be able to balance the potential benefits which may result from the temporary employment, training and apprenticeship opportunities created against the disbenefits of the project.		delivering community benefits and as the Proposed Project progresses, it will work with stakeholders and local communities to further inform this.
		Socio-economic, recreation and tourism, community benefits/ enhancements, onshore mitigation	**13.10 Economic Development and Regeneration (EDR) Comments** 13.10.1 In October 2022, EDR responded to the Sea Link non-statutory consultation expressing concern over the scheme's potential for negative socio-economic impacts affecting businesses, employment, and the wider economy. Especially the potential for cumulative adverse socio-economic effects resulting from multiple energy infrastructure projects scheduled for development in east Suffolk over the next decade. 13.10.2 Tourism is one of the largest economic sectors in East Suffolk and is dependent upon its perception and reputation as a visitor destination providing a high-quality experience to visitors. EDR continues to consider the visitor economy to be particularly sensitive to the cumulative effects described above. 13.10.3 EDR are somewhat reassured to note that within the Sea Link statutory consultation, concerns about the cumulative impact of multiple infrastructure projects in east Suffolk are being addressed, and that opportunities for the co-ordination of multiple infrastructure projects and the co-location of infrastructure elements are being explored. However, 'Table 2.14.38 Socio-Economics, Recreation and Tourism CEA' states that there is insufficient information to determine any cumulative effects at this stage. Therefore, EDR will continue to monitor and review the progress made in evaluating cumulative effects once the Environmental Statement is published in due course. 13.10.4 EDR expressed a concern during the non-statutory consultation about baseline data methodology, recognising a need for caution when relying on purely desk-based research and digital modelling to establish the socio-economic baseline,	N	Other proposed developments that have the potential to overlap temporally with the Proposed Project have been identified and any potential inter-project cumulative effects resulting from the interaction between these other developments and the Proposed Project have been assessed within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. In terms of socio-economics, recreation and tourism, the chapter concludes that there are no anticipated significant cumulative effects on socio-economic, recreation and tourism receptors as a result of the Proposed Project in combination with the cumulative schemes. Thematic meetings with the local planning authorities have taken place between the PEIR and ES stages of the DCO application process. The thematic meetings have primarily focused on discussing points raised by local planning authorities in the statutory consultation. The meetings have run by the technical disciplines and provided an opportunity to bring questions, concerns and local context to attention to help inform the ES.

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			and ongoing monitoring and assessment of socio-economic impacts. 13.10.5 EDR recognises the limitations of certain 'standard' datasets and believes that additional field base assessments including visitor, business, and resident surveys should be conducted to establish baseline information for some of the more qualitative or intangible impacts of the scheme. Especially, the perception of business owners and visitors towards the scheme, the impact on the visitor experience and reputation throughout the project life cycle, and the impact on the movement of residents, and visitors during the construction phase. 13.10.6 This approach could create a more dynamic reporting methodology, allowing real time understanding of the socio-economic impact of the Suffolk Onshore Scheme. This is congruent with the PEIR, paragraphs 2.11.4.26 and 2.11.4.27. 13.10.7 EDR notes that within the Preliminary Assessment Effects, paragraph 2.11.9.4 that the Suffolk Onshore Scheme might create 105 net additional jobs during the construction period. The significance of energy generation and transmission to east Suffolk means that EDR would welcome the opportunity to discuss the possibility of a 'NGET outreach' programme, like NGET's 'Connect Partnership', providing a series of in-person workshops, seminars, and Q&A sessions for local students.		
		Socio-economic, recreation and tourism, construction	13.10.8 In terms of the PEIR, the following comments are made: a)EDR acknowledges the use of NPS EN-1 (2011) in determining the socioeconomic considerations for the PEIR and welcomes inclusion of the additional requirements identified within the published draft NPS EN-1 (2023). b) EDR concur with the potential socio-economic impacts identified within Table 2.11.1. c) EDR confirms that it was able to engage with NGET through the non statutory consultation in November 2022, and again through the online thematic meeting in August 2023. Table 2.11.2. d) The NPPF requirements relevant to socio-economic requirements are welcome, especially those where potential project impacts could adversely affect economic growth and productivity across local economic centres and key industrial sectors such as tourism. Table 2.11.3. e)EDR appreciates the inclusion of, and reference to key economic development strategies (East Suffolk Economic	N	These comments have been noted. Please refer to the assessment of socio-economics effects that is set out in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**.

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			Strategy 2022-202, East Suffolk Visitor Economy Strategy 2022-2027 and East Suffolk Cultural Strategy 2023-2028. f) ID 3.10.1 refers to the creation of permanent operational phase employment, training, and apprenticeship opportunities, both directly and indirectly in East Suffolk. EDR accepts that the scale of operational employment is likely to be very limited and that this matter should be scoped out of the assessment. g) ID 3.10.2 scopes out an assessment of the generation of GVA in East Suffolk during the operational phase. EDR accepts that during the operational phase, any effect on GVA will be small. h) ID 3.10.3 EDR welcomes the introduction of routes connected via the road network as well as recreational routes and public rights of way when assessing impacts on local communities. EDR welcomes the additional assessment of the impact of the changing influx of the construction workforce on local accommodation facilities and their effect on the local tourism industry. Paragraph 2.11.3.3. j) EDR are satisfied with the overarching approach described in paragraph 2.11.41 which 'determine the baseline conditions, sensitivity of the receptors and magnitude of effects and sets out the significance criteria that have been used for the preliminary socio-economics, recreation and tourism assessment'. However, where the assessment aims to adopt an objective and quantifiable approach, EDR recognises that some effects can only be evaluated on a qualitative basis and is supportive of the PEIR definition of effects described in 2.11.4.8.		
		Socio-economic, recreation and tourism, walking, cycling and horse-riders, construction	k) DR is supportive of the adopted methodology described in 2.11.4.10 for assessing the significance of project effects on the defined receptors. l)The economic additionality assumptions described in Table 2.11.6 and the economic impact criteria described in paragraph 2.11.4.14 including the sensitivity and magnitude criteria in 2.11.4.5 and tabulated in tables 2.11.7 and 2.11.8 are considered appropriate for the assessment of the socioeconomic receptors relating to employment and GVA. m) Likewise, the magnitude and sensitivity criteria adopted to assess the direct and severance effects on public rights of way and private, community, recreation and tourism assets described in tables 2.11.9 through to 2.11.12 are considered appropriate.	N	These comments have been noted. Please refer to the assessment of socio-economics effects that is set out in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**.

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			n) The basis of assigning significance of effects in image 2.11.1 is appropriate. o) EDR supports the requirement for built in design flexibility and the need to consider alternative scenarios outlined in paragraph 2.11.5.1, Table 2.11.13 and Table 2.11.14. p) The option for co-location with National Grid Ventures proposed Nautilus and LionLink (formerly known as EuroLink) interconnector projects is welcome. Especially where it has the potential to reduce the potential for adverse socio-economic impacts, especially during the construction phase of each project. Paragraph 2.11.5.7 and Table 2.11.15. q) The different components of the socio-economics recreation and tourism effects assessment presented in Table 2.11.16, describing the geographic scale at which each component is assessed, and the rationale behind the geographic scales need to be considered. r) When considering the 60-minute travel area for employment generation and GVA during the construction phase, the use of CIPD national commute data may not reflect the true geographical area of impact, particularly for those direct, highly specialised, and technical trades required for construction of electricity transmission infrastructure.		
		Socio-economic, recreation and tourism, construction	s) When considering the 1km and 500m radii, especially for local communities, business premises and visitor attractions, EDR believes that it is important to recognise the degree of interdependency between visitor destinations, employment, and supply chains throughout east Suffolk. Professional judgement and experience should be used to consider the potential for direct and indirect impacts that fall outside of the proposed geographical areas of impact. t) EDR recognises the limitations of certain datasets, especially the time lag additional field base assessments including visitor, business, and resident surveys should be conducted to establish a baseline for some of the more qualitative or intangible impacts of the scheme. u) In addition, the appropriate frequency of data sampling should be considered. However, EDR agrees with the benchmarked standard in paragraph 2.11.7.2 v) Paragraph 2.11.7.30 and Table 2.11.20 identifies 27 business premises within 500m of the Suffolk Onshore Scheme Order Limits. Within the list of premises, it is notable that 12 can be described as closely linked to recreation and tourism and it could be argued that these could be more sensitive to the construction phase of the Suffolk Onshore Scheme than other business premises. The list includes a golf club, holiday lets,	N	These comments have been noted. Please refer to the assessment of socio-economics effects that is set out in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**.

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			campsite, and a café. EDR would like to know more about the methodology planned for assessing the impact of the scheme during the construction phase of the project. w) In addition, the visitor attractions listed in 2.11.7.31 could be more sensitive to environmental impacts during the construction phase due to their status as visitor destinations. x) The categories of mitigation measures describedin 2.11.8.2 and 2.11.8.3; whether embedded measures; control and management measures; and mitigation are as expected and EDR welcome active measures such as 'keeping the community and local businesses informed' providing that they are comprehensive and maintained throughout the construction phase. y) EDR notes that in Table 2.11.38, the preliminary assessment considers the preliminary project effects on construction employment within the Economic Study Area, and employment to have a small beneficial effect which is not considered significant. z) EDR notes that in Table 2.11.39, the preliminary assessment of socio-economics, recreation, and tourism effects of the project on construction employment within the Economic Study Area, and employment to have a small beneficial effect which is not considered significant. END		
		Design	**Appendix B** Proposed Friston Substation And Proposed Saxmundham Converter Station With Underground Cable Route Between (image) Route Of Underground Cable From Saxmundham to North Warren via Friston (image) Route of Underground Cable from North Warren To The Coast (image)	N	National Grid acknowledges this feedback.
		Consultation, DCO process	**CABINET - Tues 02 January 2024** **Purpose and high-level overview** Purpose of Report: To provide a response to the statutory consultation for this nationally significant infrastructure project (NSIP). To get agreement that the Head of Planning & Coastal Management be given delegated authority, in consultation with the relevant Cabinet	N	National Grid acknowledges this feedback.

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			Member(s) to undertake all further activities in relation to the Sea Link project during the pre-application, examination and post examination/consent phases including the signing of any legal agreements/memorandum of understandings. Options: To not agree the consultation response. To not agree to provide the requested delegated authority. Recommendation/s: 1. Agree the consultation response as set out in Appendix A. 2. Agree that the Head of Planning & Coastal Management, in Consultation with the relevant Cabinet Member(s) be given delegated authority to act on behalf of the Council in all activities associated with the pre-application, examination and post examination/consent phases of the project including the signing of any legal agreements/memorandum of understandings.		
		Socio-economic, recreation and tourism, community benefits/ enhancements, DCO process	**Corporate Impact Assessment** **Governance:** The constitution is such that a response to the statutory consultation is made via Cabinet. However, for NSIPs such as Sea Link, the consultation deadlines are short and can be frequent such that it is not considered feasible in the future to provide timely responses and engage appropriately with the project in addition to meeting the timelines associated with Cabinet meetings. It is essential that the Council can respond in an agile way to the project, to enable the views and position of East Suffolk Council (ESC) to be represented, therefore additional delegation is being sought. **ESC policies and strategies that directly apply to the proposal:** The applicant has stated that the project is required to reinforce the national grid network and in part to accommodate the additional anticipated generation coming to the region, some of which includes renewable energy. The potential benefits of grid reinforcement alongside some temporary economic benefits must be considered against the disbenefits involving the impact on the ecology, landscape, heritage, coastal management, amenity and quality of life in the district and well as tourism. **Environmental:** The impacts of the proposal are considered in the report. **Equalities and Diversity:**	N	National Grid acknowledges this feedback.

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			Currently there is insufficient information to determine if the proposal impacts disproportionately on any groups in the district. **Financial:** Engagement with the project during the pre-application, examination and post consent phases will have implications for the Council's resources. Negotiations are currently taking place with the applicant to secure a Planning Performance Agreement. **Human Resources:** ESC officers will be engaged in future consultations on the project, at the examination and during the post consent phases with the implementation of the project, if consented. **ICT:** None **Legal:** The Council will require legal representation when the project reaches examination stage. The project may result in the Council being party to a legal agreement in respect of securing adequate mitigation or compensation for the impacts of the proposal. **Risk:** None		
		Design, consultation	Background and Justification for Recommendation 1.1 The Council has received a statutory eight week consultation (24 October to 18 December 2023) from National Grid Electricity Transmission (NGET) for the Sea Link NSIP. The project proposes: 1. An above ground connection from the overhead electricity lines near Friston to a proposed new substation near Friston (if the substation already consented under the East Anglia One North and East Anglia Two projects is constructed then this can also serve Sea Link). 2. Below ground HVAC connection from the substation to a proposed converter station near Saxmundham. 3. Below ground HVDC connection from the converter station to the coast near Aldeburgh. 4. Undersea cable to Kent The project is said to be required in order to be able to transfer energy to and from Suffolk and to and from Kent.	N	National Grid acknowledges this feedback.

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			It should be noted that the submitted consultation material indicates the potential to site/co-locate converter stations for the Lionlink and Nautilus interconnectors adjoining the site to the east of Saxmundham See Appendix B for a more detailed map of the proposals. 1.2 As an NSIP, the Council is a statutory consultee in the process. The Secretary of State for the Department of Energy Security and Net Zero is the decision maker following an examination and the consideration of a report from an appointed Examining Authority which is provided and managed by the Planning Inspectorate. 1.3 This consultation is the opportunity to make the applicant aware of the Council's views on the proposal and the work undertaken by the applicant so far on the Environmental Impact Assessment. 1.4 The Council had to provide a response to the eight-week consultation by 18 December 2023 due to that being the close of the consultation period. A draft response (see Appendix A) was prepared by officers, having been agreed by Councillor Tom Daly, as the relevant Cabinet Member and submitted. This report is seeking the confirmation of Cabinet that response submitted is acceptable or to be agreed with amendments. The applicant has agreed that the final response can be provided by 5 January 2024 to allow for consideration at this Cabinet meeting.		
		Coordination with other projects, needs case, timescales/ programme	2 Current position **National Plan for / Co-ordination of Energy Projects** 2.1 Members will be aware that there are a number of energy projects, either consented (Sizewell C, East Anglia One North, East Anglia Two, East Anglia Three), or proposed (Nautilus, Lion Link – both interconnector schemes, North Falls and Five Estuaries) as well as Sea Link, being considered/delivered in this part of East Suffolk. The Council has previously stated following the Motion to Full Council in September 2023 that the government should seek :- • To intervene to bring long-term stability and security for future plans for all off and on-shore energy generation • To carry out a full cost-benefit analysis of options for connecting all electricity generation to users in the UK rather than the current piecemeal approach 2.2 The Secretary of State has not yet responded to that letter sent following Full Council but this proposal amplifies again that there is the need for better national planning and co-ordination of all these energy projects such that the best possible decision	N	National Grid's plans in Suffolk have been developed for the Proposed Project as a standalone project but have been designed in a coordinated way with other projects, including two potential NGV projects. As development work on the Proposed Project and these other projects has progressed, National Grid's approach to coordination has evolved. A key part of their coordination strategy is to continue to explore opportunities to co-locate infrastructure where feasible and beneficial. At Statutory consultation, National Grid presented a design which showed the NGV works themselves at the landfall and along the cable sections. It also included the entire wider site at Saxmundham, to show how they could be flexible if constructing around one or two additional converter stations. This assumed a scenario where the NGV projects, whose routeing and siting work is at an earlier stage, identified the same cable and converter station sites as the Proposed Project. In March 2024, NGV's LionLink project announced that it had down selected its potential landfall at Aldeburgh and would be removing it from the LionLink proposals. LionLink is still proposing to co-locate its converter station alongside the Proposed Project's near Saxmundham. As National Grid's design work and their engagement with the NGV projects has progressed, they have evolved their approach to coordinating with NGV. They are considering further ways that they could coordinate their construction activities and other projects and developers, including NGV, EDF Energy and SPR.

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			and outcome for communities, and the environment, can be achieved having regard to the need to upgrade our energy infrastructure. 2.3 It is acknowledged that the principle of subsea interconnectors is a key part of an offshore focused approach. However, the full outcomes of the Offshore Coordination Support Scheme (OCSS), and the review of connections in East Anglia, which is to be undertaken by National Grid Electricity System Operator, are unknown. Therefore, the proposals related to this project could be subject of significant change. 2.4 On 5 December 2023 it was announced that North Falls, Five Estuaries and Sea Link had been successful in receiving grant funding from the OCSS. The purpose of the funding from the OCSS is to enable the exploration of coordination between the two offshore wind farms and Sea Link. Given the association between Sea Link, LionLink and Nautilus, the opportunity for co-ordination created by the funding has been significantly limited. Whilst the Sea Link proposal has endeavoured to plan for a degree of co-location, there remains the concern regarding the lack of co-ordination and strategic planning, not least as each of the projects is being proposed by different organisations on the basis of different timetables. The Council's objections and disappointment on these issues therefore remains.		Further details are contained in **Application Document 7.10 Coordination Document**. The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with the LionLink and Nautilus projects in Suffolk where it is feasible. The assessment of inter-cumulative effects with these other proposed developments is also considered in **Application Document 6.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
		Needs case	**Need For The Project** 2.5 The project is said to be required in order to be able to transfer energy to and from Suffolk and to and from Kent. However, in respect of exporting energy from Suffolk and Suffolk grid reinforcement, the need for the project only arises once Sizewell C, LionLink and Nautilus all come online (the latter two are not yet consented). Therefore, and notwithstanding the concerns the Council raises if Sea Link is consented, its implementation should be conditional on the other three projects all being committed for implementation. With regard to the Kent perspective, Sea Link serves to reinforce the south coast grid but it is not considered that it has been adequately demonstrated that reinforcement by a means other than Sea Link is not possible. It is also considered that alternatives to the project, such as an offshore grid and use of brownfield sites, have not been considered. Again, the Council remains disappointed that there has been no real demonstrable approach by the government or the energy companies to address the many issues highlighted affecting the east Suffolk communities.	N	The needs case for the Proposed Project is outlined in **Application Document 7.1 Planning Statement** and is not contingent on any other particular project going ahead. Notwithstanding this, NPS EN-1 sets out at paragraphs 3.2.6 to 3.2.8 that the Secretary of State should give substantial weight to the need for energy infrastructure covered by the NPS and is not required to consider separately the specific contribution of an individual project to satisfying the need established in the NPS. The preference for use of previously developed land is recognised, however, it remains imperative that alternative options address the overarching needs case for the Proposed Project by providing additional network capacity where it is needed. As a national infrastructure provider, National Grid is seeking to deliver the Government's policies regarding net zero by 2050. Its publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for the Proposed Project. While comments relating to Government policy are not within the remit of the Proposed Project, National Grid is coordinating with other large scale infrastructure projects in Suffolk, noting that those other projects are also

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					outside of its control. Details of how it is coordinating with other projects will be set out in the DCO application. Alternative solutions to the Proposed Project have been considered by National Grid. Details are contained in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**.
		Needs case, intra-project cumulative effects, alternative solutions	**Overview of ESC's position on Sea Link** 2.6 ESC currently objects to the Sea Link project as it would result in further unacceptable harm to the communities , environment and economy of East Suffolk and it is not yet considered that the timing of the need for the project is currently proven, and with Sizewell C potentially at least 10 years away from generation, it is requested further consideration of alternative offshore solutions is undertaken and consider that the project does not currently include sufficient levels of coordination in all areas of the NSIP process. In reaching this position the submitted plans showing the possible siting of converter stations adjacent to the proposed converter station for this project amplify the coordination/cumulative impact concerns.	N	National Grid is coordinating with other developers of large-scale infrastructure projects in Suffolk, noting that those other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are contained in **Application Document 7.10 Coordination Document**. The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with the LionLink and Nautilus projects in Suffolk where it is feasible. The assessment of inter-cumulative effects with these other proposed developments is also considered in **Application Document 6.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. The needs case for the Proposed Project is outlined in **Application Document 7.1 Planning Statement** and is not contingent on any other particular project going ahead. Notwithstanding this, NPS EN-1 sets out at paragraphs 3.2.6 to 3.2.8 that the Secretary of State should give substantial weight to the need for energy infrastructure covered by the NPS and is not required to consider separately the specific contribution of an individual project to satisfying the need established in the NPS. The project is of a type defined by NPS EN-1 as a critical national priority. National Grid has carefully sited and developed the Proposed Project following the principles of the mitigation hierarchy and has robustly considered alternatives. NPS EN-1 acknowledges that even after the application of the mitigation hierarchy, it is likely that some significant residual effects will remain, including at paragraphs 3.1.2 and 4.1.7, the latter of which states: "Where this NPS or the relevant technology specific NPSs require an applicant to mitigate a particular impact as far as possible, but the Secretary of State considers that there would still be residual adverse effects after the implementation of such mitigation measures, the Secretary of State should weigh those residual effects against the benefits of the proposed development. For projects which qualify as CNP Infrastructure, it is likely that the need case will outweigh the residual effects in all but the most exceptional cases..." Paragraph 4.2.16 of NPS EN-1 also states that for CNP infrastructure, such as the project: "...the Secretary of State will take as the starting point for decision-making that such infrastructure is to be treated as if it has met any tests which are set out within the NPSs, or any other planning policy, which requires a clear outweighing of harm, exceptionality or very special circumstances."

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					Alternative solutions to the Proposed Project have been considered by National Grid. Details are contained in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**.
		Onshore environmental impact, offshore environmental impact	**Preliminary Environmental Information Report (PEIR)** 2.7 Notwithstanding the concerns with the principle of the proposal as already stated, there is the need for the Council to consider the technical aspects of the scheme. PEIR's are often included in the first statutory consultation document on an NSIP proposal. It is usual for the assessments to have some gaps within them. This has been the case here. As such officers have not been able to form a full and final opinion on whether the various environmental impacts of the proposal are within acceptable limits or not. Below are the main points that officers wish to make in relation to the PEIR. A very high level summary of the comments on the project has been provided in the following paragraphs, full details are available in Appendix A of this report.	N	National Grid acknowledges this feedback.
		Landfall location, geology and hydrogeology, offshore physical environment	**Coastal processes** 2.8 The impact of the cables arriving to shore have not been assessed. This is a significant omission within the environmental information provided. This is hugely disappointing, especially given the sensitivities of the East Suffolk coastline and the erosion rates that have been seen recently. This section of coast is managed by the Environment Agency but as ESC has responsibility for managing the coastal frontages to the north and south of the landfall, it is essential that we are informed of the findings of coastal change/management impact assessment.	N	Chapter 2 (Physical Environment) in Table 4.2.17 of the PEIR assessed the impact of construction, operation and decommissioning on the Suffolk and Kent coastline morphology, including Sandwich Bay to Hacklinge Marshes SSSI and The Haven SSSI. A more detailed assessment at each of the Suffolk and Kent landfalls is presented within **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment**. Coastal sediment cells, nearshore and regional sediment transport pathways are considered within **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment** and identified via maps/figures where appropriate. The most recent details from the SMP, including coastal management plans for specific management units are now included within **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment**.
		Noise and vibration, construction, consultation	**Operational Noise & Vibration** 2.9 Officers are working with the applicant to ensure that the impacts are appropriately assessed. The starting point for ESC at the converter site is to seek a below background sound rating level, it is welcomed that the applicant has stated that it is their intention for the development to achieve this. Due to the low background sound levels in this area, particularly at night, it is extremely important that noise levels from the development are prevented, mitigated or minimised to ensure these background sound levels are not subject to "noise creep". 2.10 ESC does not agree with the scoping out of the substation at Friston on the basis that the switchgear noise emissions would be impulsive in character and operation would be	N	The ES includes an indicative assessment of operational noise based on available design information. The parameters used for the assessment are contained within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The assessment has been conducted in accordance with BS 4142:2014+A1:2019 and includes consideration of the existing acoustic character and context, as required by BS 4142:2014+A1:2019. The assessment has also considered guidance from the Association of Noise Consultant's Technical Note on BS 4142. The assessment indicates that with appropriate design measures, significant adverse effects from operational noise can be avoided. Noise mitigation measures will be incorporated in the design, and further noise assessments will be conducted throughout the design process.

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			infrequent. Insufficient justification has been provided to support this decision. This substation is subject of a site rating level imposed by East Anglia One North and East Anglia Two DCOs, therefore NGET needs to be very confident that the introduction of a further or different equipment will not impact that constraint. 2.1 1 ESC will be engaging further with the applicant on operational noise to ensure the amenity of the area and local residents is protected. Significant more technical detail has also been provided in Appendix A.		An assessment of noise impacts from the proposed Friston Substation has been conducted as part of the ES.
		Noise and vibration, construction	**Construction Noise & Vibration** 2.12 The use of BS5228 – Code of practice for noise and vibration control on construction and open sites along with the ABC methodology within that code, is accepted. The working hours however set out in the Outline Code of Construction Practice (OCoCP) identify Saturday working at 07:00-17:00. ESC does not currently consider that Saturday afternoon working is acceptable. Saturday working hours of 07:00-13:00 were set as part of the East Anglia One North and East Anglia Two projects and should be complied with on the Sea Link project. It is welcomed that the applicant intends to use Best Practicable Means (BPM) which is a critical control point and therefore any noise mitigation carried out with BPM will ensure noise and vibration is kept to a reasonable minimum. ESC would however welcome further discussions with the applicant on the impact methodology utilised in the environmental assessments.	N	Acceptance of the BS 5228 ABC methodology is noted. Since publication of the PEIR within Statutory consultation, the proposed construction working hours have changed, although Saturday working hours remain the same. Shortening working hours would potentially extend the working programme and put at risk delivery of the Proposed Project by 2030. The change in working hours has been consulted on as part of the Targeted consultation. Details relating to the proposed construction working hours and any associated restrictions are contained in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Intra-project cumulative effects, inter-project cumulative effects, timescales/ programme	**Interproject cumulative effects** 2.13 ESC is concerned that only the peak year has been used as a basis for assessment and so there may be impacts from Sea Link prior to the cumulative peak predicted year which should be considered and also the impact of timeline slips in regard to the project's overlap with other NSIPs. It is already evident that some of the dates provided for the commencement of NSIPs in the cumulative assessment are not accurate. The methodology utilised for the scope of the projects included within the cumulative impacts assessment needs to be reconsidered.	N	As above, construction/ operational traffic has been included as part of the assessment for committed developments where there is the potential for this traffic to overlap with the construction phase for the Proposed Project, i.e. during the five year period, not just the peak construction year. Robust assumptions have also been made with respect to adopting peak construction traffic flows associated with Sizewell C and the SPR schemes, as well as with other committed developments where necessary. Traffic and transport data has been provided to the air quality, noise and vibration and ecology teams to inform their Inter-project Cumulative Effects Assessments accordingly. Further detail is provided within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
		Air quality, construction	**Air Quality** 2.14 ESC notes that a detailed air quality assessment will be carried out at the Environmental Statement (ES) stage once further data is available. It is understood that at this stage Non Road Mobile Machinery (NRMM) will be considered further, however the Council would like to see a commitment to reduce	N	NRMM emissions have been considered in the air quality assessment as detailed in **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality**.

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			emissions from this source which should include commitments to use renewable energy sources alongside Stage 4 NRMM as a minimum and Stage 5 where possible. Further specific details are provided within the Council's response in Appendix A.		Several control measures relating to NRMM emissions have been included in the CEMP (**Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**) including: AQ04 - Avoid the use of diesel or petrol powered generators and use mains electricity or battery powered equipment where practicable. Impose and signpost a maximum speed limit on unsurfaced haul roads and work areas; AQ09 - Ensure all equipment complies with the appropriate Non-Road Mobile Machinery standards. Use stage 4 NRMM as a minimum and stage 5 where possible. Additionally, where possible, use alternative / renewable energy to power NRMM; and GG10 - Any activity carried out or equipment located within a construction compound that may produce a noticeable nuisance, including but not limited to dust, noise, vibration, and lighting, will be located away from sensitive receptors such as residential properties or ecological sites where practicable.
		Landscape and visual	**Landscape** 2.15 There are clear concerns in relation to the potential landscape impacts of the converter station site to the east of Saxmundham. Regarding the identified visual receptors, the Council has concerns about some of the value assessments given to some of the selected viewpoints as the rationale for attributing 'medium value' to some public rights of way and 'high' and 'very high' to others is not wholly clear. It is recommended that the developer discusses these issues with the Council before the Landscape and Visual and Impact Assessment is progressed any further. The applicant should engage with officers to ensure a collaborative ongoing dialogue in respect of landscape mitigation matters. The preliminary assessment is not clear on the role of mitigation planting in moderating the magnitude of effects over time. Photomontages/wireframes will need to include depictions of mitigation planting at Year 1, Year 5 and Year 15 post planting. Multiple different access options have been set out in the consultation material. In term of the proposed accesses and their impact on landscape: • Southeastern Access 1 Redhouse Farm - This option would seem likely to be of least landscape impact, but it still carries risk to hedgerows and landscape character. • Northern Saxmundham Access 2 off B1121 - This option will have direct impacts on Carlton Park which is a locally listed historic parkland, on Tree Preservation Orders, roadside hedgerows and the setting of the Saxmundham Conservation Area.	N	The value judgements and the reasoning for the representative viewpoints are presented within **Application Document 6.3.2.1.B ES Appendix 2.1.B Landscape Baseline**. The value judgements were issued to stakeholders on 16 September 2024 for comment. The PEIR set out the stages of the Suffolk Onshore Scheme to be included within the assessment, including operation year 15 which is intended "to help demonstrate how proposed mitigation planting will influence effects once established". The assessment of effects during operation at both year 1 and year 15 are set out within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. Growth rates have been discussed with stakeholders in various thematic meetings, including the February and April 2024 meetings. Arboricultural specialists have prepared a report to evidence the growth rates and information has been supplied by East Suffolk Council, which has informed the height of mitigation planting shown in the year 15 visualisations, included in **Application Document 6.4.2.1 Landscape and Visual**. The requirement to prepare year 5 photomontages has been discussed with stakeholders at the thematic meetings and it was decided that as these do not relate to the operational assessment phases considered in the LVIA, that they will not be prepared. The co-location illustrative masterplan information can be found within **Application Document 7.10 Coordination Document**. The landscape planting proposals associated with the permanent access route are shown in **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**. The effects of the access route are taken into account in the assessment of effects arising from the Suffolk Onshore Scheme on landscape character and visual amenity, this is set out within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. This includes reference to vegetation removal and the impact on the Fromus Valley landscape. The South Eastern Access 1 Redhouse Farm and the Northern Saxmundham Access 2 off B1121 are no longer being pursued, as the Southern Saxmundham Access 3 off the B1121 has been adopted. Details relating to the Southern Saxmundham Access 3 off the B1121 including

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			• Southern Saxmundham Access 3 off B1121 - This option will have direct impact on the Fromus valley landscape, willow woodland block, and roadside hedgerows. With regard to any proposed accesses onto the highway, these will need to be presented with accurate and realistic visibility splay requirements.		visibility splay requirements are provided within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan**.
		Cultural heritage	**Design & Heritage** 2.16 The heritage assessment is considered incomplete as several heritage assets have not been considered or assessed. Notwithstanding this, there are clear concerns regarding the potential impact of the converter station in relation to the setting and appreciation of a number of heritage assets. Where assets have been assessed it is considered that in a number of cases the setting of heritage assets has been underplayed.	N	Comments relating to the PEIR are noted, The full impact assessment includes a full assessment examining setting and is contained within **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**. Viewpoint photography, as well as the list of assets taken forward to full assessment were agreed with the East Suffolk Council Conservation Officer in early 2024. Note only summer photography is included as access issues prevented winter photography being completed. Winter photography will be submitted post-DCO submission.
		Terrestrial ecology, construction	**Ecology** 2.17 There is still a great deal of survey and assessment to be undertaken by the applicant. A trenchless technique for laying the cable at the Leiston-Aldeburgh Site of Special Scientific Interest (SSSI) and RSPB North Warren Reserve is proposed but there are doubts over the deliverability of this given the nature of the environment. If it is deliverable, the risk of 'frack out' of the drilling compound/material (e.g., bentonite) and the associated impacts need to be assessed. It has been stated that the Leiston-Aldeburgh SSSI is in the same location as Sandlings SPA which is not the case, and it cannot be assumed that measures potentially suitable for avoiding or mitigating impacts on SPA qualifying features are also suitable for SSSI features. ESC is also concerned about the applicant's assumption that replanted hedges will deliver their mitigation within a 2-year timeframe and therefore consider the operational impacts of the development on ecology have potentially been underplayed.	N	In thematic meetings it has been confirmed that geotechnical investigation has established that trenchless methods are appropriate for traversing RSPB North Warren and the SSSI, and these confirm the depth of the of bore. National Grid has can confirm that frac out is only a risk for the final stretch of tunnelling beyond the RSPB reserve. Commitment GH02 in **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** includes for the provision of a Foundation Works Risk Assessment, where required in areas proposed for trenchless crossings. This will be undertaken in accordance with Environment Agency guidance and will include the risk of drilling fluid loss. The Proposed Project is therefore not including an option for surface trenching in the SSSI. This is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Socio-economic, recreation and tourism, community benefits/ enhancements	**Tourism & Economy** 2.18 The proposal has the potential to significantly impact on the tourism economy of the district as an individual project but also in combination with proposed and consented schemes promoting energy infrastructure. Equally, the project has the potential to provide jobs and skills advancement for residents. More information needs to be provided so that the Council can consider the issue appropriately.	N	Other proposed developments that have the potential to overlap temporally with the Proposed Project have been identified and any potential inter-project cumulative effects resulting from the interaction between these other developments and the Proposed Project have been assessed within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. In terms of socio-economics, recreation and tourism, the chapter concludes that there are no anticipated significant cumulative effects on socio-economic, recreation and tourism receptors as a result of the Proposed Project in combination with the cumulative schemes. Thematic Meetings with the local planning authorities have taken place between the PEIR and ES stages of the DCO application process. The thematic meetings have primarily focused on discussing points raised by local planning authorities in the Statutory consultation. The

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					meetings have run by the technical disciplines and provided an opportunity to bring questions, concerns and local context to attention to help inform the ES.
		Onshore mitigation, consultation	**Community Compensation** 2.19 In the event that the development is consented by the Secretary of State, then it is important that the communities impacted are appropriately compensated. The Council would welcome an early discussion with the applicant on this matter. It is important to stress that whilst the Government is looking at putting in place a formal system for providing community compensation this does not excuse the need for projects to be both environmentally acceptable and have the impacts adequately mitigated in the first instance.	N	Community benefit is separate to compensation and mitigation. National Grid supports the delivery of community benefits associated with transmission infrastructure, and already has a number of established programmes which deliver this. For example, they operate a community grant programme which is available to nearby charities and not for profit organisations, when projects are in construction. The former Government consulted on community benefit options associated with transmission infrastructure, and proposed the introduction of guidance in this regard. National Grid support this and believe it should be flexible, allowing community benefits to respond to local and regional need. Whilst they await clarity on the government's position, they are working to understand local and regional aspirations and priorities in relation to community benefits. They welcome the suggestions for delivering community benefits and as the Proposed Project progresses, they will work with stakeholders and local communities to further inform this.
		Consultation, DCO process, combined effect of the proposed project	**3 How to address current situation** 3.1 The Council has been formally consulted by the applicant on the Sea Link proposal as part of the NSIP process. The Council should, and needs, to respond to the consultation especially given its status as a “host authority”. Given the deadline for submitting comments (18 December 2023) being prior to the Cabinet meeting (2 January 2024), officers have sent the response in Appendix A, in consultation with Councillor Daly as a preliminary response pending confirmation by Cabinet. 3.2 Officers will seek to engage the applicant in relation to the concerns which have been identified within the PEIR and seek to ensure that these are addressed within the development consent application if it is subsequently submitted. 3.3 Due to the short timeframes and frequency of deadlines provided for NSIP consultations and responses during the consenting process, the recommendation includes a request for full delegation going forwards during the pre-application, examination and post consent phases of the project for the Head of Planning and Coastal Management to make decisions in consultation with the relevant cabinet member. This will ensure that the Council is able to fully engage with the applicant and project in order to minimise the disbenefits of the project and seek the best outcomes for east Suffolk.	N	National Grid acknowledges your feedback.
		Needs case, coordination with	**4 Reason/s for recommendation**	N	National Grid is coordinating with other developers of large-scale infrastructure projects in Suffolk, noting that those other projects are outside

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		other projects, DCO process	4.1 The Council objects to the proposed grid reinforcement proposals because: • There are concerns in respect of the principle of the proposal in that there continues to be a piecemeal approach to what is a nationally important issue. Whilst the proposal includes some elements of co-location, a greater degree and certainty of coordination is necessary. • It is not satisfied that there is not a technically deliverable solution for establishing reinforcement opportunities through better offshore coordination, and notwithstanding this the proposal of itself and in combination with other projects would have a detrimental impact on the communities, environment and economy of this part of the district. The need for the Sea Link scheme is triggered when three other schemes are implemented (two of these do not actually have consent). The project is predicated on the delivery of Sizewell C and other works which would not be generating/transmitting collectively for at least 10 years. In this regard, and notwithstanding the objections to the proposal if Sea Link is consented, the implementation should be conditional on the other projects being committed. In this way there is a greater chance that Sea Link is implemented at the same time as the other projects so that the communities and environment are disrupted a single time rather than on three separate occasions.		the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are contained in **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise. The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with the LionLink and Nautilus projects in Suffolk where it is feasible. The assessment of inter-cumulative effects with these other proposed developments is also considered in the ES within the **Application Document 6.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. The need case for the Proposed Project is outlined in **Application Document 7.1 Planning Statement** and is not contingent on any other particular project going ahead. Notwithstanding this, NPS EN-1 sets out at paragraphs 3.2.6 to 3.2.8 that the Secretary of State should give substantial weight to the need for energy infrastructure covered by the NPS and is not required to consider separately the specific contribution of an individual project to satisfying the need established in the NPS. The project is of a type defined by NPS EN-1 as a critical national priority (CNP). National Grid has carefully sited and developed the Proposed Project following the principles of the mitigation hierarchy and has robustly considered alternatives. NPS EN-1 acknowledges that even after the application of the mitigation hierarchy, it is likely that some significant residual effects will remain, including at paragraphs 3.1.2 and 4.1.7, the latter of which states: "Where this NPS or the relevant technology specific NPSs require an applicant to mitigate a particular impact as far as possible, but the Secretary of State considers that there would still be residual adverse effects after the implementation of such mitigation measures, the Secretary of State should weigh those residual effects against the benefits of the proposed development. For projects which qualify as CNP Infrastructure, it is likely that the need case will outweigh the residual effects in all but the most exceptional cases..." Paragraph 4.2.16 of NPS EN-1 also states that for CNP infrastructure, such as the project: "...the Secretary of State will take as the starting point for decision-making that such infrastructure is to be treated as if it has met any tests which are set out within the NPSs, or any other planning policy, which

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					requires a clear outweighing of harm, exceptionality or very special circumstances."
		Alternative solutions, onshore mitigation	Another reason why Sea Link is needed is to reinforce the grid on the South Coast. It is not considered that alternative options for reinforcement have been considered. 4.2 The consultation material published by the applicant has been reviewed by the relevant specialist teams within the authority and the comments that were forthcoming have formed the basis of the technical elements of the proposed response. As the project progresses through the consenting process, it is appropriate for the Council to engage with the applicant to ensure that in the event the scheme is consented by the Secretary of State, the impacts of the project are appropriate mitigated and if appropriate compensation provided in addition to ensuring the community is appropriately compensated. 4.3 There will be a future time for comments in the form of Relevant Representations on the proposal when it is submitted to the Planning Inspectorate for examination. In addition to this during the examination there will be multiple unrelenting deadlines to meet and if consented, requirements to discharge during the post -consent phase. By virtue of the number and frequency of deadlines it is not possible to present reports to Cabinet seeking agreement on each occasion. Delegated authority is therefore being sought to allow the Head of Planning & Coastal Management to respond and fully engage in the pre-application, examination, and post consent phases of the process, including the signing of any legal agreements/memorandums of understandings in consultation with the relevant portfolio holder on behalf of Cabinet.	N	Noted, continued engagement with East Suffolk Council has taken place since Statutory consultation. Further details on this engagement are contained in **Application Document 5.1 Consultation Report**. Alternative solutions to the Proposed Project have been considered by National Grid. Details are contained in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**.

Table 1.5 East Sussex County Council

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Walking, cycling and horse-riders, cultural heritage	**Sea Link – Statutory Consultation** Thank you for the opportunity to comment on the above consultation. As the National Trail Officer (NTO) for the South East section of the King Charles III England Coast Path (KCIIIECP), it is my responsibility to ensure the path is maintained to a high standard and seek opportunities to enhance the trail where possible. The KCIIIECP is a national asset that links iconic places and heritage sites along the coast, enabling people to experience, recognise and value the benefits of our environment. When it is completed, the KCIIIECP will be the longest managed coastal walking route in the world (approx. 2,700 mile).	N	National Grid acknowledges this feedback.
		Walking, cycling and horse-riders, health and wellbeing, socio economic, recreation and tourism	The Trail brings significant health and wellbeing benefits, in addition to boosting local economies and coastal communities. Research has shown that when local coastal resident expenditure is excluded, an additional £334 million was spent in local economies by people walking on English coastal paths. (The economic and health impacts of walking on English coastal paths: a baseline study for future evaluation - NECR283 (naturalengland.org.uk)). Taking this evidence into consideration, it is imperative that potential impacts of the Sea Link proposals on the KCIIIECP are fully considered.	N	National Grid acknowledges this feedback.
		Onshore route location, walking, cycling and horse-riders, design	With reference to the attached plan, the KCIIIECP passes directly through the Draft Order Limits for the Sea Link project and would be affected by the proposals. Concerns are raised with the potential impacts of the proposed high voltage direct current (HVDC) cables that would cross under the Trail, near the proposed landfall site in Kent. While it is understood that the cable route will traverse the route of the KCIIIECP using a trenchless method, the specific details of this method and its potential impacts are not clear.	N	As part of thematic meetings, the assessment approach to PRoW has been discussed and agreed with stakeholders. National Grid is confident that its desk based approach is sufficiently robust and incorporates best practice methodology used on comparable DCO schemes. **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism** concludes that there are no anticipated significant effects on PRoW/recreational routes as a result of the Proposed Project. Further details on the proposed trenchless methodology is contained in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Walking, cycling and horse-riders, construction, onshore mitigation	One of the principal features of the KCIIIECP is that the Trail provides a continuous walking route around the coastline of England. It is therefore essential that public access is maintained along the trail for path users, at all stages of the project. Should the path need to be temporarily closed during the construction, operation or decommissioning phase, a diversion route should be provided and managed by the applicant for the duration of the closure. Naturally, the duration of the temporary closure should be minimised to reduce disruption for path users. It is understood that an Outline PRoW Management Plan will be prepared, which will identify the management and mitigation	N	National Grid acknowledges this feedback. Whilst **Application Document 7.5.9.2 Outline Public Rights of Way Management Plan - Kent** only concerns PRoW, the King Charles III England Coast Path (KCIIIECP) has also been considered where any management and mitigation measures are required given its significance. Nonetheless, no impacts are expected given that trenchless techniques will be employed at landfall. The KCIIIECP is to be managed during trenchless works, although no crossing points or diversions are expected during the construction phase. There should be no requirement to close the KCIIIECP during the construction, operation or decommissioning phase.

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			measures to be implemented, to avoid any significant effects on PRoW during all phases of the Proposed Project. Given the shared interests of the KCIIIECP and PRoW network, it is suggested that management and mitigation measures for the KCIIIECP are included within this same document. This should include details of any temporary closures and diversions proposed for the KCIIIECP.		
		Walking, cycling and horse-riders, DCO process	The full management plan must be agreed prior to the submission of the DCO application. All specific points of KCIIIECP management covering pre-construction, construction, operation and any decommissioning must be agreed with and approved by myself prior to the DCO application being submitted, not as part of the submission.	N	**Application Document 7.5.9.2 Outline Public Rights of Way Management Plan - Kent** only concerns PRoW, although the KCIIIECP has also been considered where any management and mitigation measures are required given its significance. As set out within this document, trenchless methods will be undertaken at landfall and no crossing points or diversions of the KCIIIECP are therefore expected. Further detail on the measures which will be implemented to ensure that there is no impact on the KCIIIECP and its users will be set out within the detailed version of this document. Matters relating to PRoW and the KCIIIECP have been discussed at thematic meetings with Kent County Council PRoW officers. **Application Document 7.5.9.2 Outline Public Rights of Way Management Plan - Kent** will be submitted to and approved by the relevant local planning authority.
		Walking, cycling and horse-riders, legislation and poilcy	You should also be aware of the coastal margin, located adjacent to the KCIIIECP. This margin includes all the land seaward of the Trail and may extend inland, providing access rights for the public to enjoy the coastline. Most of the coastal margin is open access land under the Countryside and Rights of Way Act 2000 (CROW Act), though some areas do not have these access rights, due to the nature of the land and its use. Further details can be found here: https://www.gov.uk/guidance/manage-your-land on-the-england-coast-path	N	National Grid acknowledges this feedback.
		Onshore mitigation, walking, cycling and horse-riders, design	Finally, please note the following development principles regarding the KCIIIECP: • No furniture, fence, barrier or other structure may be erected on or across the KCIIIECP without the express consent of the NTO. • There must be no disturbance of the surface of the KCIIIECP, or obstruction of its use, either during or following any approved development without the express consent of the NTO. • No hedging or shrubs should be planted within 1 metre of the edge of the KCIIIECP. • Please also make sure that the applicant is made aware that any planning consent given confers no consent or right to close or divert any section of the KCIIIECP at any time without the express permission of the NTO.	N	There will be no requirement to temporarily close/divert the KCIIIECP as a trenchless HVDC crossing will be implemented at depth below ground level. Access along the HVDC alignment will be required by foot/quad bike for monitoring purposes during construction and operation. Further details are set out within **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**.

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			Comments are made in reference to the following planning policy; • **National Planning Policy Framework** o Paragraph 100 - Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to o **Paragraph 174** - Planning policies and decisions should contribute to and enhance the natural and local environment by: • c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate; • **Thanet District Council Local Plan (Adopted 2020)** o Policy SP27 - Green Infrastructure o Policy SP32 - Protection of Open Space and Allotments o Policy SP33 - Local Green Space o Policy SP38 - Healthy and Inclusive Communities o Policy SP43 - Safe and Sustainable Travel o Policy SP45 - Transport Infrastructure o Policy TP02 – Walking **This response is made on behalf of the King Charles III England Coast Path National Trail. The views expressed should be considered only as the response of the National Trail officer in respect of King Charles III England Coast Path matters relating to the proposal.**	N	Under Section 104 of the Planning Act 2008, the Secretary of State is required to decide the application having regard to, amongst other things, any relevant National Policy Statement. The Secretary of State may also have regard to local planning policy or the NPPF if they consider it to be important and relevant to their decision. Regarding the NPPF, Paragraph 4.1.11 of NPS EN-1 states: "The energy NPSs have taken account of the National Planning Policy Framework (NPPF), the Planning Practice Guidance for England, and Planning Policy Wales and Technical Advice Notes (TANs) for Wales, where appropriate." Regarding local planning policy Paragraph 4.1.12 of NPS EN-1 states: "Other matters that the Secretary of State may consider both important and relevant to their decision-making may include Development Plan documents or other documents in the Local Development Framework." Paragraph 4.1.15 of NPS EN-1 clarifies that where there is a conflict between a relevant NPS and local policy or the NPPF, the NPS prevails for the purpose of Secretary of State decision making given the national significance of the infrastructure. **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism** sets out the relevant policy, guidance and legislation relating to the socio-economics discipline at the national, regional and local level.

Table 1.6 Essex County Council

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24 October 2023	18 December 2023	Consultation	Thank you for the opportunity for Essex County Council (ECC) to comment on the second statutory round of public consultations, in advance of the submission of an application of a Development Consent Order (DCO) anticipated for Quarter 3 or 4 of 2024. The Sea Link project, presented by National Grid Electricity Transmission (NGET) is an electricity grid reinforcement scheme, consisting of the construction of 2GW High Voltage Direct Current (HVDC) undersea electricity link between Suffolk and Kent and includes onshore infrastructure, underground cabling from Aldeburgh to a converter station to the southeast of Saxmundham, then further underground cabling to the consented, but as yet unbuilt, substation at Friston. In Kent, the landfall location would be at Pegwell Bay.	N	National Grid acknowledges this feedback.
		Socio-economic. recreation and Tourism, traffic and transport, Inter-Project cumulative effects	The proposed development would constitute a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008, therefore the Secretary of State at the Department of Energy Security & Net Zero (DESNZ) would decide on this scheme, on the advice of the Planning Inspectorate (PINS). ECC's interest, considerations and comments on the scheme reflects ECC's wider leadership role in protecting and promoting the interests of the county's communities, businesses and environment. Having reviewed the proposals, it is noted that there would be no direct, physical impact as a consequence of the proposed development. However, having reviewed the proposals, we consider that there could be residual impacts from the development during construction and operation and we believe that these principally relate to employment, education and skills, procurement and highways impact. It is noted that the proposal could also have implications for cumulative projects that do directly impact Essex and ECC would like to ensure that there is some coordination between various developers to maximise project opportunities and benefits whilst minimising detrimental impacts. As per the consultation documents, ECC would like to comment on six key areas: 1. Proposed offshore route of the HVDC cable from landfall to landfall 2. Potential for coordination and co-location of infrastructure with other forthcoming infrastructure projects 3. Construction methodology	N	National Grid acknowledges this feedback. **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism** notes that there are no likely significant residual effects. Impacts to employment, education and skills, procurement and highways are assessed within the ES. Within Suffolk notably within **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism** and **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport.** For Kent, within **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism and Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**. With respect to cumulative impacts, this is assessed within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects and Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects**. The listed key areas that Essex County Council wish to provide specific comments on are responded to below. 1) The evolution of the proposed offshore route is addressed in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered** and the final proposed offshore route of the HVDC cable from landfall to landfall is addressed in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. 2) National Grid is coordinating with other developers of large scale infrastructure projects in the area, noting that those other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are contained in **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and

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			4. Likely environmental affects arising from the proposed project 5. Sustainability 6. Community Benefits		routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise. The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with the LionLink and Nautilus projects in Suffolk where it is feasible. The assessment of inter-cumulative effects with these other proposed developments is considered within **Application Document 6.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects and Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects**. 3) A construction programme and methodology is outlined in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. 4) Environmental effects are outlined in each specialist topic chapter. Intra-project cumulative effects and inter-project cumulative effects within Suffolk are addressed in: • **Application Document 6.2.2.12 Part 2 Suffolk Chapter 12 Suffolk Onshore Scheme Intra-Project Cumulative Effects;** • **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects;** • **Application Document 6.2.3.12 Part 3 Kent Chapter 12 Kent Onshore Scheme Intra-Project Cumulative Effects; and** • **Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects.** 5) Sustainability is embedded within each topic chapter. 6) Community benefits are outlined and assessed within **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism and Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism**.
		Offshore route location, Coordination with other Projects, Norwich to Tilbury	1. Proposed offshore route of the HVDC cable from landfall to landfall The consultation documentation indicates that the proposal would involve the installation of approximately 130km of subsea high voltage direct cable, running between the Suffolk landfall location (between Aldeburgh and Thorpeness) and the Kent landfall location at Pegwell Bay.	N	National Grid acknowledges comments in relation to the Offshore Scheme. Additional information around the needs case of the Proposed Project is presented in **Application Document 6.2.1.1 Part 1 Introduction Chapter 1 Introduction and Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**. The needs cases underlying the Proposed Project addresses a specific network reinforcement need that differs to those needs being met by other

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			We understand that NGET has considered and assessed a number of options for the marine route corridor and raise no objection to the offshore route proposed. ECC welcomes the use of subsea cabling, which has a significantly lower impact on visual amenity and long-term impacts for surrounding communities. ECC is therefore supportive of the principle of subsea cabling. We would like to better understand the opportunities that exist for the expansion of this project to enable the cabling to meet the needs of proposed offshore wind, thereby negating the need for onshore connections in Essex for projects such as Five Estuaries and North Falls Offshore Wind Farms. We welcome the indication that discussions between these projects has already commenced and would welcome these projects being incorporated into the subsea route. Alongside this, ECC are also keen to understand if opportunities exist to utilise this project to remove the requirement for the Norwich to Tilbury scheme. ECC is keen to ensure that the potential expansion of this project should not be viewed as a 'missed opportunity' at a later date. ECC's view is that comments within the consultation documents about the limited opportunity for co-ordination and co-location of projects because of different business timescales is not sufficient justification for the long-term harm that projects could place on the communities that live in close proximity to them. This is addressed further below.		projects, such as Norwich to Tilbury. While efforts are being made to engage with other projects and identify appropriate ways of co-ordinating and co-locating infrastructure with different project teams, covering several different geographical locations and on different timelines for delivery, it is not possible to co-ordinate simultaneous delivery of all of the network reinforcements coming forward under the Great Grid Upgrade programme. As National Grid has developed the Proposed Project, it has considered a number of strategic options that could provide the reinforcement required and have engaged with the Government on the Offshore Co-ordination Support Scheme (OCSS), which is understood to be considering connecting North Falls and Five Estuaries windfarms to an offshore platform in the middle of the Proposed Project route, thereby removing the need to connect those generators to the onshore East Anglia Connection Node (EACN) substation. However, this would not affect the Proposed Project's onshore connections and any benefits anticipated from reducing connections at EACN are likely to be more than offset by the need for additional onshore infrastructure. Cables would still need to run onshore from an offshore grid and onshore converter stations would still be needed to convert the electricity from direct to alternate current, with a substation to transform electricity into the required voltages and other infrastructure to facilitate the onward transmission. As such, at present, an offshore grid (or similar solutions) does not represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. With an offshore grid not representing a feasible solution at present, this would not align with the UK Government's commitment to net zero by 2050.
		Inter-Project cumulative effects, Needs case, Health and wellbeing	2. Potential for coordination and co-location of infrastructure with other forthcoming infrastructure projects Whilst ECC acknowledges that the Government's net zero objectives are the key driver for schemes such as this, as NGET may be aware, there are numerous energy NSIPS within Essex and Suffolk and the effect of the cumulative impact of multiple developments must be carefully considered. ECC understands and supports the justification for the Sea Link project, namely that the existing transmission network was not designed to transport electricity from where we increasingly now generate it (largely offshore). The solution to this should represent the most sustainable option, with the least impact on nearby communities.	N	National Grid is cognisant of the potential cumulative effects arising from other energy projects across Suffolk and Essex. This is therefore reflected in their approach to design and mitigation. Coordination amongst the several energy projects planned for Suffolk in the years ahead features as a significant theme of Statutory consultation feedback. Coordination is a key consideration. National Grid is coordinating with other developers of large scale infrastructure projects in Suffolk, noting that those other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are contained in **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.

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					The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with other projects where it is feasible. The assessment of inter-cumulative effects with other proposed developments is also considered within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects and Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects**. More widely, a lot of work has taken place in recent years to consider the potential for further coordinated offshore infrastructure, such as the Government's Offshore transmission network review and the Electricity System Operator's Holistic network design. The Proposed Project is identified in the ESO's Network Options Assessment as an 'essential' project in order to deliver on offshore wind generation targets, so it is right that National Grid continue to develop their proposals in tandem with these other processes.
		Coordination with other Projects, Norwich to Tilbury, Health and wellbeing	It is consequently essential that NGET fully explores the potential for offshore coordination as part of the Offshore Transmission Network Review 'Early Opportunities' workstream and ECC very much welcome the indication that NGET Sea Link, North Falls (Offshore Wind Farm) and Five Estuaries (Offshore Wind Farm) have been working together to explore the potential for offshore coordination and would very much welcome being part of these discussions. ECC also requests that consideration of how this project could integrate the needs of the Norwich to Tilbury project should be carefully considered. ECC recommends that projects with the opportunity to interconnect should seek to coordinate consenting, construction, and operation, and Essex considers that it is the responsibility of the National Grid Group to manage the operation of its subsidiaries and to work with other Developers in order to achieve this, to effectively minimise the harm to the environment and the communities that will be impacted, including during the construction phase.	N	National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that In Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2GW are not available yet. As such, in Belgium, the 3.5GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100km of new overhead lines and around 20km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. The Proposed Project is a separate project to Norwich to Tilbury. Each project is designed to meet specific network reinforcement needs arising from grid connection agreements that National Grid is obliged to fulfil by 2030. Since the connecting projects are being promoted by different companies, with different project teams, covering several different geographical locations and on different timelines for delivery, it is not possible to co-ordinate simultaneous delivery of all of the network reinforcements coming forward under the Great Grid Upgrade programme. As National Grid has developed the Proposed Project, it has considered a number of strategic options that could provide the reinforcement required. It assessed a variety of potential areas for infrastructure, including brownfield sites. However, in accordance with National Grid's regulatory obligation to find more efficient ways to work, a connection between East Anglia and Richborough in Kent has been identified as the most efficient the most efficient means of resolving the capacity requirements within the electricity

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					network, while the brownfield sites within the areas of search are too small to accommodate the required infrastructure. National Grid is rigorously assessing the Proposed Project's impact on designated sites and the environment, adhering to the "mitigation hierarchy" by avoiding, minimising, restoring, and offsetting impacts.
		Construction – general, Traffic and transport, Health and wellbeing	3. Construction methodology It has been noted through the submission documents that the A12 would provide a key route during the four-year construction phase of the project and ECC would be keen to ensure that there would be minimal detrimental impact on surrounding communities. Although the project would not involve any construction within Essex, it is likely that construction materials would be transported through Essex. The Environmental Statement notes that Management Plans would be submitted once a DCO is granted but ECC would welcome discussions and provision of information such as construction management and construction logistics plans prior to the commencement of any DCO submission, to help mitigate any negative impacts of the development.	N	**Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk** and **Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan - Kent** are provided to help mitigate any potential impacts. The associated traffic and transport chapters demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network, with the mitigation identified within the **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**. This includes the A12 (Suffolk County Council Highways) within and to the south of the study area. Details relating to construction traffic movements at a strategic level, including towards the A12/A14 Interchange (and therefore further south towards Essex albeit located some 45 km to the southwest of the Order Limits), are also provided within the Transport Assessment Note which has been prepared for Suffolk (**Application Document 6.3.2.7.A ES Appendix 2.7.A Transport Assessment Note**).
		Onshore mitigation, Landscape and visual, Terrestrial ecology	4. Likely environmental affects arising from the proposed project ECC strongly support the consultation documents' suggestion of the enhancement of landscaping and planting mitigation, compensation and enhancement, including biodiversity net gain and delivering an increase in habitat value for wildlife after the project is completed. Such measures can have a significant long term, positive project legacy.	N	National Grid acknowledges and agrees with the comments.
		Air quality, Onshore mitigation	5. Sustainability For the proposal, A Whole Life Carbon (WLC) assessment should be carried out, and mitigation measures to reduce the emissions put forward and evaluated. A WLC assessment would cover both operational and embodied carbon emissions.	N	A lifecycle greenhouse gas assessment is included in **Application Document 6.2.5.1 Part 5 Combined Chapter 1 Climate Change**. This is an assessment of the greenhouse gas emissions (also known as 'carbon' for shorthand) associated with the Proposed Project over its whole life, including operational emissions and embodied carbon. This assessment considers the mitigation measures embedded in the Proposed Project to reduce greenhouse gas emissions, as well as puts forward additional mitigation measures where applicable. This assessment has been conducted in accordance with the Institute of Environmental Management and Assessment (IEMA) good practice guidance for greenhouse gas assessments in Environmental Impact Assessments. **Application Document 7.5.13 Greenhouse Gas Reduction Strategy** has been developed alongside the climate change chapter. This document sets out how greenhouse gas emissions will be managed across the Proposed Project lifecycle.
		Community benefits /	6. Community Benefits	N	National Grid supports the delivery of community benefits associated with transmission infrastructure, and already has a number of established

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		enhancements, Socio-economic. recreation and tourism, Coordination with other Projects	NSIPs are an excellent opportunity to provide a variety of community and economic benefits. ECC encourage NGET to undertake comprehensive and effective engagement with developers and their supply chain partners to maximise the local business opportunities, skills aspirations, and employment benefits and where appropriate, would hope for these to expand into Essex. As noted earlier in this letter, coordination of projects should be explored and this should be expanded into community benefits, procurement and employment in order to enhance these benefits, deliver growth, and attract inward investment. ECC's Economic Development Officers would be keen to be involved in any discussions in relation to the preparation of an agreement for use of locally sourced materials and employment. Thank you for taking the time to review our comments and we look forward to further discussions with NGET in the future.		programmes which deliver this. For example, it operates a community grant programme which is available to nearby charities and not for profit organisations, when projects are in construction. The former Government consulted on community benefit options associated with transmission infrastructure, and proposed the introduction of guidance in this regard. National Grid support this and believe it should be flexible, allowing community benefits to respond to local and regional need. Whilst it awaits clarity on the Government's position, it is working to understand local and regional aspirations and priorities in relation to community benefits. It welcomes the suggestions for delivering community benefits and as the Proposed Project progresses, they it work with stakeholders and local communities to further inform this.

Table 1.7 Friston Parish Council

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24 October 2023	18 December 2023	• Needs **case**	**Introduction** FPC supports the energy infrastructure necessary to address climate change, to increase energy security and to reduce cost to consumers, but not the highly damaging onshore impacts which could be avoided through offshore solutions and/or using brownfield sites. Fundamentally FPC opposes this project, the National Grid connection hub at Friston, EA1N, EA2, Lionlink, Nautilus and any other projects National Grid proposes to connect at the highly unsuitable site at Friston. The comments below are made subject to that fundamental opposition.	N	In developing the Proposed Project proposals National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. Similarly, coordination of a fully offshore grid does not represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide, while onshore infrastructure would still be needed in order to transmit to the onshore national electricity network. Cables would still need to run onshore from an offshore grid and onshore converter stations would still be needed to convert the electricity from direct to alternate current, along with a substation to transform electricity into the required voltages. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.**
		Needs case, Coordination with other Projects, Alternative solutions	The recent announcement concerning OCSS highlights yet again the missed opportunities in the transmission of offshore energy. The use of Sealink for the North Falls and Five Estuaries windfarms indicates that the energy from North Falls and Five Estuaries does not need to come to East Suffolk. Therefore the “Suffolk end” of Sealink should be eliminated. Likewise there should be a “Sealink 2” which should connect EA1N and EA2 to London and the Southeast, again without a “Suffolk end”. These comments should not be considered to be a definitive or exhaustive view of the problems with these projects, but those which were most immediately apparent. As you should be aware parish councils have very limited resources.	N	While National Grid recognises the Parish Council's concerns, it is not within the scope of the Proposed Project to provide solutions for other projects. Removing the need to connect North Falls and Five Estuaries windfarms to the onshore East Anglia Connection Node (EACN) substation would not affect the Proposed Project’s onshore connections, since any benefits anticipated from reducing connections at EACN are likely to be more than offset by the need for additional onshore infrastructure. National Grid will continue to monitor Government’s response to this ongoing debate, but can clarify that the Proposed Project is nonetheless required to provide network capacity in this area. National Grid is listening to community feedback in order to understand concerns about the impact of the Proposed Project, both as a standalone project and in combination with other projects in the area, to minimise these impacts onshore and offshore.
		Inter-Project cumulative	The community is struggling under the burden of multiple projects with multiple consultations and uncoordinated	N	National Grid recognises that the development, construction and operation of major infrastructure projects can cause stress, uncertainty and anxiety

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		effects, Coordination with other Projects, Health and wellbeing	application processes. This renders the entire process unfair. This is damaging the well-being of the community.		that may impact on people's mental health. Throughout the development phase it has therefore tried to clearly communicate the proposals, including through the establishment of dedicated contact channels, a project website and by holding multiple rounds of public consultation as the plans became more refined. As the Proposed Project has progressed, National Grid has sought to provide certainty on the plans wherever possible.
		Consultation, Inter-Project cumulative effects, Water environment	**Quality (Lack of) of Consultation** This consultation is deeply flawed. It is clear National Grid has: ignored the results of the non-statutory consultation – FPC held a meeting with National Grid. Seven members of the National Grid project team attended the meeting yet not one of them had read the consultation response submitted by Friston Parish Council which is a statutory consultee. This response is attached as many if not all of the points remain relevant showing the ineffectiveness of the non-statutory consultation; ignored the findings of the Scottish Power examinations – a clear example is the absence of any consideration of the Examining Authorities' comments concerning "utmost care"; ignored the terms of the Scottish Power DCOs – the proposal to work all day Saturday clearly contradicts these DCOs as is the proposal to use Friston village as a construction route; relied upon information which it knows to be incorrect as an excuse for not assessing cumulative impacts - National Grid states that construction period for Scottish Power projects will be 2023-2026. National Grid know this to be false (it is a matter of public record that the Scottish Power projects have been delayed by two years). Further it is obvious that no construction work has taken place in 2023. Also National Grid is working closely with Scottish Power in relation to the National Grid substation/connection hub. The construction periods will clearly overlap with multiple damaging cumulative impacts; ignored the flood risk to the north of the village – the flood risk to the north of the village and in the village is well documented. However National Grid has ignored this. Given this National Grid has not met the legal standards required for consultations.	N	National Grid has listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised these impacts onshore and offshore where possible. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce environmental impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. At the time of the option identification and selection, the proposed Friston Substation was advanced in the consenting process. A DCO application had been submitted and was progressing through examination and determination, this was subsequently granted in March 2022, prior to non-statutory consultation on the Proposed Project. It was therefore reasonable for the Proposed Project to select a connection point that, whilst not yet implemented was reasonably foreseeable by virtue of it having been granted development consent. **Application Document 6.3.2.14.A ES Appendix 2.14.A Descriptions of Other Developments** contains updated information regarding other project timescales which have been used in the updated cumulative impact assessment in the ES. East Anglia ONE North and East Anglia TWO construction is expected to commence in 2024/2025 and energisation to commence in 2027 (Scottish Power Renewables, 2024). The cumulative impact of the Proposed Project together with other projects in the area is set out in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. Flooding concerns have been acknowledged by National Grid. **Application Document 6.8 Flood Risk Assessment** has been informed by information on historical and recent flooding incidents in the locality. The Proposed Project has engaged with the Environment Agency regarding the proposed works within areas prone to flooding and has agreed a flood risk mitigation strategy. The mitigation measures are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Inter-Project cumulative effects	**Overarching issues**	N	A full inter-project effects assessment has been carried out for the Proposed Project. This assessment has assessed the combined environmental impacts resulting from proposed developments due to come forward within the cumulative zone of influence and have considered the need for

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			As this community has argued for many years the unassessed cumulative impacts of all these projects will have a permanent damaging effect on this area.		additional mitigation (where applicable) to the standalone mitigation recommended by the technical environmental assessments to reduce and minimise the adverse inter-project effects associated with the Proposed Project when combined with other developments in the surrounding area. The full assessment is available within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
		Inter-Project cumulative effects	This latest consultation demonstrates yet again the unsuitability of Friston as the connection hub for multiple energy projects. The site is next to a quiet rural village on productive agricultural land, surrounded by listed buildings and which has a serious surface water flood risk and which poses a flood risk to the village.	N	The ES has assessed the impact of the Proposed Project on heritage assets, landscape character, visual amenity and agricultural land, proposing mitigation where necessary to minimise and reduce any adverse effects. The ongoing assessments have helped inform the evolving design to ensure that the Proposed Project has had regard for sensitive environmental receptors. Further details on the assessment of the aspects mentioned are contained in the following Chapters of the ES: • **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual;** • **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage; and** • **Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils.** With regard to flood risk, it should be noted that since preparation of the PEIR, National Grid has liaised regularly with Suffolk County Council in its role as LLFA to gather information on flood risk sensitivities at Friston, including review of all relevant S19 Reports and data from the Friston Surface Water Management Plan. This information has informed **Application Document 6.8 Flood Risk Assessment** and has guided the measures embedded within the design of the Proposed Project to manage surface water runoff and land drainage in order to achieve no increased flood risk to lands within and neighbouring the Proposed Project boundary.
		DCO process, Design	National Grid has not used “utmost care” as recommended by the Examining Authorities for the Scottish Power and National Grid connection hub projects who recognised the unsuitability of the Friston site.	N	Friston Substation received Development Consent under the SPR East Anglia One North and East Anglia Two schemes and is expected to be constructed under these consents. The Proposed Project has included Friston within the project submission for completeness should SPR choose not to proceed with their project. Given the development consent granted for the Friston Substation the site is considered suitable for the Proposed Project.
		Coordination with other Projects	In principle FPC supports “coordination” provided it reduces environmental impacts and also the duration of the construction period. Coordination and co-location are different concepts and the two should not be confused.	N	National Grid is coordinating with other developers of large scale infrastructure projects in Suffolk, noting that those other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are contained in **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with

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					other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise. The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with other projects in Suffolk where it is feasible. The assessment of inter-cumulative effects with these other proposed developments is also considered in the ES within **Application Document 6.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
		Inter-Project cumulative effects, Timescales / programme	Cumulative effects – There is no evidence that the comments of the Examining Authorities concerning "utmost care" have been addressed. Given the years National Grid have had to conduct environmental assessments, it is not acceptable that so many significant impacts are "to be assessed" particularly when considered in the context of the "utmost care" comments. This approach negates the effectiveness of consultation. Temporal issues - National Grid has completely misinformed itself as to the timing of the EA1N and EA2 projects. It has been in the public domain for over a year that the EA1N and EA2 projects are delayed by at least two years. Referring to construction as being between 2023 and 2026 is woefully out of date. This failure renders the cumulative impact assessment in a number of key areas including air quality, water, noise and traffic almost useless and has undermined the consultation process.	N	A full inter-project effects assessment has been carried out for the Proposed Project. This assessment has assessed the combined environmental impacts resulting from proposed developments due to come forward within the cumulative zone of influence and have considered the need for additional mitigation (where applicable) to the standalone mitigation recommended by the technical environmental assessments to reduce and minimise the adverse inter-project effects associated with the Proposed Project when combined with other developments in the surrounding area. The full assessment is available within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. **Application Document 6.3.2.13.A ES Appendix 2.13.A Descriptions of Other Developments** includes an updated description of other developments, outlining the changes to construction timeframes of other projects. East Anglia One North and Two construction is expected to commence in 2024/2025 and energisation to commence in 2027 (SPR, 2024) although construction timeframes are subject to change.
		Alternative solutions	**Specific Comments arising from PEIR** There follows a number of specific comments which arise from the subject matter and/or content of specific chapters of the PEIR. For obvious reasons these are focused on Part 1 (Introduction) and Part 2 (Suffolk onshore scheme). Part 1 – Introduction Chapter 3 Main Alternatives Considered In terms of the Sizewell location this chapter demonstrates that no alternatives have been considered. An obvious alternative would be for EA1N and EA2 connect offshore and the power taken direct to Kent (see paragraph 2 above) or an alternative location in the Southeast/London where the power is required. There are similar considerations for Lionlink and Nautilus. It is	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that In Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2GW are not available yet. As such, in Belgium, the 3.5GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100km of new overhead lines and around 20km of new underground cables.

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			notable that this is the approach being adopted for the North Falls and Five Estuaries projects.		Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. National Grid has listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised these impacts onshore and offshore where possible. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Consultation, Design	Chapter 4 Description of the Proposed Project National Grid Connection Hub - Pylon Realignment and Cable Sealing Ends - clearly a different approach is being taken compared to the Scottish Power EA1N and EA2 DCOs, but there is no explanation of this in the consultation materials including the PEIR. There needs to be a clear explanation of the differences, why they have been made and what infrastructure will be necessary not just for Sealink but for EA1N, EA2, Sealink, Lionlink and Nautilus to connect to the Grid.	N	It is expected that Friston Substation and the connection to the existing overhead lines would be undertaken under SPRs DCO, and would progress ahead of the Proposed Project. National Grid has included Friston Substation within the Proposed Project so that the substation can be constructed by them should SPR choose not to proceed. In the eventuality that the Proposed Project delivers Friston Substation then connection to the existing overhead lines would be via a double turn-in of the southern line. The double turn-in would require the construction of temporary overhead line structures to the south of the existing overhead line and the realignment of conductors onto these temporary structures. In addition, the removal of one existing tower and the construction of two new towers on the alignment of the existing overhead line, the restringing of the conductors onto the new towers and the removal of the temporary structures would be undertaken. A typical arrangement for Friston Substation has been provided in the Statutory consultation documentation and is available in **Application Document 2.13.1 Design and Layout Plan – Suffolk**. National Grid will not

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					be looking for rights to construct a substation for connecting any other projects.
		Construction – general, Combined effect of the proposed Project	Construction Impacts - Key concerns are road traffic, construction noise, air pollution, light pollution, multiple cable swathes close to residential buildings, ecology and flood risk. In effect there will be a vast construction site stretching from Friston all the way to Saxmundham. These impacts will be greatly exacerbated by multiple projects – see paragraph 6 below. The scale of the construction impacts is difficult to comprehend as the area stretching from Friston to Saxmundham will become one vast construction site for many years, with the associated noise, pollution, traffic congestion, flood risk, loss of amenity, loss of habitat and other damaging environmental impacts. It will be truly unpleasant to live here. Yet this statutory consultation barely scratches the surface of these issues.	N	A full intra-project cumulative effects assessment has been carried out for the Proposed Project and is contained within **Application Document 6.2.2.12 Part 2 Suffolk Chapter 12 Suffolk Onshore Scheme Intra-Project Cumulative Effects**. The assessment considers impacts from the Proposed Project on noise and vibration, traffic and transport, flood risk, loss of amenity, loss of habitats and other environmental impacts. A full inter-project cumulative effects assessment has been carried out for the Proposed Project. The inter-project cumulative effects assessments have assessed the combined environmental impacts resulting from other proposed developments due to come forward within the cumulative zone of influence alongside the identified effects for the Proposed Project for the construction and operational phase of the Proposed Project, where necessary additional mitigation has been considered in addition to the standalone mitigation recommended by the technical environmental assessments is identified. The full assessment is available within **Application Document 6.2.2.13 Part 2 Chapter 13 Inter-Project Cumulative Effects**.
		Construction – general, Intra-Project cumulative effects	Working Hours - working at the weekend will disrupt many people's free time when they are looking forward to enjoying the countryside. This is unacceptable. Saturday working should not be permitted. National Grid has completely ignored the position in the Scottish Power DCOs where working on a Saturday is limited to the mornings. Any Saturday morning working needs to be revisited in any event given the multiplicity of projects and the cumulative construction impacts - see further below.	N	To give National Grid the flexibility to deliver the construction programme on time and incorporate standard industry working patterns, it has identified a need to include 7am to 5pm working on Saturdays, Sundays and bank holidays within the core working hours. The proposed construction core working hours (unless otherwise approved by the relevant Local Planning Authority) for all terrestrial works in Suffolk and Kent are: • Monday – Friday: 0700 to 1900; and • Saturday, Sunday and Bank Holidays: 0700 to 1700. Whilst this change gives National Grid the flexibility to carry out works when and where needed, it does not expect construction activity to take place on every Sunday or bank holiday. There will be restrictions on the type of activity that can occur on these days. The restrictions include limiting HGV and percussive piling activities. Details relating to the proposed construction working hours and any associated restrictions are contained in **Application Document 6.2.1.4 Part 1 Chapter 4 Description of the Proposed Project**. The working hours are secured by Requirement 7 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Landscape and visual, Design, Onshore mitigation	Part 2 - Suffolk Onshore Scheme Chapter 2 Landscape and Visual National Grid Substation Design - architectural solutions sympathetic to the rural and historic environment should be used for the substation and other National Grid infrastructure. National Grid has suggested a number of architectural	N	Friston Substation will be designed to be sympathetic to is surroundings and in accordance with either SPR's planning consent or that which is sought by National Grid under the Proposed Project's DCO. In the event that the SPR projects do not come forward, National Grid would adopt the approved substation design. The GIS substation will be designed to be the smallest footprint and size that it can be to house the required equipment. National Grid is proposing a

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			approaches for the converter stations and yet completely ignored the substation at Friston. A GIS substation is far too tall relative to AIS (16m v 6m) and its landscape impact cannot be effectively mitigated. No information has been provided as to gases in the GIS substation. Are alternatives to SF6 being proposed if so what are they?		SF6 free substation but at this time a manufacturer has not been selected therefore they do not know the exact gas that will be use, it will however not be SF6. This commitment is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). An outline landscape mitigation plan is contained in **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan – Suffolk**. This would include woodland planting, native hedgerow planting and grassland planting.
		Construction – general, Terrestrial ecology	Chapter 3 Ecology and Biodiversity Construction in particular will have a very damaging impact on the diverse wildlife in this area. These projects will result in the elimination during the construction period of a vast area of habitat stretching from Friston all the way to Saxmundham.	N	A full suite of ecological surveys (and other environmental surveys) has been undertaken and a rigorous impact assessment has been produced in line with guidance and legislation. Extensive consultation with key stakeholders such as Suffolk County Council, East Suffolk Council, Natural England, RSPB and Suffolk Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. The Proposed Project is also committed to achieving 10% Biodiversity Net Gain in Suffolk even though this is not a legal requirement at present. Further details relating to the ecology assessment are contained in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. Further details regarding Biodiversity Net Gain are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**.
		Cultural Heritage	Chapter 4 Cultural Heritage Not all assets been identified, both designated and undesignated – see EA1N and EA2 examinations. 2Study areas have been identified at 500m and 2km however this has the effect of underrepresenting the impact on key heritage assets in and around Friston in particular the Grade II* assets of Friston Parish Church and the Post Mill which lie just outside the 500m line.	N	All assets within the prescribed study areas adopted for informing the baseline/archaeological potential, and assessing impacts on setting, were cropped from national datasets, as well as the Suffolk Historic Environment Record, with the study areas agreed with stakeholders. A revised data search was also undertaken once the final Order Limits (DF4) were agreed, and this data search was also in line with the agreed study areas.
		Water Environment, Onshore Mitigation	Chapter 5 Water Environment 23. National Grid seems unaware of the water environment in the catchment to the north of Friston. The baseline plans are wrong. The surface water flood risk to the north and above the village and in the village has been ignored when National Grid knows there is a problem. Clearly it has chosen to pretend this issue does not exist. 24. If these projects are to go ahead then FPC remains concerned that the mitigation proposed will not be adequate and the proposals for a discharge pipe under Church Road are not workable.	N	The flood risk sensitivity of Friston is recognised by National Grid. The concerns raised during examination of the East Anglia ONE North and East Anglia TWO projects have been reviewed and data from the Friston Surface Water Management Plan has been collected and appraised to inform the Water Environment ES assessments and **Application Document 6.8 Flood Risk Assessment** that has been prepared. Mitigation for the management of surface water runoff generated from the Proposed Project, both during its construction and operation, has been shaped in consultation with Suffolk County Council, as the Lead Local Flood Authority, and key drainage design principles and standards have been agreed. **Application Document 6.8 Flood Risk Assessment** states that the Proposed Project would not be an increase in flood risk during construction from rivers, sea and surface water. The Proposed Project is at low risk of

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			25. Flood risk during construction is an even greater concern given the large area of land which will be rendered impermeable. Flood risk during construction is an even greater concern given the large area of land which will be rendered impermeable. 26. National Grid is advised to review the submissions made during the examinations for and the Examining Authorities' report for EA1N and EA2. The ExA was very concerned about future development at Friston and highlighted drainage in particular.		groundwater flooding and construction activities would have no increased impact on this source of flooding.
		Agriculture and Soils, Inter-Project Cumulative Effects, Socio-Economic. Recreation and Tourism	Chapter 7 Agriculture and Soils 27. Loss of BMV land – as noted this is significant but there needs to be greater analysis. 28. Loss of BMV land needs to be broken down, both for Sealink and cumulatively for all projects, between: I. loss during construction and duration of loss ii. loss during operation iii. loss of land used for the infrastructure itself iv. loss of land required for mitigation. 29. This needs to be expressed both in absolute terms acres/hectares and as a percentage of BMV land in East Suffolk. 30. Further as agriculture is a key part of the local economy there needs to be an economic analysis in terms of the loss of productive land and the impact on food security.	N	**Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils** assesses the impact of the Proposed Project both during construction and operation, as well as the temporary and permanent land take for different aspects of the infrastructure. The potential impact any development which disrupts agricultural activity has on food security is complex given the range of variables involved. For example, productive land may not actually be used to its full potential, the extent of food imported can change, efficiency of transport routes can be affected by a variety of events, the role influence of big supermarkets has will vary and so on. In terms of policy, there is no requirement to have to take account of food security other than the reference (EN-1 paragraphs 5.10.8 and 5.10.15) to seeking to minimise impacts on best and most versatile (BMV) land; the assessment of impacts on BMV land is addressed within **Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils**. Mitigation measures including but not limited to sensitive routeing and siting, restoration of land and its return to pre-construction use and rationalisation of the design to minimise permanent land take requirement are included within **Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils**. Further measures relevant to the control and management of impacts to BMV land during construction have been included within **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Any economic effects on landowners due to fragmentation or loss of land will be noted in the assessment and any that arise would be addressed through landowner discussions and through the compensation payments undertaken through the National Grid Lands Team; such agreements lie outside the scope of the ES.
		Traffic and Transport, Construction - General	**Chapter 8 Traffic and Transport** 31. It is unacceptable for the B1121, the road through the middle of the village, is to be used for construction traffic and for there to be accesses off the B1121 to the construction sites.	N	The construction vehicle routeing has been designed to minimise impacts across the highway network (including the B1121) as set out within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**.

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			Whilst a B road, the B1121 is narrow and twisty and in places there is not even a white line. 32. In terms of HGVs National Grid is proposing 84 a day which is 7 per working hour which equates to one less than every 10 minutes. The road passes the village green where there is a children's playground. Also there are bus stops either side of the road where pedestrians cross without the benefit of a pedestrian crossing. Given the north of the village will be a no-go area for walking and recreation all village residents will need to walk south which means much more pedestrian traffic across the B1121. 33. The operational access road was discarded as a construction access road due to its unsuitability during the EA1N and EA2 examinations. 34. The B1121 should not be used for HGV traffic, LGV traffic or construction workers travelling to site.		**Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** does not identify any significant impacts on the highway network during the construction phase with the proposed embedded mitigation and control and management measures in place, including for the part of the network identified (B1121). Responses to Statutory consultation, including these responses have been taken into account and, in the scenario where fit out of additional bays is required at Friston Substation, that work will be completed via the haul road access from Snape Road rather than from the permanent access to Friston Substation. The B1121 through Friston is now only to be used to access the existing overhead line. Rights of access to this overhead line already exist, however, the works have been included for completeness. The works will be limited in nature requiring the climbing of existing towers and the installation of protective scaffolding at the road crossing.
		Air Quality	**Chapter 9 Air Quality** 35. See comments on the construction and cumulative construction impacts	N	National Grid acknowledges this feedback. The issues raised are responded to in the relevant sections of this document.
		Noise and Vibration, Construction - General	**Chapter 10 Noise and Vibration** 36. Construction - National Grid needs to demonstrate it can achieve the noise requirements. For example will it be able to achieve the required noise level through BPM (Best Practicable Means) where there are multiple projects conducting construction at the same time? See further comments on the construction and cumulative construction impacts. 37. Operation - all noise at the substations and convertor stations needs to be assessed including the impulsive noise from switchgear. The site is close to a quiet village with very low background noise. There was clear evidence in the Scottish Power examinations that the switchgear, when operated at night, will wake people up. In terms of continuous noise National Grid should take the noise limit of 31dB as a starting point for all infrastructure a combined basis	N	There are no specific limits for construction noise or vibration. There are, however, guideline levels for the threshold of potential significant effects. The contractor would be required to employ best practicable means to reduce levels of noise and vibration from construction activities. A list of mitigation measures is set out in **Application Document 7.5.3.2 CEMP Appendix A Register of Environmental Actions and Commitments (REAC)** which is secured by Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). The assessment of construction noise and vibration indicates that with the provision of best practicable means, significant adverse effects from construction activities would be avoided. A further detailed assessment would be conducted by the contractor based on their specific construction methodologies and proposed mitigation. Noise from switchgear has been considered within **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration** and **Application Document 6.3.2.9.E ES Appendix 2.9.E Friston Substation and OHL Operational Noise Information (Informative)**. The assessment concludes that the impact of noise from the operation switchgear would be negligible magnitude at nearby noise sensitive receptors and not significant.
		Socio-Economic. Recreation and Tourism, Community Benefits / enhancements	**Chapter 11 Socio- economic Recreation and Tourism** 38. The damage which these projects will cause to this area's key tourism sector is understated. 39. These projects will provide no long-term jobs locally. Therefore these projects offer only economic damage with no economic benefits locally.	N	A complete assessment of socio-economics effects has been undertaken. This is set out in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism** states that although the construction jobs are medium-term temporary in nature, they represent a positive

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					economic effect for a substantial period of time. Additionally, it is expected the temporary jobs would be taken up by residents in the study area.
		Health and Wellbeing, Intra-Project Cumulative Effects, Inter-Project Cumulative Effects	**Chapter 12 Health and Wellbeing** 40. These projects are already damaging the health and well-being of the community. The construction impacts of Sealink in isolation and cumulatively with the other projects will have a very serious effect on the well-being of all local residents many of whom are elderly or vulnerable. These projects do and will continue to blight the last productive lives of many residents. There needs to be a proper assessment of well-being impacts.	N	National Grid recognise that the construction and operation of major infrastructure projects can cause stress, uncertainty and anxiety that may impact on people's mental health. Throughout the development phase of the Proposed Project, National Grid have therefore tried to clearly communicate the proposals including the establishment of dedicated contact channels, a project website and by holding multiple rounds of public consultation as the plans became more refined. As the Proposed Project has progressed, National Grid have sought to provide certainty on the plans wherever possible. A complete assessment of health and wellbeing effects has been undertaken. This is set out in **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing** and concludes that there are no anticipated significant effects as a result of the Proposed Project. This is in combination with **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** which assesses the impact of the Proposed Project in combination with a number of major infrastructure projects in the study area and concludes no significant effects.
		Safety, Major Accidents and Disasters	41. Fire Safety - substations and convertor stations can and do catch fire. When they do they emit toxic gases. This infrastructure will be surrounded by vegetation which will be very dry in the summer. Such a risk is unacceptable next to a village. A full fire safety assessment needs to be conducted including the impact of a serious fire upon the village of Friston in the summer months, when prevailing winds could drive the fire and smoke/gases towards the village across very dry vegetation. A similar assessment should be conducted for Saxmundham.	N	National Grid's standard processes require consideration of the impact of all constructed assets with regard to fire risk as part of our duties under the Construction (Design and Management) Regulations. Therefore, National Grid will ensure that suitable liaison with local fire services is carried out at appropriate stages of the design and build process. **Application Document 6.14 Environmental Scoping Report 2022** scoped out Major Accidents and Disasters.
		Intra-Project Cumulative Effects, Inter-Project Cumulative Effects	**Chapter 14 Inter-project Cumulative Effects** 42. The weakness of the analysis in specific environmental impacts (e.g. landscape, noise, water environment, traffic and transport etc) flows through into the cumulative assessment. 43. The description of other projects is poorly organised. There are serious factual errors in respect of the projects which may significantly affect Sealink. A key example is the construction timetable. 44. This has led to cumulative effects being underestimated. The plans particularly in relation to the other offshore projects are unhelpful both in terms of detail and overall cumulative effect.	N	Both the environmental assessment and cumulative effects assessment has been developed further since publication of the PEIR for Statutory consultation. A full inter-project and intra-project effects assessment has been carried out for the Proposed Project and is now available within the following ES Chapters: • **Application Document 6.2.2.12 Part 2 Suffolk Chapter 12 Suffolk Onshore Scheme Intra-Project Cumulative Effects;** • **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects;** • **Application Document 6.2.2.13 Part 3 Kent Chapter 12 Intra-Project Cumulative Effects;** • **Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects;**

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					• **Application Document 6.2.3.13 Part 4 Marine Chapter 10 Intra-Project Cumulative Effects; and** • **Application Document 6.2.4.11 Part 4 Marine Chapter 11 Inter-Project Cumulative Effects.** **Application Document 6.3.2.13.A ES Appendix 2.13.A Descriptions of Other Developments** includes an updated description of other developments, outlining the changes to construction timeframes of other projects. East Anglia ONE North and TWO construction is expected to commence in 2024/2025 and energisation to commence in 2027 (SPR, 2024) although construction timeframes are subject to change.
		Inter-Project Cumulative Effects, Construction – General, Combined Effect of the Proposed Project	45. The length and complexity of this chapter is proof of the excessive burden of at least four other projects (in addition to Sealink and the National Grid connection hub) being developed in the same small area and connecting in the same place where the temporal construction duration of the projects overlap. It is self evident that National Grid has chosen the wrong development and the connection location for these six projects. This is significantly exacerbated by the Sizewell C project. 46. In particular cumulative construction impacts have not been properly assessed which undermines the consultation process. National Grid has included incorrect information on the construction period for the Scottish Power projects (2023 - 2026). These are already running two years late which is a matter of public knowledge and obviously no construction activity has been going on this year. There will be overlapping construction periods for all six projects. It is unacceptable that cumulative impacts are not being assessed and consulted upon based on information that National Grid knows to be incorrect. The cumulative impact of potentially six projects (EA1N, EA2, the National Grid connection hub, Sealink, Lionlink and Nautilus) across a vast construction site will be severe and unsustainable. Key concerns are: I. the capacity of the local road network ii. flood risk during construction when there will be far more impermeable areas created than will exist in the operational phase iii. the combined construction noise from all these projects iv. the combined air pollution from plant emissions and dust v. light pollution from multiple construction sites vi. multiple cable swathes. National Grid estimate the multiple cable swathes between Friston and the converter stations site at Saxmundham will be 180m wide vii. ecology – this vast	N	Reasoning behind the connection location for the Proposed Project has been addressed within **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered and Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. **Application Document 6.3.2.13.A ES Appendix 2.13.A Descriptions of Other Developments** contains updated information regarding other project timescales which are used in the cumulative impact assessment. Capacity of the local road network are assessed within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. Flood risks are assessed within **Application Document 6.2.2.4 Part 2 Suffolk Chapter 4 Water Environment**. The combined construction noise with other projects are assessed within **Application Document 6.2.2.13 Part 2 Chapter 13 Inter-Project Cumulative Effects**. The combined air pollution with other projects will be assessed within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. The combined light pollution from multiple construction sites within the Proposed Project will be assessed within the **Application Document 6.2.2.12 Part 2 Suffolk Chapter Suffolk Onshore Scheme 12 Intra-Project Cumulative Effects** and combined light pollution with other projects will be assessed within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. Ecological effects and mitigation will be addressed within **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. Landscape and Heritage effects and mitigation will be addressed within the **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**, **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual and Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.

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			construction site will disrupt a very large area and effectively eliminate habitat where there is a great deal of wildlife activity viii. landscape & heritage - this multiplicity of projects will impact the deliverability of landscape and heritage mitigation which will significantly increase the landscape harm. 47. Overall cumulative effects have been severely understated.		A full inter-project and intra-project cumulative effects assessment has been carried out for the Proposed Project.

Table 1.8 Ipswich Borough Council

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Alternative solutions	Although the line of the upgraded pylon routes do not form part of the current consultation, I am writing to you to say that the route of the existing pylons which will be upgraded as part of this overall national grid upgrade project will pass over the only permanent gypsy and traveller site in Ipswich. If possible, this needs to be rerouted to avoid this site, particularly as the cable route is going to be upgraded to a higher capacity which is not suitable to pass over these people's homes.	N	The area of concern is not located within the vicinity of the Proposed Project.

Table 1.9 Kelsale-cum-Carlton Parish Council

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24 October 2023	18 december 2023	Needs case, traffic and transport, inter-project cumulative effects	**Kelsale-cum-Carlton Parish Council Response to Sea Link Statutory Consultation** Kelsale-cum-Carlton Parish Council strongly opposes the Sea Link proposal. In addition to the gross industrialisation of the tranquil rural landscape in Saxmundham bringing no jobs and most certainly resulting in loss of tourism, the primary serious detrimental effect to Kelsale-cum-Carlton would be the additional construction traffic from Sea Link exacerbated by the substantial amount of traffic generated by Sizewell C and the Sizewell Link Road construction and other energy projects.	Y	The northern access route no longer forms part of the Proposed Project. Therefore, no construction vehicles will travel along the B1121 Main Road in the vicinity of Kelsale. **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network, with the mitigation identified **within Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**. It is acknowledged that the Proposed Project will be under construction alongside other projects in the area which has been considered in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** for each discipline, including Traffic and Transport. **Application Document 6.3.1.5.C ES Appendix 1.5.C Inter-Project Cumulative Effects Short List** includes more than 25 developments including Sizewell C Nuclear Power Station, LionLink, Nautilus, East Anglia ONE North Offshore Windfarm and East Anglia TWO Offshore Windfarm. However, this demonstrates that the proposals are not expected to contribute towards any cumulative effects on the parts of the highway network near Kelsale. Please also note that **Application Document 6.3.3.1.C ES Appendix 3.1.C Landscape Designation and Landscape Character Assessment and Application Document 6.3.3.1.D ES Appendix 3.1.D Visual Amenity Baseline and Assessment** set out an assessment of landscape and visual effects for construction, operation and maintenance. Landscape mitigation proposals are identified in Proposed Project Design and Embedded Mitigation section of **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual** and within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk** which has been developed in collaboration between the landscape and heritage teams as well as stakeholder consultation to minimise effects as far as possible. The landscape mitigation proposals are considered within the operational assessment of effects. **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism** presents a full socio-economic assessment of effects, including economic impacts and direct and severance effects on sensitive local businesses, visitor attractions and tourism assets.
		Traffic and transport, intra-project cumulative effects, health and wellbeing	Because Saxmundham is one of the primary service centres for Kelsale-cum-Carlton, both the proposed ‘Southern’ and ‘Northern’ access routes would have significant negative effects on KcC residents. The proposed ‘Northern’ access route, however, poses the most direct impact on KcC, although both would have the consequential negative effects of increased pollution, decrease in biodiversity, flood risk and damage to historic buildings as well as making it extremely difficult for residents to carry on with daily living.	Y	The southern access route has been adopted for the Proposed Project. The northern access route no longer forms part of the proposals. Therefore no construction vehicles will travel along the B1121 Main Road in the vicinity of Kelsale. **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** demonstrates that the additional construction traffic associated with the southern access route are not expected to result in any significant impacts on the surrounding highway network.

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		Needs case, coordination with other projects, health and wellbeing	We recognise the need for additional electricity and support the coordinated development of alternative energy sources such as offshore wind power, but the failure of NGET and other energy companies to engage with each other or to consider options to minimise disruption to our community will seriously diminish the quality of life for our residents. We, therefore, strongly oppose the Sea Link project on behalf of our 1100 residents, Parish-based businesses, and its significant farming community.	N	National Grid has engaged with other project developers, seeking to identify opportunities for co-ordination whilst maintaining its obligations to facilitate network connection agreements by providing the required network reinforcement. In doing so, National Grid acknowledges the Parish Council's concerns about the potential impacts of the Proposed Project and is committed to developing a project that takes account of the feedback received during the course of consultation to avoid or minimise as far as possible and to mitigate the significant effects of the construction and operation phases.
		Consultation	**Description of KcC Parish** Prior to 1885 Kelsale and Carlton were separate Parishes, but were combined in March during that year under the divided Parishes Act. The Parish now comprises Kelsale, Carlton, and the hamlets of East Green, North Green, Curlew Green and Dorley's Corner. The B1121/Main Road cuts through the Parish and is the primary access road to Saxmundham. Kelsale Village is to the east of Main Road, the hamlet of North Green is to the north east and the hamlet of East Green is to the east. Carlton Village and the hamlet of Curlew Green are on the west side of the road. Dorley's Corner is near the junction of the A12. The Sizewell Link Road will be built to the north of the Parish beginning at North Green and 'travelling' via Theberton and Middleton to Sizewell. To the west of the Main Road/B1121 on Rosemary Lane is the Poachers Pocket pub used by KcC residents. Further down Main Road/B1121, on the west side is Carlton Park Industrial Estate housing several businesses, Saxmundham Sports Club, Carlton Park Camping and Caravan site and the Kelsale Primary School. At the end of Carlton Road, is Carlton Village. Carlton Village is home to the historic Carlton Church. On the east side of Main Road/B1121, is Kelsale Village which hosts a post office, historic Village Hall, Social Club, the 1000-year-old Church of St Mary's and St Peter's and a recreation ground with play equipment and football pitches. The Village Hall and Social Club are the social hubs of the Parish hosting Parish Council meetings, annual events such Remembrance Day, live music, quizzes, and various other seasonal events. The recreation ground is bordered by Main Road/B1121 and is used for football matches with visiting teams from neighbouring villages, children from all over the parish, dog walkers and Parish events such as Bonfire Night which is attended by over 500 people. Saxmundham acts as the primary 'service centre' to KcC with shops and two large grocery stores and many other useful	N	National Grid acknowledges the Parish Council's comments the nature of the area in which its Proposed Project will be located and seeks to minimise and mitigate against adverse effects upon the local community and the built and natural environment. While surveys of the local environment and analysis of other contextual evidence is an important part of informing our understanding of the potential impacts, so too is the feedback received during consultation. National Grid is committed to creating a positive impact in communities through infrastructure projects, emphasising social responsibility and equity via our Community Benefit Plan that aims to provide social, economic, and environmental benefits to local communities, ensuring it leaves behind a positive legacy. National Grid's Community Benefit Plan aligns with National Grid's Responsible Business Charter, emphasising impact in environment, communities, people, economy, and governance, shaping its strategic priorities with a focus on responsibility.

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			services. Leiston also provides services including a doctors' surgery, vet and grocery store especially to North Green and East Green residents in the north east of the Parish. The Saxmundham doctors' surgery is located to the south of Clay Hills Road on the east side of the B1121 just north of Saxmundham.		
		Traffic and transport, converter station location	**<u>Traffic and Cumulative Impact</u>** The proposed 'Northern' access route will come off the A12 onto Main Road/ B1121 at Dorley's Corner past Carlton Industrial Estate, Carlton Park Camping and Caravan site, the Sports and Recreation Club and the Kelsale Primary School towards Saxmundham where it will join the newly constructed 'haul road' just before Saxmundham Surgery. It will then cross the railway line over a newly constructed bridge and continue behind the housing estate (behind Waitrose) across good farmland and into the Wood Farm converter site. An estimated 458 vehicles per day, including 65 HGV and associated AILs, will travel from the A12 down Main Road/B1121 to the newly constructed 'haul road'. Work on the construction of Sea Link will begin at 7 am and end at 7 pm Monday to Saturday which will exacerbate the impact. The cumulative impact of traffic generated from the construction of Sea Link in addition to the traffic from the construction of Sizewell C and other projects will effectively turn KcC into an island and will have the following adverse effects:	Y	The northern access route no longer forms part of the proposals. Therefore, no construction vehicles will travel along the B1121 Main Road in the vicinity of Dorley's Corner, Carlton Industrial Estate, Carlton Park Camping and Caravan site, the Sports and Recreation Club and the Kelsale Primary School, as the southern access route will be used.
		Traffic and transport, inter-project cumulative effects	**– The Parish of KcC will be cut in half by traffic on Main Road if the proposed 'Northern Access' route is adopted.** Residents of Kelsale, East Green and North Green on the east side of Main Road/B1121 will find it very difficult to get across Main Road to access the Sports and Recreation Club, Kelsale Primary School, the Carlton Park Industrial Estate and the Poacher's Pocket pub. Whilst they can turn left onto Main Road, turning right to reach the A12 or these amenities on the west side of the road will be nearly impossible. On the west side of Main Road/B1121, residents of Curlew Green will struggle to turn right onto Main Road to reach the Kelsale Village Hall, Social Club, Post Office, St Mary's and St Peter's Church and the Kelsale Recreation Ground or Saxmundham to access services.	Y	The northern access route no longer forms part of the proposals. Therefore, no construction vehicles will travel along the B1121 Main Road in the vicinity of Kelsale, North Green or East Green, as the southern access route will be used.
		Traffic and transport, inter-project cumulative effects	**– Hamlet residents will not be able to access essential services without significant challenges severely affecting their quality of life if the proposed 'Northern Access' route is adopted.** **North and East Green** – North Green is to the north east of the Parish and East Green is to the east of Kelsale Village. With the	Y	The northern access route no longer forms part of the proposals. Therefore, no construction vehicles will travel along the B1121 Main Road in the vicinity of Kelsale, North Green or East Green, as the southern access route will be used.

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			Sizewell Link Road beginning around North Green, residents of both hamlets will find it extremely difficult to access basic services in Leiston or Saxmundham. To reach Leiston, residents will need to travel down to the Saxmundham Road/B1119 and then onto the B1122 which is severely affected by Sizewell traffic. Fordley Road, another possible route, will be closed whilst the Sizewell Link Road is built so that is not an option for a few years. Other minor routes, Pretty Road and Moat Road, are also affected. East Green residents will face the additional challenge posed by the proposal to put a converter near Peakhill Farm. Since residents of other villages will also be trying to move around at the same time to carry on with their daily lives, access to Leiston will be significantly impacted. To get to Saxmundham, residents can go through Kelsale Village and onto Main Road which will be carrying Sea Link construction traffic. Or, if they really want a challenge, can head out to the A12 which will be carrying the estimated 10,000 extra Sizewell vehicles and either turn left across the A12 onto Main Road/B1121 carrying the Sea Link traffic or further south onto B1119. Quality of life will most certainly diminish and it will be nearly impossible for these residents to get around.		
		Traffic and transport, inter-project cumulative effects	**Curlew Green** - Curlew Green is to the west of the Main Road/B1121. To reach Leiston, residents will need to turn right onto Main Road which will be very difficult with the 458 additional vehicles a day from Sea Link. Curlew Green has the further challenge of the dangerous brow of the hill and its proximity to the lane entrance. Residents will then either turn left into Kelsale where they will begin to encounter Sizewell traffic or turn left onto Clay Hills where there the new 'haul road' for Sea Link is proposed to go as well as Sizewell's changes to the rail way and green rail route. They then will begin to run into Sizewell traffic again. The Curlew Green to Leiston journey will be nearly impossible. To access Saxmundham, residents would need to turn right onto Main Road braving the 458 vehicles or give up and go back out to the A12 where they will again encounter the estimated 10,000 extra Sizewell vehicles, turn left and approach Saxmundham from the B1119.	Y	The northern access route no longer forms part of the proposals. Therefore, no construction vehicles will travel along the B1121 Main Road via Curlew Green, as the southern access route will be used.
		Traffic and transport, inter-project cumulative effects	**Dorley's Corner** – Dorley's Corner is at the junction of the A12 and Main Road/B1121. Residents will directly suffer both from the increased traffic from Sizewell on the A12 and on Main Road/1121. Every day will be a challenge. Turning right to reach the A12 will be very difficult and getting to Leiston will be nearly impossible.	Y	The northern access route no longer forms part of the proposals. Therefore, no construction vehicles will turn from the A12 to the B1121 via Dodley's Corner, as the southern access route will be used.
		Traffic and transport	**– Lack of public transport means residents use cars.** With little in the way of public transport available in the Parish, a high	N	The construction vehicle routing has been designed to minimise impacts across the highway network, as set out within **Application Document 7.5.1.1**

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			proportion of residents use private cars, and therefore access to services on Main Road, Leiston, Saxmundham, emergency services and support networks are critical.		**Outline Construction Traffic Management and Travel Plan - Suffolk**. The traffic and transport assessment within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** does not identify any significant impacts on the highway network during the construction phase with the proposed embedded mitigation and control and management measures in place, including the routes through Leiston and Saxmundham. For example, construction traffic travelling to/ from the B1119 and through Saxmundham will be limited to mobilisation works only, where there will be a limited number of construction vehicles (fewer than five HGVs per day).
		Traffic and transport	**– Danger to school children and vulnerable persons living on the west side of Main Road using the bus stop on the east side of Main Road.** Although a high proportion of residents use private cars, some do take the bus, especially secondary school-aged children. The bus stop is located on the east side of Main Road. If these persons live on the west side of Main Road, with the increased traffic, it will dangerous to cross Main Road to get to the bus stop.	Y	The northern access route no longer forms part of the proposals. Therefore, no construction vehicles will travel along this section of the B1121 Main Road (to the north of Saxmundham). The proposals are therefore not expected to affect severance (ability for pedestrians to cross Main Road) or road safety on this part of the network.
		Traffic and transport, socio-economic, recreation and tourism	**– No shops in KcC so residents must access Saxmundham or Leiston which will be very challenging due to the increase in traffic.** It is important to note that there is no shop or convenience stores in KcC, excepting a Farm shop at Maple Farm and one nearby at Peakhill Farm and several homebased specialist food producers.	Y	The northern access route no longer forms part of the proposals. **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the key routes between Kelsale and Saxmundham (via the B1121 Main Road to the north of Saxmundham) or between Kelsale and Leiston (via the B1119 Church Hill/ Saxmundham Road).
		Traffic and transport, walking, cycling and horse-riders	**– Risks of collision.** The risk of collision with vehicles including HGVs and other road users such as cyclists and pedestrians will be significantly increased all hours of the day. With an additional 458 vehicles using Main Road from 7 am to 7 pm, Monday to Saturday, risk of collision will be significantly increased at all times during the day. This is especially important for Curlew Green residents due to the dangerous brow of the hill and its proximity to the lane entrance.	Y	The northern access route no longer forms part of the proposals. Therefore, no construction vehicles will travel along this section of the B1121 Main Road (north of Saxmundham), including near Curlew Green. The proposals are therefore not expected to affect road safety on this part of the network. **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** demonstrates that the additional construction traffic to be generated by the proposals on the southern access road (B1121 Main Road) during the peak construction phase are not expected to result in any significant impacts, including with regard to road safety.
		Traffic and transport, walking, cycling and horse-riders	**– Crossing Main Road.** It will be unsafe to walk, cycle or ride horses across Main Road, this is especially critical for vulnerable people including children at Kelsale Primary School and those who participate in sports and the elderly who may use mobility scooters. Main Road is already very busy and the addition of 458 vehicles will make it extremely dangerous.	Y	The northern access route no longer forms part of the proposals. Therefore, no construction vehicles will travel along this section of the B1121 Main Road (north of Saxmundham), including near Kelsale Primary School. The proposals are therefore not expected to affect road safety on this part of the network. **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** demonstrates that the additional construction traffic to be generated by the proposals on the southern access road (B1121 Main Road) during the peak construction phase are not expected to result in any significant impacts, including with regard to road safety.
		Traffic and transport,	**– Emergency service response times will increase due to the significant traffic on Main Road.** Access to emergency services is critical to KcC which has a high proportion of elderly.	Y	The northern access route no longer forms part of the proposals. Therefore, no construction vehicles will travel along the section of the B1121 Main Road to the north of Saxmundham and the proposals are not expected to increase

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		health and wellbeing			journey times on this part of the network. **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network (including the B1121 Main Road), with the mitigation identified within **Application Document 7.5.1.1. Outline Construction Traffic Management and Travel Plan - Suffolk**.
		Traffic and transport, inter-project cumulative effects	**– Rat-running on KcC narrow country lanes due to cumulative impact of traffic from the numerous energy project specifically Sizewell C.** Government statistics show "60% of people killed on Britain's roads die on rural roads, and new research shows many more drivers are needlessly putting themselves at risk of an accident. A shocking 25% of drivers report having had a near miss on a country road, while 40% have been surprised by an unexpected hazard, such as an animal. A third also confess to taking a bend too fast." Our roads are at risk of being turned into rat runs with no control exercised over workers. NGET has failed to take a robust analysis of cumulative impact into consideration.	Y	The northern access route no longer forms part of the proposals. Therefore, no construction vehicles will travel along the section of the B1121 Main Road to the north of Saxmundham and the proposals are not expected to result in any rat running along KcC narrow country lanes. It is acknowledged that the Proposed Project will be under construction alongside other schemes in the area which has been considered in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. This demonstrates that the proposals are also not expected to contribute towards any cumulative effects on these parts of the network as a result of other schemes in the area such as Sizewell C.
		Traffic and transport, construction	**– Loss of Quiet Lanes.** Rat-running will put KcC's Quiet Lanes in jeopardy as people will 'self-route' to avoid delays and gridlock or construction traffic will divert onto them. This is wholly inappropriate and could put people in real danger. The Parish Council nominated Butchers Road, Curlew Green, Dorleys Corner, East Green, Theberton Road, Lowes Hill, North Green, Town Farm Road, Rendham Road, Tiggins Lane and Rosemary Lane as part of a Quiet Lanes network. The Quiet Lanes network also works with public rights of way, of which there are over 40 in the Parish. Quiet Lanes are single track, unpaved winding lanes on which (dog) walkers, riders (horse or cycle), joggers etc. co-exist with a very small quantity of motorised traffic which is highly respectful of these users. Construction traffic, either from self-routing or diversion, will put these vulnerable users in danger of grave harm and will destroy the tranquility of country life.	Y	The northern access route no longer forms part of the proposals. Therefore, no construction vehicles will travel along the section of the B1121 Main Road to the north of Saxmundham and the proposals are not expected to result in any rat running along KcC narrow country lanes. In addition, no construction vehicles will use KcC's Quiet Lanes which will be a requirement of **Application Document 7.5.1.1. Outline Construction Traffic Management and Travel Plan - Suffolk**. As such, the proposals are not expected to have any impacts on KcC's Quiet Lanes.
		Traffic and transport, health and wellbeing	**– Access to medical services impeded.** The Saxmundham surgery is located on Main Road near Clay Hills and will be very difficult to access with the increased traffic and new 'haul road'. Many residents use the Leiston surgery but, with the cumulative impact of traffic from the construction of Sizewell C, this too will be difficult to reach. Carer visits will also be impacted. The closest A & E is in Ipswich. We have grave concerns about the disruption and delays to reach this service as there is no viable alternative route to Ipswich hospital other than the A12.	Y	The northern access route no longer forms part of the proposals. **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the key routes between Kelsale and Saxmundham (via the B1121 Main Road to the north of Saxmundham) or between Kelsale and Leiston (via the B1119 Saxmundham Road). For example, construction traffic travelling to/ from the B1119 and through Saxmundham will be limited to mobilisation works only, where there will be a limited number of construction vehicles (fewer than five HGVs per day). The proposals are also not expected

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					to contribute towards any cumulative effects on these parts of the network as a result of other schemes in the area such as Sizewell C, as demonstrated by **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** which is based on **Application Document 6.3.1.5.C ES Appendix 1.5.C Inter-Project Cumulative Effects Short List** and considers more than 25 developments including Sizewell C Nuclear Power Station, LionLink, Nautilus, East Anglia ONE North Offshore Windfarm and East Anglia TWO Offshore Windfarm.
		Traffic and transport, safety	**– Evacuation in the event of a nuclear accident.** In the event of a nuclear emergency at Sizewell, with the well over 10,000 individual vehicle movements a day from Sizewell construction as well as the 458 additional vehicles a day associated with construction of Sea Link, we have very real concerns as to how would the area could be safely evacuated.	Y	The northern access route no longer forms part of the proposals. **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the B1121 Main Road to the north of Saxmundham. In addition, no construction vehicles will pass through Kelsale. Therefore, the proposals are not expected to contribute towards any cumulative effects on these parts of the network as a result of other schemes in the area such as Sizewell C, as demonstrated by **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
		Terrestrial ecology, traffic and transport	**– Damage to verges and roadside nature reserves.** On Main Road, there is a protected area for the nationally rare and protected Sandy Stiltball Fungus (Battarrea phalloides). Tiggins Lane has boulder clay flora such as sulphur clover as well as a diverse range of habitats including species-rich grassland on former arable and privately owned and managed for nature conservation. The pollution from the increased traffic as well as the road grit and sand thrown on the verges from HGVs will destroy these protected species.	N	Any increase in traffic will be temporary and a relatively small increase in overall vehicle flows on these roads.
		Traffic and transport, terrestrial ecology	**– Increase in road kill accidents and deaths of wildlife as well as connectivity severance.** The substantial increase in traffic would further fragment wildlife connectivity, as well as having an adverse effect on more mobile species such as Badger (a protected species), Brown Hare (a BAP species) as well as hedgehog and deer species, leading to an increase in road kill deaths and accidents, already all too familiar on the A12.	Y	The northern access route no longer forms part of the proposals. Therefore no construction vehicles will travel along the B1121 Main Road in the vicinity of Kelsale. **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** demonstrates that the additional construction traffic to be generated by the Proposed Project during the peak construction phase is not expected to result in any significant traffic or transport impacts on the surrounding highway network (including B1121 Main Road and the A12), with the mitigation identified within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**. Impacts of the Suffolk Onshore Scheme on habitat connectivity for wildlife (both during construction and operation) is considered in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity** and measures required to ensure continued connectivity (e.g. passage of badger) across the haul road and permanent access have been considered.
		Terrestrial ecology	**Decrease in Biodiversity** The KcC Biodiversity Group has considerable expertise. The group study all areas of the Parish, logging their findings periodically with the Suffolk Biodiversity Information Service and	N	Noted, National Grid has used Suffolk Biodiversity Information Service as a source of data.

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			updating their own Parish inventory, an example of which can be found on the Parish Council website at www.kelsalecarltonpc.org.uk in the Environment section.		
		Terrestrial ecology	**– KcC Parish is rich in biodiversity and has numerous legally protected species which will be put in danger as a result of the Sea Link project construction and the significantly detrimental cumulative impact of other energy projects.** **Simpsons Fromus Valley Reserve:** a significant nature reserve comprising over 27 acres of ancient woodland, ponds and meadows once part of a medieval deer park. It is one of the few semi natural stretches of the River Fromus in the Parish showing riffles and meanders absent elsewhere. It is located to the west of the A12 at Mile Hill, in close proximity to the proposed SLR roundabout. It is under the custodianship of a Charitable Trust chaired by the 5th Earl of Cranbrook. He is probably most remembered for bringing to the attention of the public that “The survival of habitats must not be left to chance".	N	National Grid acknowledges the feedback.
		Ornithology, landscape and visual	**Fromus Valley Reserve** supports over 50 bird species including endangered species such as bullfinch, yellowhammer and skylark. The site also provides a wildlife haven attracting significant numbers of migrant birds in the winter, including fieldfares and redwings and acts as a refuge for resident bird species. It also supports a rich invertebrate fauna associated with grazing livestock. The Reserve is also notable for a number of books having been written by respected authors about the ecology and archaeology preserved in the Reserve.	N	National Grid acknowledges the feedback.
		Terrestrial ecology, landscape and visual	**Roadside Nature Reserves** Tiggins Lane: Area protected for boulder clay flora such as sulphur clover. (Please note, this road merges into Fordley Road which also has another Roadside Nature Reserve) Coe Wood: Area protected for boulder clay flora such as sulphur clover Main Road, Kelsale: Area protected for the nationally rare and protected Sandy Stiltball Fungus (Battarrea phalloides)	N	National Grid acknowledges this feedback. Impacts on non-statutory wildlife sites such as these are considered in the Environmental Statement where they will be directly affected by the Proposed Project or where traffic flows will materially change in line with National Highways guidance. Further details are contained in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**.

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			Note: Privately owned Tiggins Lane assets: Tiggins Meadow contains a diverse range of habitats including species-rich grassland on former arable, privately owned and managed primarily for nature conservation, directly adjoining Tiggins lane, and contiguous with Mabels Wood (privately owned) and managed as planted mixed deciduous woodland on former arable land as a family memorial and wildlife conservation area.		
		Terrestrial ecology, ornithology	**County Wildlife sites:** In Suffolk there are approximately 900 County wildlife sites, 3 of which are in, or immediately adjacent to the Parish. a] Clay Hills known as the Kelsale Morio Meadow is a rare surviving traditionally managed unimproved meadow with the largest population of Anacamptis morio (green winged orchid) in Suffolk, together with its associated plant and invertebrate community. b] Lonely Wood: an Ancient Woodland designated for its typical woodland flora including Early Purple Orchid and Wood Anemone. Also important for saproxylic (decayed Wood) and other Invertebrates, Birds and Bats. c] Coe Wood: southern boundary (of Sibton) along KcC's northern boundar Priority species for Suffolk which have been recorded in KcC by our biodiversity group are as follows: 1] Mammals: 1.1 Bats: Common Pipistrelle, Soprano Pipistrelle, Noctule, Brandt's bat, Natterer's Bat, and Brown-long-eared bat 1.2 Brown Hares 1.3 Harvest Mouse 1.4 Hedgehog 1.5 Water Vole 1.6 Badger 1.7 Otter *In comparison Bats recorded at Minsmere include: Common Pipistrelle, Soprano Pipistrelle, Nathusius' Pipistrelle, Noctual bat, Serotine bat, Natterer's bat, Daubenton's bat, Natter's bat. 2] Birds: 1.1 Barn Owl (breeding at two or more sites) 1.2 Cuckoo 1.3 Bullfinch (locations in scrub/dense hedgerows 1.4 Lapwing	N	National Grid acknowledges this feedback. Impacts on non-statutory wildlife sites such as these are considered in the Environmental Statement where they will be directly affected by the Proposed Project or where traffic flows will materially change in line with National Highways guidance. Further details are contained in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**.

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			1.5 House Sparrow (breeding at two or more sites) 1.6 Linnet 1.7 Marsh Tit 1.8 Mistle Thrush 1.9 Nightingale 1.10 Skylark 1.11 Spotted Flycatcher 1.12 Swift, Swallow 1.13 Song Thrush 1.14 Starling 1.15 Red Kite 1.16 Turtle Dove 1.17 Buzzard 1.18 Yellowhammer All species above are on the UK Red List - most vulnerable bird species of conservation concern apart from red kite, buzzard, swift and swallow which are not currently on the list 3] Reptiles: Common Lizard, Slow worm, Grass Snake 4] Amphibians: Common Toad, Great Crested Newt, Smooth Newt, 5] Invertebrates: 1.1 Grayling butterfly 1.2 White Admiral butterfly 1.3 White-letter Hairstreak butterfly 1.4 Horehound Longhorn Moth 1.5 Longitarsus quadriguttatus Hound’s tongue leaf beetle Nationally Rare (1 site) 1.6 Oedemera femoralis a thick-kneed flower beetle Nationally Scarce (3 sites) 1.7 Gorytes laticinctus a solitary wasp (RDB3) species (the 8th Suffolk record) 6] Plants Achillea ptarmica Sneezewort (1 site) Allium ursinum Ramsons, Wild Garlic (3 sites) Anacamptis pyramidalis Pyramidal orchid (3 sites), Anacamptis morio Green winged orchid The Reserve is a legacy of Francis Simpson, MBE who for 60 years chronicled and grieved over – the price paid for progress by Suffolk's wildlife, especially its wild flowers. He was Suffolk’s Botanical Recorder for more than 50 years and died in 2003. He was the author of the Flora of Suffolk published in 1982. Cardamine pratensis Lady’s Smock, Cuckoo Flower, Milkmaids (4+ sites), Clinopodium vulgare Wild Basil (2 sites),		

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			Cynoglossum officinale Houndstongue (1 site) Dactylorhiza fuchsii Common Spotted Orchid (3 sites), Dactylorhiza praetermissa Southern Marsh Orchid (1 sites), Daphne laureola Spurge Laurel (3 sites), Fritillaria meleagridis Snakeshead Fritillary (1 site*), Galaeobdolon luteum Yellow Archangel (1 site), Knautia arvensis Field Scabious (3 sites), Lathyrus nissolia Grass Vetchling (1 site), Lepidium heterophyllum Smith's pepperwort (1 site) Lithospermum officinale Common Gromwell (1 site), Odontites verna Red Bartsia (5 sites), Ophioglossum vulgare Adders Tongue Fern (1 site), Ophrys apifera Bee Orchid (2 sites), Orchis mascula Early Purple Orchid (2 Sites) Orobanche minor Common Broomrape (1 site) Palanthera Chlorantha Greater Butterfly Orchid (1 site) Ranunculus auricomus Goldilocks Buttercup (2 sites), Rhinanthus minor Yellow Rattle (3 sites +1*), Scrophularia aquatica Water Figwort (1 site), Trifolium fragiferum Strawberry Clover (1 site), 7] Fungus Sandy Stiltball. (Battarrea phalloides) In addition to public 'space', the Biodiversity Group also survey particular areas of private land in the Parish (by invitation or with the owner's permission) and have surveyed 2 areas near the proposed SLR; Fir Tree Farm & Kelsale Lodge. Fir Tree Farm was surveyed in 2019, and extracts of the report are below: a] Description of area: Scrub is a poorly represented habitat within the Parish, and this area is one of the most extensive present. The area has potential to support a wide range of biodiversity and act as a reservoir of wildlife for the wider countryside. If managed sensitively it could develop an even richer flora and fauna over time. Ponds elsewhere on site and on adjacent land are an important addition to the habitat mosaic present. The scrub field is important for protected species such as great-crested newt (terrestrial phase) and also for foraging bats, birds, reptiles and invertebrates. b] Notable species Great-crested newt (Triturus cristatus) is known to be present in ponds in the vicinity (see earlier ecological survey) and the scrub		

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			area will be very important for the terrestrial phase of the lifecycle of this protected species. In addition, the habitat appears to be eminently suitable for protected reptiles such as Common Lizard (Zootoca vivipara) and Slow-worm (Anguis fragilis) as well as Grass snake (Natrix natrix). Weather conditions were not suitable for these species to be observable, but their presence could easily be confirmed by survey, utilising tin or felt refugia. The habitat mosaic would certainly be expected to support many species of insects such as butterflies, bees, beetles, grasshoppers etc. as well as other invertebrates. Evidence of the immature stages of a picture-winged fly Myopites inulaedyssenteriae were abundant on fleabane (Pulicaria dyssenterica). This nationally rare species is accorded Red Data Book 3 (RDB3) status. However, this may be revised in the light of further studies. Further survey under more favourable conditions would doubtless add substantially to both floral and faunal species lists.		
		Terrestrial ecology, traffic and transport, inter-project cumulative effects	**– Connectivity between species will be further fragmented and damaged by the construction of Sea Link and the cumulative impact of other energy projects.** As mentioned earlier, individual habitats cannot thrive in isolation, and, for example, fields by the Fir Tree Farm are linked to the wider countryside and other semi-natural habitats by hedgerows of varying quality, with the A12 forming a considerable barrier to the west. Another busy, traffic congested road would further fragment this connectivity, as well as having an adverse effect on more mobile species such as Badger (a protected species), Brown Hare (a BAP species) as well as hedgehog and deer species, leading to an increase in road kill deaths and accidents, already all too familiar on the A12.	Y	The northern access route no longer forms part of the proposals. Therefore, no construction vehicles will travel along the B1121 Main Road in the vicinity of Kelsale. **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant traffic or transport impacts on the surrounding highway network (including B1121 Main Road and the A12), with the mitigation identified within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**. Impacts of the Suffolk Onshore Scheme on habitat connectivity for wildlife (both during construction and operation) is considered in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity** and measures required to ensure continued connectivity (e.g. passage of badger) across the haul road and permanent access have been considered.
		Ornithology	**– NGET has stated in its list of ongoing surveys that it is surveying migrating birds in November and December of 2023. This survey will be inaccurate as local birds would have migrated by this time.**	N	It is unclear what documentation is being referenced but standard bird surveys have been undertaken for the Proposed Project, including 2 seasons of non-breeding bird surveys (covering October to March in 2022-23 and 2023-24 and breeding bird surveys in both 2023 and 2024).
		Landscape and visual, air quality, health and wellbeing	**Pollution - Light, Noise and Air** **– Light pollution from incresed traffic and the converter station(s) will adversely affect KcC residents' health and well-being.** There is little street lighjting in the Parish and as can be seen form the screenshot below the dark skies the Parish enjoys are amongst the darkest measured at -0.25, 0.25-0.5 and 0.5-1.	N	A complete assessment of health and wellbeing effects has been undertaken. This is set out in **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing** and concludes that there are no anticipated significant effects as a result of the Proposed Project. The assessment of health and wellbeing effects also draws on other technical chapters, such as **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual** which includes reference to the effect of lighting on landscape character and visual amenity.

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			Dark skies have a significant well-being aspect, humans evolved to the rhythms of the natural light-dark cycle of day and night. Research suggests that artificial light at night can negatively affect human health.		
		Landscape and visual, noise and vibration, terrestrial ecology	**– Light and noise pollution will also harm wildlife.** Light pollution is known to adversely affect foraging in some bat species as well as interfering with bird reproductive cycles and migration patterns. Nocturnal invertebrates can also suffer negative impacts from intense illumination sources. Whilst wildlife can in some cases adapt to some background noise, more sensitive species are likely to be repelled or otherwise negatively affected and suffer disturbance from such pollution. The A12 is already a source of noise and light pollution and additional traffic will further compound such pollution.	N	Noise and lighting impacts on wildlife are considered as part of the Environmental Statement. Further details are contained in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**.
		Traffic and transport, air quality, noise and vibration	**– Increased traffic noise and air pollution from both the A12 and B1121 will negatively affect the health and well-being of residents.** With 458 additional vehicles, 65 of which are estimated to be HGVs from the construction of Sea Link along with the traffic from construction of Sizewell C and the SLR, there will be a significant increase in noise and air pollution. Air pollution is now recognised as having a significant detrimental impact on the UK population; shortening lives, impairing health, causing lung disease and other chronic conditions. This will affect the health and well-being of residents who live close to the road, use the sports facility or the recreation ground in Kelsale and children who attend Kelsale Primary School. A number of residents with asthma and other breathing impairments chose Coastal Suffolk as the place to live due to the air quality and the low levels of traffic pollution.	N	A complete assessment of health and wellbeing effects has been undertaken. This is set out in **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing** and concludes that there are no anticipated significant effects as a result of the Proposed Project.
		Water environment, traffic and transport, inter-project cumulative effects	**Flood Risk** **– As seen by recent events, with the increased traffic it will be difficult to find alternative routes to avoid flooding**. Bridge Street in Kelsale has seen significant flooding from the Fromus recently resulting in the closure of the road. Residents on the east side of the road were cut off from Main Road and had to find alternative routes which will be made more difficult with the increase in traffic both from the construction of Sea Link and Sizewell C and SLR. NGET has failed to assess this.	Y	**Application Document 6.8 Flood Risk Assessment** has been prepared to inform the DCO application has considered flood risk to the routes of access and egress to and from construction working areas, and the contractor, when working in flood risk sensitive locations would operate under the protocols set out in a Flood Warning and Evacuation Plan. The northern access route no longer forms part of the proposals. Therefore, no construction vehicles will travel along the section of the B1121 Main Road to the north of Saxmundham and the proposals are not expected to increase journey times on this part of the network. **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network (including the B1121 Main Road), with the mitigation identified within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**.
		Water environment,	**– Uncertainty of flood risk due to climate change has not been assessed.** The recent flooding was unexpected and our	N	The Proposed Project design has been informed by **Application Document 6.8 Flood Risk Assessment** which factors in the predicted effects of climate

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		climate change	communities were not prepared for the significant effects of flooding. This must be modelled and assessed properly by NGET especially given its significant alteration to the landscape both in the construction of the converter(s) and the new 'haul roads'.		change in line with current best practice guidance. The surface water drainage design and design of watercourse crossings factor in uplifts in rainfall intensity and river flows, to ensure the Proposed Project is resilient to climate change and land drainage and flood risk mitigation measures also include for climate change allowances.
		Cultural heritage	**Risk to Heritage Assets from Increased Pollution Due to the Rise in Traffic** Kelsale Conservation Area contains a cluster of nationally designated buildings which were designed or altered by nationally significant late Victorian architects such as Norman Shaw and Edward Prior. The village also retains a number of high-status timber framed buildings including the sixteenth century Guildhall. The grade one listed medieval parish church is a prominent local landmark and dominates the northern part of the Conservation Area. The Conservation Area retains numerous unlisted buildings which make a strong positive contribution to its character and significance; many of these also possess considerable intrinsic interest. The Conservation Area is of considerable character and historic interest, including nineteenth century cottages, farm buildings, a former smithy, and a charming classical Methodist Chapel. In addition to their own intrinsic value, they contribute considerably to the setting of nearby listed buildings. In common with several villages in the Suffolk Coastal district, pavements are largely lacking from Kelsale, as are concrete kerbs and street lighting, which helps retain a rural and largely unaltered streetscape. To the north-east of the village, along Tiggins Lane, is a dense belt of trees which visually separates the grounds of Kelsale Court and Kelsale Manor. These tree belts give Tiggins Lane an enclosed woodland character and form a critical part of the setting of the listed buildings in the immediate (Conservation) area. Map of Conservation Area attached.	Y	The potential for impacts on the setting of heritage assets was discussed with key stakeholders including East Suffolk Council and Historic England, and as part of this procedure, a list of assets to fully assessed was agreed. Furthermore, the Proposed Project will no longer use the north access option which was the closest element of works to Kelsale. The final assessment within **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage** has been informed by the Proposed Project design and construction methodology outlined within **Application Document 6.2.1.1 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The assessment is also informed by the Zone of Theoretical Visibility (ZTV) produced to accompany the Landscape and Visual Impact Assessment which has been informed through consultation with Historic England and East Suffolk Council. Effects arising from the Suffolk Onshore Scheme on landscape character is set out within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**.
		Cultural heritage	To put this in context there are 37 listed buildings in the Parish. In addition, Carlton Park has an area of historic parkland which is a non-designated heritage asset and there is a signpost at the junction of East Green and Theberton Road which has the same designation.	Y	The potential for impacts on the setting of heritage assets was discussed with key stakeholders including East Suffolk Council and Historic England, and as part of this procedure, a list of assets to fully assessed was agreed. Furthermore, the Proposed Project will no longer use the north access option which was the closest element of works to Kelsale. The final assessment within **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage** has been informed by the Proposed Project design and construction methodology outlined within **Application Document 6.2.1.1 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The assessment is also informed by the Zone of Theoretical Visibility (ZTV) produced by the Landscape and Visual Impact Assessment which has

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					been informed through consultation with Historic England and East Suffolk Council.
		Traffic and transport, air quality, noise and vibration	The increase in pollution – light, air and noise – as well as vibration resulting from the significant rise in traffic will have a detrimental impact on these important heritage assets.	Y	The potential for impacts on the setting of heritage assets was discussed with key stakeholders including East Suffolk Council and Historic England, and as part of this procedure, a list of assets to fully assessed was agreed. Furthermore, the Proposed Project will no longer use the north access option which was the closest element of works to Kelsale. The final assessment within **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage** has been informed by the Proposed Project design and construction methodology outlined within **Application Document 6.2.1.1 Part 1 Introduction Chapter 4 Description of the Proposed Project**, and is also informed by the Zone of Theoretical Visibility (ZTV) produced by the Landscape and Visual Impact Assessment which has been informed through consultation with Historic England and East Suffolk Council.
		Alternative solutions, inter-project cumulative effects, coordination with other projects	**Conclusion** NGET has not done its work and properly assessed alternative options and adverse impacts of the Sea Link project on our rural community of Kelsale-cum-Carlton. Further, it has only given the cumulative impact of Sizewell C and other energy projects on this small area a cursory analysis. Alternatives to Sea Link's proposal exist, but have not been given serious consideration by National Grid Electricity Transmission (NGET). An integrated offshore grid with converter stations on brownfield sites or where there is existing infrastructure has not been assessed properly by NGET even though it was raised in the non-statutory consultation by Kelsale-cum-Carlton PC. There would be no need for Sea Link if pilot tests like East Anglia One North and East Anglia Two pooled their energy to Lion Link and took the power to Bradwell. We vigorously support a pause and review which aims for a co-coordinated review of all proposed transmission infrastructure that makes landfall on the East Anglian coast, an objective assessment of landing points at both ends of Sea Link, specifically brownfield and where there is existing infrastructure, and a fully costed scenario for an integrated offshore grid. KcC Parish Council supports renewable energy and understands the need for a reinforced grid, but urges NGET to think carefully about the consequences of proceeding too quickly to the wrong solution. We have been burdened with consultations for a decade which means a decade of not being able to work to improve our community and enjoy what it offers. We deserve better!	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. Full details on how the design has evolved and the consideration of alternatives are contained in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**. Effect interactions between the Proposed Project and other proposed developments in Suffolk within the cumulative zone of influence have been identified and assessed within the ES and are reported within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. Further details of these effect interactions and any additional mitigation proposed is contained in this Chapter. National Grid is coordinating with other developers of large scale infrastructure projects in Suffolk, noting that those other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are contained in **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.

Table 1.10 Kent County Council

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24 October 2023	18 December 2023	Consultation, Traffic and transport	Thank you for consulting Kent County Council (the County Council) on the Statutory Consultation for the National Grid Sea Link Project. The County Council has reviewed the consultation documents and would like to raise the following comments for consideration. **Highways and Transportation** Preliminary Environment Impact Assessment (PEIR) Part 3 - Chapter 8 Traffic and Transport Assessment The County Council, as Local Highway Authority, provides the following comments in respect of the Preliminary Environment Impact Assessment (PEIR) Part 3 - Chapter 8 Traffic and Transport Assessment. The County Council also acknowledges that further assessments will be considered as part of the Environmental Statement (ES) and would welcome continued engagement with National Grid on these matters.	N	National Grid welcomes all consultation feedback which has been acknowledged and responded to in the relevant areas. Kent County Council has been engaged as part of a series of transport thematic meetings and engagement will continue throughout the DCO process.
		Traffic and transport, Construction – general, Onshore mitigation	It is noted and accepted by the County Council, as Local Highway Authority, that the operation and maintenance phase of the works will have an inconsequential impact on the highway network. Therefore, these phases do not require any further assessment or comment. It is the construction phase that is the area of focus as this is the only time when vehicle trips generated by the construction of the various elements of the project will potentially cause impacts for assessment and the need for potential mitigation. If the site is decommissioned, this will have a lesser impact than the construction stage so again is not under consideration at this time.	N	**Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** follows the approach taken in the PEIR by including an assessment of the construction and decommissioning phases. An assessment of the operational and maintenance phase has been scoped out on the basis that vehicle movements associated with the operation of the site and maintenance requirements are anticipated to be infrequent and low.
		Traffic and transport, Construction - general	The County Council requests that at this pre-application stage, further details are provided in respect of construction vehicles using secondary routes such as Marsh Farm Road, Hill Court Road, Cooper Street Drove, Richborough Road and Whitehouse Drove. Whilst it is anticipated that only Light Goods Vehicles (LGVs) will be used, this could still be vehicles of up to 3,500kg using single track country lanes only wide enough for one vehicle, with very few passing places over considerable lengths. Condition surveys will be required on these routes as outlined in the Transport Assessment (TA) and some temporary passing places may be required dependent on the anticipated number of trips and vehicle types.	N	National Grid is aware of the limited capacity of the secondary accesses, notably Jutes Lane, Tothill Street, High Street, Marsh Farm Road, A257, The Causeway (Ash Road) and Richborough Road. The proposed use of secondary accesses is set out in detail within **Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan – Kent**. By nature of the works that will be undertaken using these routes, the flow of construction vehicles on these accesses will be limited, for example, Marsh Farm Road will be used only for the construction of a temporary pylon, scaffolding erection and works to the existing pylon within the Order Limits, and Jutes Lane will only be used to undertake utility connection works which originate from Jutes Lane. The number of HGVs will be <10 per day at the peak of the works. LGVs are largely vans and 4x4 vehicles for staff movements and again have been limited to a maximum of 25 per day at the peak. Condition surveys of all secondary accesses will be undertaken, committed as a measure within **Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan – Kent**.

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		Traffic and transport	When considering future year forecasts, it is noted that TEMPro v 7.2 is used. The County Council recognises that this is not the latest version. However, TEMPro v 8 is heavily caveated due to COVID19, and the County Council is therefore satisfied that TEMPro v 7.2 gives a more robust output. The County Council will therefore not be requesting the use of TEMPro v 8 in this instance.	N	**Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** follows the approach taken in the PEIR by adopting TEMPro v 7.2 to derive future traffic growth.
		Traffic and transport, Design	The County Council, as Local Highway Authority, does raise concerns over the new permanent bell-mouth access onto the A256 in the location shown due to its close proximity to Ebbsfleet Lane North. The County Council is aware that motorcyclists already cross the grassed verge from the A256 to gain access onto the (now stopped up) Ebbsfleet Lane North. The County Council requests provision of necessary evidence and drawings to demonstrate that no access can be gained for motor vehicles onto this former connection due to the impact on the unmanned level crossing to the north. In addition, it is noted that the submitted drawings only show a standard bellmouth without acceleration and deceleration lanes. The construction of this access must be Design Manual for Roads and Bridges (DMRB) compliant and will be subject to the County Council's technical approval and safety audit process.	N	The FEED team has conducted additional consultation with Kent County Council and has prepared a Memorandum of Understanding (MoU) as part of this process. The MoU covers additional items relating to the A256 access and road safety audits for example. In terms of the A256 access, the Stage 1 RSA has been shared with Kent County Council. The proposed design/ layout of the A256 access will be revised to consider any recommendations where necessary. **Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan - Kent** has been updated accordingly.
		Traffic and transport	3.8.7 Baseline Traffic Data The County Council notes in paragraph 3.8.7.10 that the Sandwich Road data is from 2010 and has been factored up as later data was not available. It should be recognised that this is not representative - this data would have been collected prior to the opening of the East Kent Access (Richborough Way A256/Hengist Way A299) when Sandwich Road was the primary route into Thanet from the south. Therefore, the Average Annual Daily Traffic (AADT) data would be far higher after the opening of the new route. Sandwich Road was downgraded in 2012 and now includes traffic calming features and single way working resulting in it being a relatively lightly trafficked route now, generally only serving those properties in the immediate area and not acting as a rat run. Subsequently, the reporting figures within paragraph 3.8.7.4 for Ebbsfleet Lane would also be much higher based on the same reasons as Sandwich Road since prior to the opening of the East Kent Access, Ebbsfleet Lane was a through road and a well-used local route. It is now a dead end serving Stonelees Golf Course and a limited number of dwellings. Sandwich Road considerations would also be based on the higher numbers and as such these figures are considerably overestimated. It is recommended that National Grid has consideration of this. Table 3.8.22 - Sensitivity of road links and junctions for driver delay In respect of this table, the road links K-RL7 and K-RJ6 may fall into a lower sensitivity banding due to the overestimation of flows on Sandwich Road. Table 3.8.24 - Collision rates (road links)	N	National Grid acknowledges this feedback. The study area and traffic survey specification for the PEIR was agreed with Kent County Council in June 2023. Whilst the PEIR was based on the agreed study area, it was not possible to accommodate the traffic surveys prior to the PEIR submission and the baseline data was therefore based on available Department for Transport traffic counts. Traffic surveys have since been carried out (in January 2024) based on the agreed survey specification. The baseline data within the **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** has been based on these traffic surveys, and collision rates and receptor sensitivity levels have been updated accordingly.

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			Similarly, to the above, the AADT flows will be inaccurate in the formula so the collision rates for Sandwich Road will be much lower than those shown.		
		Traffic and transport, Construction - general	Volume 3 - Figure 1.4.20 Kent Onshore Scheme Traffic Routes during Construction and Operation The County Council notes in Figure 1.4.20 that office based/supervisor and management staff are being assessed as single car occupancy rather than the 1.5 per vehicle for other staff. However, there is no indication of what number of staff fall into the aforementioned categories. For completeness, clarity should be provided on this point as this will determine daily trips for staff.	N	The PEIR assumed that office based/supervisor and management staff would travel in single occupancy vehicles for robustness. These staff movements were included as part of the LGV movements. Further details have been provided within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** for completeness as requested.
		Traffic and transport, Construction – general, Onshore mitigation	Paragraph 3.8.8.3 – Control and Management Measures The County Council requests that wheel washing facilities should be provided at all access points to prevent mud/debris from coming out onto the public highway, particularly when egressing onto high-speed roads.	N	National Grid acknowledges this feedback. The requirement to provide wheel washing has been included as commitment GG18 in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured by Requirement 6 in Schedule 3 of the draft DCO (**Application Document 3.1**).
		Traffic and transport	Paragraph 3.8.9.2 – Proposed access arrangements In the absence of knowing where construction staff will actually be travelling from, the distribution across the network is accepted and considered robust to assume all will be travelling by motor vehicle.	N	National Grid acknowledges this feedback. This approach has similarly been adopted within the Environmental Statement. Further details are contained in **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**.
		Traffic and transport, Construction – general, Consultation	County Council Conclusion Overall, the transport evidence submitted appears to be robust, however, there remains a number of queries which the County Council requests consideration of by National Grid at this pre-application stage. This includes clarity sought with respect to the use of smaller rural lanes by construction vehicles and to the detail of the in/out access onto the A256 preventing access and egress onto Ebbsfleet Lane North for all motor vehicles from the A256. The County Council, as Local Highway Authority, would welcome continued engagement on this project as it progresses.	N	National Grid acknowledges this feedback. These queries have been reviewed above. Kent County Council was engaged in a series of transport thematic meetings prior to submission.
		Traffic and transport, Consultation	**Highways and Transportation – Structures** The County Council notes that there are two County Council owned/maintained highway structures which will be affected by the works. There are also several County Council owned and/or maintained highway structures which are likely to be affected by the works dependent upon the final route. There are also other structures which the County Council hold a record for that are likely to be affected. These are as detailed below: County Council Structures that will be affected by the proposed development:	N	The FEED team has conducted additional consultation with Kent County Council and has prepared a MoU as part of this process. The MoU covers additional items relating to the protection of structures/ assets for example. National Grid will maintain ongoing dialogue with the County Council throughout preparation of the DCO application, including thematic meetings with the Highways team.

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			Cottington Outfall (8589) – Owned by the County Council (highways drain run) Weatherlees Drain & Outfall (8590) – Owned by the County Council (highways drain run) County Council Structures that are likely to be affected by the proposed development: Cottington Interceptor PI-D1, PI-D2, PI-D3 (8587, 8603, 8604) – Owned by the County Council Cottington Road Bridge (9427) – Owned by the County Council Cottington Road Drain crossing (8588) – Owned by the County Council Cottington Environmental Barrier (8601) – Owned by the County Council (non-structure management) Weatherlees Interceptor PI-C1, C2, C3 (8591, 8602, 8605) – Owned by the County Council Ebbsfleet/Richborough Roundabouts Outfall (8592) - Owned by the County Council A256 Richborough Power Station PI (8385) – Owned by the County Council Salt Water Sluice (680B) - Owned by the Environment Agency, inspected by the County Council Structures that are not completely under the County Council remit: Cottington (1392) – Owned and inspected by National Rail Ebbsfleet Farm (681) – Owned and inspected by Environment Agency Marsh Farm Road (241) – Owned by Environment Agency, inspected by the County Council TE 26 (7362), EE 42 (7363) - Owned by National Rail, inspected by the County Council Public Rights of Way and Access Service The County Council has a technical approval process in place for any works by statutory undertakers that affect County Council structures and therefore would welcome engagement with National Grid to ensure proposals do not have any adverse effect on the structures1.		
	Walking, cycling and horse-riders, Intra-Project cumulative effects	**Public Rights of Way (PRoW)** The County Council is keen to ensure that its interests are represented with respect to the statutory duty to protect and improve Public Rights of Way (PRoW) in the County. The County Council is committed to working in partnership with all parties to achieve the aims contained within the County Council Rights of Way Improvement Plan (ROWIP) and Framing Kent's Future, a strategic policy for Kent. Specifically, these relate to	N	National Grid acknowledges this feedback. **Application Document 7.5.9.2 Outline Public Rights of Way Management Plan - Kent** has been prepared in consultation with Kent County Council to mitigate PRoW impacts.

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			quality of life, supporting the rural economy, tackling disadvantage and safety issues, and providing sustainable transport choices. PRoW is the generic term for Public Footpaths, Public Bridleways, Restricted Byways, and Byways Open to All Traffic. The value of the PRoW network is in providing the means for residents and visitors to access and appreciate landscapes for personal health and wellbeing, enhancing community connectivity and cohesion, reducing local traffic congestion for economic benefit and improvement in air quality, and much more. The existence of the Rights of Way is a material consideration.		The PRoW impacts have been assessed within **Application Document 6.2.3.11 Part 3 Kent Chapter 11 Health and Wellbeing**.
		Walking, cycling and horse-riders, Socio-economic. recreation and tourism, Onshore mitigation	Public Footpaths TE39, TE40, TE37, TE32, TE26, EE42 and TR32, Restricted Byways TE35 and TE36 would be affected by the proposed development. A Public Footpath carries pedestrian rights only, a Restricted Byway has pedestrian, equestrian and all non-mechanical vehicle rights. The King Charles III Coast Path National Trail will also be affected by the proposed development. The substantial size and timescale of this project will have an adverse impact on the PRoW network, both visually and through loss of amenity, which leads to an impact on public use over a significant period of time. Appropriate measures will need to be taken by National Grid to help mitigate this impact. Sustainable active travel - as well as recreational activity across both the proposed site and the wider area connectivity - must be future-proofed and appropriately delivered.	N	As part of thematic meetings, the assessment approach to PRoW has been discussed with stakeholders. National Grid is confident that its desk based approach is sufficiently robust and incorporates best practice methodology used on comparable DCO schemes. **Application Document 6.3.2.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism** concludes that there are no anticipated significant effects on PRoW/recreational routes as a result of the Proposed Project. **Application Document 7.5.9.2 Outline Public Rights of Way Management Plan - Kent** sets out measures to manage PRoW through the construction and operational phases of the Proposed Project. An assessment of PRoW diversions and closures is contained in **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**.
		Walking, cycling and horse-riders, Onshore mitigation	In respect of PRoW, the County Council has significant concerns regarding the proposed project for the following reasons: Insufficient weight given throughout documents as to the impact on the PRoW network and National Trail and the lack of understanding as to the benefits they bring to the area. Inappropriate mitigation is proposed. The County Council has at all points of previous engagement advised that a form of legacy fund would be appropriate, as per the Richborough scheme.	N	As part of thematic meetings, the assessment approach to PRoW has been discussed and agreed with stakeholders. National Grid is confident that its desk based approach is sufficiently robust and incorporates best practice methodology used on comparable DCO schemes. **Application Document 6.2.310 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism** concludes that there are no anticipated significant effects on PRoW/recreational routes as a result of the Proposed Project. **Application Document 7.5.9.2 Outline Public Rights of Way Management Plan - Kent** has been prepared in consultation with Kent County Council to mitigate PRoW impacts. National Grid supports the delivery of community benefits associated with transmission infrastructure, and already has a number of established programmes which deliver this.
		Walking, cycling and horse-riders, DCO process, Consultation	All specific points of PRoW management covering pre-construction, construction, operation, and any decommissioning must be agreed with and approved by the County Council prior to the Development Consent Order (DCO) application being submitted, not as part of the submission. A full and detailed PRoW Management Scheme is to be progressed and then approved by the County Council at this pre-application stage. This	N	As part of thematic meetings, the assessment approach to PRoW has been discussed with stakeholders. National Grid is confident that its desk based approach is sufficiently robust and incorporates best practice methodology used on comparable DCO schemes. **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism** provides an assessment of the impact of the Proposed Project on PRoW.

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			Scheme must also be referenced within any future Statement of Common Ground between KCC and the applicant. The County Council strongly advises that the views of other local stakeholders are represented and considered holistically in the process in developing the Management Scheme. Negotiations and responses between all parties should therefore be seen as ongoing and evolving.		**Application Document 7.5.9.2 Outline Public Rights of Way Management Plan - Kent** has been prepared in consultation with Kent County Council to provide details on PRoW diversions, closures and management during the construction, operation and decommissioning phases.
		Walking, cycling and horse-riders, Consultation, Intra-Project cumulative effects	There is little detail presented within the consultation material regarding both the PRoW alignment (if diversions are necessary due to the pylon locations Chapter 4 1.4.9) and the PRoW specification within the proposed development area. The impact on landscape, the visual amenity and the experience of the user requires greater consideration – a negative impact will have adverse impact on the use of the PRoW network. There is also the cumulative effect of this development together with developed area of Minster, all leading to wide and long-term disruption to the PRoW network and community use.	N	Thematic meetings with the local planning authorities have taken place between the PEIR and ES stages of the DCO application process. The thematic meetings have primarily focused on discussing points raised by local planning authorities in the Statutory consultation. The meetings have run by the technical disciplines and provided an opportunity to bring questions, concerns and local context to attention to help inform the ES. Other proposed developments that have the potential to overlap temporally with the Proposed Project have been identified and any potential inter-project cumulative effects resulting from the interaction between these other developments and the Proposed Project have been assessed within **Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects**. The potential effects arising from the Proposed Project on users of PRoW and visual amenity in general in the study area is detailed within **Application Document 6.3.2.1.D ES Appendix 2.1.D Visual Amenity Baseline and Assessment**. The potential effects arising from the Proposed Project on landscape character is detailed within **Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment**. A range of likely significant and non-significant effects are reported during construction, operation or maintenance phases. Any impacts to PRoW have been discussed throughout the ES, across **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism** and **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**.
		Landscape and visual, Walking, cycling and horse-riders, Onshore mitigation	The County Council is in discussion with Thanet District Council regarding the Landscape and Visual Assessment, considering opportunities to address the impact on the area. There are also further stakeholders to be engaged within the local area. The public benefits of such work would help to compensate for the level of disruption caused by the construction and long-term operation of the proposed development and the negative effects on the PRoW network. To support this, Appendix A provides evidence of public use together with the socio-economic value of the path network of the area.	N	As part of thematic meetings, the assessment approach to PRoW has been discussed with stakeholders. National Grid is confident that its desk based approach is sufficiently robust and incorporates best practice methodology used on comparable DCO schemes. An assessment of impacts on PRoW is set out in **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism**. **Application Document 7.5.9.2 Outline Public Rights of Way Management Plan - Kent** sets out measures to manage PRoW through the construction and operational phases of the Proposed Project. An assessment of PRoW diversions and closures is contained within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**.

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		Walking, cycling and horse-riders, DCO process, Onshore mitigation	PEIR Volume 1 Part 3 Kent Onshore Scheme - Chapter 2 Landscape and Visual In respect of the Control and Management Measure referred to as TT03, as considered in paragraph 3.2.8.3, all PRoW matters must be approved by and agreed with the County Council prior to the submission of the DCO application. The County Council requests further mitigation, including a legacy fund for the PRoW network.	N	**Application Document 7.5.9.2 Outline Public Rights of Way Management Plan - Kent** has been prepared in consultation with Kent County Council to provide details on PRoW diversions, closures and management during the construction, operation and decommissioning phases. The potential to provide a contribution towards a community/ legacy fund for PRoW improvements will be investigated. National Grid supports the delivery of community benefits associated with transmission infrastructure, and already has a number of established programmes which deliver this. For example, it operates a community grant programme which is available to nearby charities and not for profit organisations when projects are in construction. However, community benefit is separate to compensation and mitigation. The former Government consulted on community benefit options associated with transmission infrastructure, and proposed the introduction of guidance in this regard. National Grid support this and believe it should be flexible, allowing community benefits to respond to local and regional need. Whilst it awaits clarity on the Government's position, it is working to understand local and regional aspirations and priorities in relation to community benefits. It welcomes the suggestions for delivering community benefits and as the Proposed Project progresses, it will work with stakeholders and local communities to further inform this.
		Walking, cycling and horse-riders, DCO process	Section 3.2.9 - Preliminary Assessment of Effects In this section, reference is made to the PRoW Management Scheme being submitted as part of the ES within the DCO application, which as considered above, is not considered acceptable to the County Council, as Local Highway Authority. A full management scheme must be agreed prior to submission of the DCO application.	N	**Application Document 7.5.9.2 Outline Public Rights of Way Management Plan - Kent** has been prepared in consultation with Kent County Council to provide details on PRoW diversions, closures and management during the construction, operation and decommissioning phases. Following grant of the DCO, a full, or Detailed PRoW Management Plan will be prepared in order to discharge the relevant condition.
		Walking, cycling and horse-riders, Legislation and policy inc. permits, Landscape and visual	Table 3.2.6 - Local Planning Policies relevant to landscape and visual Reference to the Dover Green and Blue Infrastructure Strategy should also acknowledge that the PRoW network is part of the Local Plan and that the County Council continues to engage with the District Council accordingly.	N	The reference to the Dover Green and Blue Infrastructure Strategy has been updated in line with the Kent County Council comment. This is set out within **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**.
		Walking, cycling and horse-riders, Landscape and visual	Table 3.2.17 - the Representative viewpoint locations The photomontages should be amended to specifically reference the PRoW for clarity, rather than “Public Footpath east of Minster”.	N	The visualisations have been labelled to reference specific PRoW. This is shown at **Application Document 6.4.3.1 Landscape and Visual**.
		Walking, cycling and	Overall, the County Council considers that the proposed development would result in a significant impact on the network in the area across all	N	Thematic meetings with the local planning authorities have taken place between the PEIR and ES stages of the DCO application process. The

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		horse-riders, Intra-Project cumulative effects, Consultation	criteria. In respect of PRoW, the County Council was not involved in early-stage discussions on this subject and is now engaging with Thanet District Council. The County Council recommends that further holistic engagement is carried out by National Grid to ensure all relevant stakeholders are engaged in discussion as may be relevant.		thematic meetings have primarily focused on discussing points raised by local planning authorities in the Statutory consultation. The meetings have been run by the technical disciplines and provided an opportunity to bring questions, concerns and local context to attention to help inform the ES. Other proposed developments that have the potential to overlap temporally with the Proposed Project have been identified and any potential inter-project cumulative effects resulting from the interaction between these other developments and the Proposed Project have been assessed within **Application Document 6.2.3.13 Part 3 Chapter 13 Inter-Project Cumulative Effects**.
		Walking, cycling and horse-riders, Combined effect of the proposed Project, Health and wellbeing	PEIR Volume 1 Part 3 Kent Onshore Scheme - Chapter 12 Health and Wellbeing Transport Modes Table 3.12.25, Preliminary assessment of Transport modes, access, connections, and physical activity (active travel) The overall impact of the development appears to be predicted as low or medium/not significant across all criteria. In respect of PRoW, the County Council disagrees with this conclusion and recommends greater weight is given to the impact of the proposed development. This is due to the long-term scale of the impact on user experience from all receptors that should be regarded as high (including impact on the Saxon Shore Way and the King Charles III Coast Path), due to the impact on recreational walks within open countryside.	N	**Application Document 6.2.3.11 Part 3 Kent Chapter 11 Health and Wellbeing** provides an assessment of the health and wellbeing effects on PRoW/recreational routes as a result of the Proposed Project. These conclusions are based on best practice guidance from the Institute of Environmental Management and Assessment, London Healthy Urban Development Unit, the World Health Organisation and Dahlgreen and Whitehead's model of the main determinants of health. Health and Wellbeing conclusions are also based on assessments in other technical chapters.
		Walking, cycling and horse-riders, Design, Socio-economic. recreation and tourism	PEIR Volume 1 Part 3 Kent Onshore Scheme - Chapter 11 Socio-Economics, Recreation and Tourism The County Council refers National Grid to Appendix A for evidence supporting the statements within this chapter. Paragraph 3.11.3.4 – Consultation and Project Engagement This paragraph states - "a number of PROWs recently renamed." - the County Council is concerned with this point and requests clarity of the matter. Paragraph 3.11.4.17 – Direct and Severance Effects, Public Rights of Way In respect of this paragraph regarding 'Direct and Severance Effects on the PRoW network', the list of PRoW within the boundaries and within 500m is correct. However, the County Council considers that 500m is not far enough for PRoW use as the majority of use is across a longer distance.	N	Consultation with Kent County Council revealed that the England Coast Path has recently been renamed the King Charles Path. Thematic meetings with the local planning authorities have taken place between the PEIR and ES stages of the DCO application process. The thematic meetings have primarily focused on discussing points raised by local planning authorities in the Statutory consultation. The meetings have been run by the technical disciplines and provided an opportunity to bring questions, concerns and local context to attention to help inform the ES. Where deemed relevant, impacts on PRoW beyond 500 m have been included in the assessment. Further details are contained in **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism**.
		Walking, cycling and horse-riders, Onshore Mitigation,	Section 3.11.8 - Mitigation The mitigation referred to as TT03 requires all PRoW details to be agreed with the County Council. There is omission of the permanent diversion referred to in other documents which requires clarification.	N	As part of thematic meetings, the assessment approach to PRoW has been discussed with stakeholders. National Grid is confident that its desk based approach is sufficiently robust and incorporates best practice methodology used on comparable DCO schemes. An assessment of impacts on PRoW is set out in **Application Document**

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		Construction - General	Measure GG26, as referred to within paragraph 3.11.8.3, Control and Management Measures – information regarding site works should also take into account provision of this information to PRoW users by local means and also through Explore Kent. Paragraph 3.11.9.7 – Public Rights of Way – Table 3.11.23 Preliminary Assessment of Footpath TE39 The potential diversion referred to (which requires clarification due to conflicting information) of TE39 and reference to a temporary closure is lacking in detail and this should be provided accordingly. A four-year construction period is not considered to be temporary, and the County Council would not accept such an impact. An alternative, safe and attractive to use route would be required to be approved by the County Council as part of the PRoW Management scheme. This cannot be left undetermined prior to any DCO submission. Paragraph 3.11.9.8– Public Rights of Way – Table 3.11.27 Preliminary Assessment of Footpath EE42 Public Footpath EE42 and Saxon Shore Way (a County promoted route) is, as above, proposed for a short-term diversion or closure. Again, insufficient detail is provided, and the impact is again not considered by the County Council to be only short term. Any proposal for a permanent or long-term closure is not a “small adverse” impact as suggested, it is considered significant and negative. Far greater detail is therefore requested by the County Council. Paragraph 3.11.9.9 - Public Rights of Way – Table 3.11.28 Preliminary Assessment of Footpath TE26 Public Footpath TE26 would be impacted by the location of the overhead cables area, as well as during the long construction period. Again, this cannot be considered “not significant” given the timescale of construction and the permanence of the infrastructure. Recreational use does not lessen the impact on the network. Paragraph 3.11.9.10 - Public Rights of Way – Table 3.11.29 Preliminary Assessment of Footpath TE35 Restricted Byway TE35, the comments for TE26 apply. Even if this route is not severed, diverted, or closed, there will still be major impact on use. Section 3.11.10 – Summary The County Council cannot agree with the overall view there will not be a significant impact on the PRoW network for the reasons above and requests that the evidence sought is provided. The County Council also requests that much greater detail on the impact of the proposed development on the PRoW network is considered and the mitigation required is made clear.		**6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism**. **Application Document 7.5.9.2 Outline Public Rights of Way Management Plan - Kent** sets out measures to manage PRoW through the construction and operational phases of the Proposed Project. An assessment of PRoW diversions and closures is contained within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**. Mitigation for impacts to PRoW are set out within **Application Document 7.5.3.1 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured via Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**).
		Traffic and transport, Construction –	PEIR Volume 1 Part 3 Kent Onshore Scheme - Chapter 8 Traffic and Transport	N	**Application Document 7.5.9.2 Outline Public Rights of Way Management Plan - Kent** has been prepared in consultation with Kent County Council, which includes further details of PRoW

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		general, Walking, cycling and horse-riders	The County Council requests that PRoW considerations must be included in the proposed Construction Traffic Management Plan as referenced in Volume 2 Part 1 Appendix 1.4C. Table 3.8.14 - Categorising the overall magnitude of effect of a PRoW diversion and/or closure In respect of this table - the County Council queries the use and origin of the basic categories and definitions used. For example, there cannot be a diversion of a route without a closure. The definition of what is considered long term and short term is also required.		diversions, closures and durations. This is separate to the **Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan – Kent**. It is acknowledged that there cannot be a PRoW diversion without a closure. Further clarity in terms of definitions has been provided within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**.
		Walking, cycling and horse-riders, Traffic and transport, DCO process	Section 3.8.8 – Mitigation The mitigation measure referred to as TT03, this does not go far enough and as stated, the County Council requires a full PRoW Management Scheme approval prior to DCO submission. Paragraphs 3.8.8.6 to 3.8.8.8 – Mitigation Measures The County Council notes that all PRoW issues are still unconfirmed and require further detail regarding diversion, closure and management. The County Council is therefore unable to fully comment on what is being proposed as part of this development. The PRoW Management Scheme must not be considered outline; full details must be provided as required by the County Council for each PRoW route affected across all the construction, operation and decommissioning phases. Again, this must be agreed prior to DCO submission.	N	National Grid acknowledges this feedback. **Application Document 7.5.9.2 Outline Public Rights of Way Management Plan - Kent** has been prepared in consultation with Kent County Council to provide details on PRoW diversions, closures and management during the construction, operation and decommissioning phases. The scope of the document was agreed with Kent County Council PRoW Officers during the transport thematic meetings. **Application Document 7.5.9.2 Outline Public Rights of Way Management Plan – Kent** is secured by Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**).
		Walking, cycling and horse-riders, Traffic and transport, Construction - General	Paragraphs 3.8.9.4 to3.8.9.7 - Construction vehicle routes The County Council still maintains its significant concern regarding the impact on both the PRoW network and the rural roads of the area given the traffic numbers (including HGV) quoted. Paragraph 3.8.9.7 quotes secondary access as Tothill Street, Minster High Street, Marsh Farm Road etc. which are unsuitable for this use. This would give rise to conflict with Non-Motorised User (NMU) groups. Paragraph 3.8.9.8 – Construction programme, working hours and associated parameters. The Construction Programme is quoted as 50 months. The construction phase is across a significant timeframe and will impact on the PRoW network in the area. In respect of decommissioning, further detail around what this is expected to include is requested.	N	As above, **Application Document 7.5.9.2 Outline Public Rights of Way Management Plan - Kent** has been prepared in consultation with Kent County Council to provide details on PRoW diversions, closures and management during the construction, operation and decommissioning phases. **Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan - Kent** has been prepared as part of the ES. Works have been planned to make use of the primary accesses as far as possible, minimising use of the secondary accesses to those activities that are strictly necessary. Using the secondary accesses for limited works helps keep overall construction activities down reducing traffic impacts and the construction programme, it also derisks elements of the work. The secondary accesses chosen are already identified as maintenance accesses for National Grid infrastructure or 3rd party infrastructure that is being worked upon as part of the Proposed Project. **Application Document 7.5.9.2 Outline Public Rights of Way Management Plan – Kent** and **Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan - Kent** are secured by Requirement 6 of Schedule 3 in the draft DCO **(Application Document 3.1**).

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		Walking, cycling and horse-riders, Traffic and transport	Paragraphs 3.8.9.38 to 3.8.9.41- non-motorised user amenity An overall low assessment of impact is given in respect of NMU amenity. The County Council disagrees with this conclusion given the evidence, experience, and overall impact of development in the area.	N	The assessment of Non-Motorised User Amenity within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** has been reviewed based on the feedback received from Kent County Council. The likely impact of the Proposed Project on Non-Motorised User Amenity for all receptors within the study area is considered to be not significant.
		Walking, cycling and horse-riders, Traffic and transport, DCO process	Paragraphs 3.8.9.61 to 3.8.9.64 - PRoW Diversions and Closures The County Council does not consider that the levels of medium/low given are sufficient from its professional experience as the Local Highway Authority for PRoW. There are only references given here to construction and decommissioning, both over 5 years i.e. not taking into consideration the impact over the operational period. Therefore, a medium/low level underestimates the impact over a substantial time period. The County Council requests further detail and clarity regarding diversions as any permanent diversion would include the operational period of the project – with reference to commentary for TE26 and EE42 regarding the Pylon Options. This section is lacking clarity and detail, without which the County Council is unable to comment fully. This gives rise to serious concerns as to the overall intentions and for the management of the PRoW network. In respect of paragraph 3.8.9.64, the reference to “not significant” impacts shows the underestimated impact on, and benefits of, the PRoW network throughout and across all criteria – public health, socio-economic, tourism, access to greenspace. The County Council has considerable concerns with the current information and requires the PRoW Management Scheme to be prepared and agreed prior to the DCO submission and would urge National Grid to engage accordingly on this matter.	N	As above, **Application Document 7.5.9.2 Outline Public Rights of Way Management Plan - Kent** has been prepared in consultation with Kent County Council to provide details on PRoW diversions, closures and management during the construction, operation and decommissioning phases, as well as details on the roles and responsibilities of the contractor and National Grid relating to PRoW. The assessment of PRoW diversions and closures within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** has been reviewed based on the feedback received from Kent County Council. The traffic and transport assessment does not identify any significant impacts on PRoW in terms of diversions and closures, with the proposed embedded mitigation and control and management measures in place.
		Onshore mitigation, Traffic and transport, Community benefits / enhancements	Paragraph 3.8.9.65 to 3.8.9.66 - Operation and Maintenance The PRoW Management Scheme must be agreed and approved by the County Council, as Local Highway Authority, prior to the DCO submission to mitigate the concerns of the impact of the proposed development on the PRoW network. With regards to section 3.8.10, Summary - the County Council refers to commentary within this response. There is no mention of mitigation in terms of a Legacy Fund to enable high quality routes for all and this requires consideration from National Grid. The current proposed mitigation is unsatisfactory, as it offers only very limited mitigation, which is insufficient given the impact of the proposed development of the PRoW network during all the stages of this project. There is no reference to the ROWIP as previously advised, or detail of community engagement or information regarding benefit to the area.	N	As above, **Application Document 7.5.9.2 Outline Public Rights of Way Management Plan - Kent** has been prepared in consultation with Kent County Council to provide details on PRoW diversions, closures and management during the construction, operation and decommissioning phases. The potential to provide a contribution towards a community/ legacy fund for PRoW improvements will be investigated. National Grid supports the delivery of community benefits associated with transmission infrastructure, and already has a number of established programmes which deliver this. For example, it operates a community grant programme which is available to nearby charities and not for profit organisations, when projects are in construction. However, community benefit is separate to compensation and mitigation. The former Government consulted on community benefit options associated with transmission infrastructure, and proposed the introduction of guidance in this regard. National Grid support this and believe it should be flexible, allowing community benefits to respond to local and regional need. Whilst it awaits clarity on the Government's

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					position, it are working to understand local and regional aspirations and priorities in relation to community benefits. It welcomes the suggestions for delivering community benefits and as the Proposed Project progresses, it will work with stakeholders and local communities to further inform this.
		Onshore mitigation, Agriculture and soils, Onshore Environmental Impact	**Minerals and Waste** The County Council, as Minerals and Waste Planning Authority, requests that more detailed location maps are provided as part of future engagement to allow for clear assessment of the impact of the proposed development. The County Council notes that there appears to be no safeguarded waste management or minerals infrastructure that would be potentially affected by the preferred option for the route. With regard to safeguarded land-won minerals, it appears that where the proposed development makes landfall in the Richborough area, there is a safeguarded land-won mineral, Storm Beach sand and gravels, as shown on the Mineral Safeguarding Area Maps for Thanet District and Canterbury City Council Proposals Maps from the Kent Minerals and Waste Local Plan 2013-30 (Early Partial Review 2020) [KMWLP], as shown below: [Image][Image] The issue of how the proposed development will affect these safeguarded land-won minerals is not addressed within the consultation. The proposed development is unlikely to cause significant sterilisation of these deposits. However, the Environmental Statement must include consideration of the KMWLP's policy provision that allows non-mineral development to be assessed against the presumption to safeguard exemption criteria (Policy DM 7: Safeguarding Mineral Resources).	N	National Grid acknowledges this feedback. It has been agreed through thematic meetings undertaken with Kent County Council that the mineral being safeguarded within the area of the Proposed Project is the Storm Beach Gravels and that the Proposed Project does not interact with this strata. A copy of the geological map with the Order Limits overlayed to show that the Proposed Project doesn't interact with this strata is presented within **Application Document 6.4.3.5 Geology and Hydrogeology**. Therefore, safeguarded minerals within Kent have not been assessed further.
		Agriculture and soils, Design, Consultation	**Waste Management** The County Council notes that the material published as part of this Statutory Consultation indicates that the project does not bisect the Pegwell Bay closed landfill site. Should this change as the project progresses, National Grid must engage with the County Council accordingly.	N	National Grid acknowledges this feedback.
		Water environment, Climate change, Onshore mitigation	**Sustainable Urban Drainage Systems (SuDS)** The County Council, as Lead Local Flood Authority, understands from the Preliminary Environmental Information Report, Part 3, Chapter 5 that the siting of infrastructure and temporary works are proposed to be in areas that are not at risk of flooding from rivers and the sea i.e. Flood Zones 2 or 3. The County Council also accepts that a Flood Risk Assessment and Drainage Strategy is to be provided as part of the Environmental Statement which will further consider surface water management and any mitigation required and the County Council. The County Council would highlight that as part of any future Flood Risk Assessment or Drainage Strategy, consideration must be applied to	N	**Application Document 6.8 Flood Risk Assessment** has been prepared to inform the DCO application and has assessed flood risk from a range of sources including surface water, considering flood risk to the Proposed Project and effects on neighbouring lands, properties and infrastructure arising from the Proposed Project during its construction and operation at the local catchment scale. Surface water runoff arising from the Proposed Project during both its construction and operation would be captured, suitably treated where necessary and attenuated prior to discharge into the surrounding water environment at rates no greater than existing (inclusive of suitable climate change allowances over the Proposed Project's lifetime).

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			property, roads, and drainage features outside areas to being identified as being at risk. This is to minimise impact on access/egress and allow the drainage features to function as intended. Whilst the County Council has no preference as to whether a Flood Risk Assessment forms part of an Environmental Statement or is submitted as a standalone document, any identified flood risk or surface water management issues should be appropriately considered within the application documentation (with appropriate mitigation recommended wherever necessary). The County Council will expect the Drainage Strategy to encompass a detailed drainage impact assessment or surface water management strategy and consider the latest climate change guidance for peak rainfall allowances.		In addition, where the Proposed Project interacts with existing land drainage infrastructure, e.g. ditches, there is a Project commitment, secured by the DCO, to re-provide a suitable alternative means of land drainage such that the existing land drainage regime is not compromised. **Application Document 6.8 Flood Risk Assessment** has been prepared as a standalone document, which has informed the ES and recommends appropriate mitigation strategies wherever necessary. A commitment is secured within **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** for the appointed contractor to prepare a detailed drainage impact assessment for the construction phase.
		Cultural heritage, Marine archaeology	**Heritage Conservation** The County Council's Principal Archaeological Officer has had prior input to this project and inputted into the response to the Scoping Report (October 2022). The County Council has been in continuing dialogue with the applicant's archaeological team with respect to the assessment, survey and evaluation work that is needed to understand the impact of the scheme on archaeological remains and the significance of those remains. This continued engagement is welcomed. The County Council leads on providing archaeological advice to both Thanet and Dover District Councils. Impacts on the setting of Built Heritage will be led on by the District Conservation Officers and Historic England. Historic England will generally lead on advice with respect to offshore archaeology below the Mean Low Water mark. The County Council comments are provided with respect to the relevant sections of the PEIR relating to the onshore archaeology within Kent.	N	National Grid acknowledges this feedback. Consultation has continued with both the Kent County Council's Principal Archaeological Officer and Historic England. This has included general project updates and thematic group meetings, as well as focused discussions relating to aspects such as geophysical survey and evaluation trenching. **Application Document 6.3.2.3.F ES Appendix 2.3.F Phase 1 Archaeological Trial Trenching Report (Draft)** contains further information on the trenching.
		Landfall location, Alternative solutions, Cultural heritage	PEIR Volume 1 Part 3 Kent Onshore Scheme – Chapter 1 Evolution of the Kent Onshore Scheme As noted in the County Council's response to the Scoping Report, due to the rich archaeological landscapes of Thanet, a preference was expressed for a land fall in the Sandwich Bay area and connection into the Richborough substation. The landfall in Pegwell Bay may have more intertidal impacts on archaeological assets - though that is preferred to the options between Broadstairs and Margate and on the north Thanet / Kent coast as these would have required extensive connection runs through rich archaeological landscapes. The option for the convertor site closest to Richborough substation was preferred, though the high archaeological and historic landscape value of this area has been highlighted. The County Council noted that the Scoping Report had only flagged the location of Scheduled Monuments and asked that the way in which heritage has influenced the overall selection of options be set out in more detail in the future study.	N	A review of the route and site selection and development has been included in **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage** and heritage was one of a number of elements considered as part of the route and siting work. Routeing and siting work also continued to be developed throughout the assessment stage as new data was collected.

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		Cultural heritage, Landscape and visual	Paragraph 3.1.4.5 – Historic environment This paragraph correctly identifies that the overhead line option would have more setting impacts than underground; and in terms of archaeology, the impacts on the setting of the Scheduled Monument at Richborough and how they are reduced through routing needs to be clearly set out. Viewpoints from Richborough are being agreed with Historic England. The County Council highlights the impact of the proposed development on the setting of the important (non-designated) enclosure at Ebbsfleet; and the potential historic landscape effects, highlighting the significance of the Wantsum Sea Channel in which the pylons and converter station are proposed to lie. As noted within the PEIR, the underground option will have more impact on buried archaeology.	N	A full assessment of the potential for impacts on setting is included in **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**. Viewpoints required were agreed with the Kent County Council's Principal Archaeological Officer and Historic England.
		Cultural heritage, Design, Onshore route location	Paragraph 3.1.4.20 – Proposed HVAC connection The paragraph refers to the setting impacts on designated assets in Minster and at Richborough as being considerations when reaching a preferred option. However, it is not clear as to whether the impact on the setting of the Ebbsfleet enclosure and the historic landscape have also been taken into account. The County Council notes and welcomes that further heritage surveys are to be undertaken which will determine the pylon selection and encourage that these include the impacts on non-designated heritage such as at Ebbsfleet and the Wantsum sea Channel.	N	A full assessment of the potential for impacts on setting is included in **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**. This includes an assessment of both physical impacts and the impacts on the setting of the Ebbsfleet Lane enclosures.
		Landscape and visual, Design	Paragraph 3.1.4.26 – Proposed Minster 400kV Substation and Minster Converter Station. The paragraph explains that the Minster Convertor Station has been located as close as possible to the infrastructure of the Richborough Energy Park to reduce the impact on views from Richborough. The relationship with views from the Ebbsfleet enclosure should also be considered in future studies and detailed design.	N	A full assessment of the potential for impacts on setting is included in **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**. This includes an assessment of both physical impacts and the impacts on the setting of the Ebbsfleet Lane enclosures.
		Cultural heritage, Design	Paragraphs 3.1.4.31 to 3.1.4.38 – Proposed underground HVDC Cables and Kent Landfall The County Council welcomes that the draft Order limits are left wide to the west of the A256 Richborough Way (with reference to paragraph 3.1.4.34). This area is particularly rich in archaeology, including archaeology that is of very high significance and potentially of national importance. The surveys that are presently under way will enable further consideration on the routing and approach to cabling with respect to archaeology and ways in which to reduce the effects of the proposals. It is also appropriate that the limits are set wide to the east of the A256 (3.1.4.35) where archaeological remains should also influence the routing and cabling options. The County Council notes that the trenchless options across the salt marsh and golf courses will help to reduce impacts on archaeology in those areas.	N	Since the submission of the PEIR, additional works have been undertaken throughout the Draft Order Limits including geophysical survey and evaluation trenching. This included the land to the west of the A256. **Application Document 6.3.2.3.F ES Appendix 2.3.F Phase 1 Archaeological Trial Trenching Report (Draft)** contains further information on the trenching. The result of this work has been used to characterise the archaeology, and assess impacts, as well as inform the design in this area. The results of this are covered in **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**, as well as supporting appendices.

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		Cultural heritage, Onshore mitigation	PEIR Volume 1 Part 3 Kent Onshore Scheme – Chapter 4 Cultural Heritage The County Council notes that Chapter 4 of the PEIR provides a preliminary assessment of the archaeological baseline and its significance. The County Council has previously highlighted that the development is proposed within an area that is highly sensitive for archaeology; and that a thorough study is needed to establish a detailed baseline and understand the high significance of the archaeology of the area. Such a study would need to be supported by survey and evaluation targeted at the potential impacts of the scheme. The survey work is presently ongoing, and liaison is continuing between the County Council's Principal Archaeological Officer and the applicant's archaeologists, who are agreeing the scope of the survey and evaluation works that are needed. The results of the ongoing work should be used to update the baseline, inform significance, assessments of impact and potential mitigation approaches in due course.	N	The baseline and impact assessment have been based on information collected through various sources and methods including previously recorded heritage assets, historic mapping, and aerial photography, as well as a geophysical survey and evaluation trenching undertaken for the Order Limits. **Application Document 6.3.2.3.F ES Appendix 2.3.F Phase 1 Archaeological Trial Trenching Report (Draft)** contains further information on the trenching. These works have been agreed through consultation with stakeholders including the Kent County Council's Principal Archaeological Officer, and results are included in **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**, as well as supporting appendices.
		Cultural heritage, Landscape and visual, Consultation	Section 3.4.2 Regulatory and Planning Context / 3.4.3 Scoping Opinion and Consultation The PEIR recognises in a number of places that the Environmental Statement will be informed by further survey and evaluation (Tables 3.4.1 to 3.4.5) and that more detailed information is needed to address impacts (Table 3.4.6 Comments raised in the Scoping Opinion). The County Council agrees that a draft Written Scheme of Investigation (WSI) should be agreed and provided with the ES and welcomes the assessment of the Wantsum Sea Channel and associated features will be included within the ES as referred to in Table 3.4.6. Paragraphs 3.4.3.3 to 3.4.3.6 - Consultation and Project Engagement The County Council can confirm that the County Council's Principal Archaeological Officer has been involved in the consultation process as described in these paragraphs. In addition to views from Richborough, the viewpoints from Ebbsfleet Lane have been discussed and agreed. Consultations on the ongoing survey and evaluation programme is continuing and this is welcomed by the County Council. Paragraph 3.4.4.10 – Baseline Data Gathering and Forecasting Methods This paragraph provides a summary of further data gathering exercises that will inform the ES. In addition to those listed, archaeological evaluation trenching and test pit works will also be needed to understand the buried archaeology and its significance.	N	Since submission of the PEIR, data collection has continued including a review of aerial photography and LiDAR data, geophysical survey, and evaluation trenching. This has been undertaken through consultation with the Kent County Council's Principal Archaeological Officer and Historic England who had approved Written Schemes of Investigation and the scope of works, as well as aspects such as locations for visualisations, where required. **Application Document 6.3.2.3.F ES Appendix 2.3.F Phase 1 Archaeological Trial Trenching Report (Draft)** contains further information on the trenching. This data has been used to produce the baseline and impact assessment and is included in **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**, and is also contained in the supporting appendices.
		Cultural heritage, Landscape and visual	3.4.7 Baseline conditions The County Council notes that the 500m study area has been used to gather Historic Environment Record (HER) data and that 427 non-designated heritage assets have been recognised and listed. The period-based summary for each reflects the range of the archaeological assets listed. It should be noted that in the supporting figure 3.4.1, the mapping	N	Since submission of the PEIR, data collection has continued including a review of aerial photography and LiDAR data, geophysical survey, evaluation trenching, and a geo-archaeological assessment. This has been undertaken through consultation with the Kent County Council's Principal Archaeological Officer and Historic England who had approved Written Schemes of Investigation and the scope of works

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			is HER events (i.e. investigations) and not heritage assets which may provide a better impression of the archaeology resource. It is important that the wider significance of the archaeology of Thanet is recognised, which is particularly rich, and being at a gateway into Britain, is often unique in character. A number of nationally significant events have taken place within the landscape of the proposed scheme - including the arrival and departure of the Romans, the tradition of the landing of the Saxons Hengist and Horsa, and the arrival of the mission of St Augustine. The enclosure at Ebbsfleet Lane may be associated with the landings by Julius Caesar and also has later Claudian elements. In presenting the archaeological data, it will be important to ensure that the findings are properly modelled, with known features within the Order limits set out clearly against topography. This will allow for impacts to be considered in detail. The geophysics, results of previous investigation, aerial photography and LiDAR should help to readily facilitate this.		where required. **Application Document 6.3.2.3.F ES Appendix 2.3.F Phase 1 Archaeological Trial Trenching Report (Draft)** contains further information on the trenching. This data has been used to produce the baseline and impact assessment and is included in **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**, as well as supporting appendices, with data mapped in appropriate ways to show the distribution of known heritage assets. This has also been used to assess the archaeological potential of the area.
		Cultural heritage, Onshore mitigation	3.4.8 Mitigation – Control and Management Measures The County Council supports the control and management measures that have been outlined in paragraph 3.4.8.3. The undertaking of thorough survey and evaluation to inform the ES should help to reduce the potential for unexpected discoveries. 3.4.9 Preliminary Assessment of Effects It will be important to consider the context of findspots, such as the coins, in relation with other remains and what their distribution suggests may be present. This can provide a useful contribution to the over model of the archaeology. The preliminary assessment of the grouped archaeological assets is noted for which the further survey and evaluation will review and set out in more detail.	N	Since submission of the PEIR, data collection has continued including a review of aerial photography and LiDAR data, geophysical survey, evaluation trenching, and a geo-archaeological assessment. This has been undertaken through consultation with the Kent County Council's Principal Archaeological Officer and Historic England who had approved Written Schemes of Investigation and the scope of works where required. **Application Document 6.3.2.3.F ES Appendix 2.3.F Phase 1 Archaeological Trial Trenching Report (Draft)** contains further information on the trenching. This data has been used to produce the baseline and impact assessment and is included in **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**, with information (such as findspots, etc) used to assess both the archaeological potential and as well as impacts.
		Cultural heritage, Construction - general	Table 3.4.12 - Preliminary assessment of direct physical impacts on non-designated assets straddling the A256 during construction. The table considers direct physical impacts on the archaeology straddling the A256. This is a highly complex multi-period settlement site which extends some considerable distance east and west of the A256. Its full significance is not understood from the road investigations which represented a section through the wider site. The geophysical survey works, in particular, are helping to define the extent of the site. In its late Iron Age and Roman phases, the location related to the arrival of the Romans, the establishment of the enclosure and the establishment of the roman port of entry at Richborough - these will be particularly important in considering significance. The scheme flexibility will need to limit impacts on this group of assets. The County Council would suggest their sensitivity is greater than medium and if they cannot be avoided, then significant.	N	Since submission of the PEIR, data collection has continued including a review of aerial photography and LiDAR data, geophysical survey, evaluation trenching. This has been undertaken through consultation with the Kent County Council's Principal Archaeological Officer and Historic England who had approved Written Schemes of Investigation and the scope of works where required. **Application Document 6.3.2.3.F ES Appendix 2.3.F Phase 1 Archaeological Trial Trenching Report (Draft)** contains further information on the trenching. This data has been used to produce the baseline and impact assessment and is included in **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage** and supporting appendices, and has also been used to inform design as well as when assigning value/significance.

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			Table 3.4.13 - Preliminary assessment of direct physical impacts during construction on non-designated assets near Ebbsfleet Farm. The County Council agrees with the assessment as currently understood.		
		Cultural heritage	Table 3.4.14, Preliminary assessment of direct physical impacts during construction on non-designated (possible Roman port) near Ebbsfleet Farm It is not clear what is covered by this table. If this is the enclosure site which incorporates Ebbsfleet Farm and Wood, and the potential for an area of waterside activity (potentially associated with the Roman landings or as a port), then the significance would be very high and potentially of national importance. The scheme limits should enable flexibility to ensure much of the core and the enclosure itself is avoided. However, the marshland edge may be a focus of the Roman waterside activity and be vulnerable. Further survey and evaluation will need to establish the archaeological potential and significance of that area. The County Council agrees that the effects are likely to be significant.	N	Since submission of the PEIR, data collection has continued including a review of aerial photography and LiDAR data, geophysical survey, and evaluation trenching. This has been undertaken through consultation with the Kent County Council's Principal Archaeological Officer and Historic England. **Application Document 6.3.2.3.F ES Appendix 2.3.F Phase 1 Archaeological Trial Trenching Report (Draft)** contains further information on the trenching. This data has been used to produce the baseline and impact assessment and is included in **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**, and has been used to attempt to define areas of the Ebbsfleet Land complex. The results of the geophysical survey and trenching have also been used to inform design, with areas of significant remains (such as a concentration of Bronze Age barrows) avoided. The large enclosure at the southern end of the Ebbsfleet Peninsula also now falls outside of the Order Limits.
		Cultural heritage, Construction - general	Table 3.4.15 - Preliminary assessment of direct physical impacts during construction on non-designated assets at Weatherlees Hill The extent of the archaeology at Weatherlees Hill and how it may have survived is not fully understood. Burials have been found and removed but the activity on the hill and its surroundings may still survive, and if associated with the Roman archaeology at Ebbsfleet, which seems likely, then could be of high sensitivity	N	Since submission of the PEIR, data collection has continued including a review of aerial photography and LiDAR data, geophysical survey, and evaluation trenching. This has been undertaken through consultation with the Kent County Council's Principal Archaeological Officer and Historic England. **Application Document 6.3.2.3.F ES Appendix 2.3.F Phase 1 Archaeological Trial Trenching Report (Draft)** contains further information on the trenching. This data has been used to produce the baseline and impact assessment and is included in **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage** and supporting appendices. The data has also been used to attempt to define areas of the Ebbsfleet Land complex as well as Weatherlees Hill, while the Draft Order Limits have been reduced in this area, therefore, reducing the potential for physical impacts.
		Construction – general, Cultural heritage, Landscape and visual	Table 3.4.16, Preliminary assessment of direct physical impacts during construction on non-designated cropmarks The low sensitivity outlined is based on assumption that may be of local significance. Appearance on aerial photographs depends on site conditions and not necessarily that they have been eroded away. The cropmarks should be considered in conjunction with other features found during the surveys and further detailed assessment. Table 3.4.17, Preliminary assessment of direct physical impacts during construction on the non-designated site of Richborough Port and sidings	N	National Grid notes your comment. All assets that fell within the Order Limits were re-assessed based on any updated information gained through works such as geophysical survey and evaluation trenching. **Application Document 6.3.2.3.F ES Appendix 2.3.F Phase 1 Archaeological Trial Trenching Report (Draft)** contains further information on the trenching. This data has been used to produce the baseline and impact assessment and is included in **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage** with the heritage value/significance assigned based on the results of the various surveys and documentary research, and the level of impacts based on the Proposed Project

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			The County Council notes that the significance of Richborough Port in WW1 is high, but the remains in this area may be more limited in their significance and of local importance as described.		design as outlined within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Cultural heritage, Construction – general, Onshore mitigation	Table 3.4.18 - Preliminary assessment of direct physical impacts during construction on non-designated ditches and banks in Minster Marshes / Table 3.4.19 - Preliminary assessment of direct physical impacts during construction on non-designated sea defences possibly dating to the medieval period The drainage ditches and banks noted are a representation of the process of 'inning', reclamation of salt marsh for agriculture that was initiated by the religious houses at Canterbury and principal landowners in the area during medieval times. Features such as the Boarded Groyne and the Abbots Wall are significant heritage assets of medieval date that contribute to the regionally significant landscape of the Wantsum Sea Channel. Careful mapping and avoidance should limit effects.	N	National Grid notes your comment. All assets that fell within the Order Limits were re-assessed based on any updated information gained through works such as geophysical survey and evaluation trenching. The Order Limits have also been refined to reduce impacts. **Application Document 6.3.2.3.F ES Appendix 2.3.F Phase 1 Archaeological Trial Trenching Report (Draft)** contains further information on the trenching. This data has been used to produce the baseline and impact assessment and is included in **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**, as well as supporting appendices. Where possible, works have been designed to avoid assets/assets have been removed from the Order Limits. Impacts have been assessed where assets cannot be avoided, and mitigation is being developed with stakeholders with proposed mitigation provided in **Application Document 7.5.4.2 Outline Onshore Overarching Written Scheme of Investigation (OWSI)**. .
		Cultural heritage, Construction – general	Table 3.4.20, Preliminary assessment of direct physical impacts during construction on a non-designated possible Second World War stop-line It should be noted that anti-invasion defences on Pegwell Bay have been considered of national significance and listed. A Walkover survey should be carried out to establish if any remains of the stop line are extant and vulnerable to impacts. Tables 3.4.21, Preliminary assessment of direct physical impacts during construction on a number of non-designated haystack stances / Table 3.4.22, Preliminary assessment of direct physical impacts during construction on a possible non designated bomb crater The County Council notes the information set out in these tables.	N	National Grid acknowledges this feedback. All assets that fell within the Order Limits were re-assessed based on updated information gained through works such as walkover surveys, geophysical survey and evaluation trenching. The Order Limits have also been refined to reduce impacts, while sections of work will be installed using trenchless construction solutions to reduce impacts. **Application Document 6.3.2.3.F ES Appendix 2.3.F Phase 1 Archaeological Trial Trenching Report (Draft)** contains further information on the trenching. This data has been used to produce the baseline and impact assessment and is included in **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**.
		Cultural heritage, Geology and hydrogeology, Construction - general	Table 3.4.23 - Preliminary assessment of direct physical impacts during construction on the former Wantsum Channel It is noted by the County Council that impacts may include the foundation arrangements for the sub-station and converter station. Direct physical impacts from the foundations on deposits within the former sea channel and impacts on the hydrology and hence preservation of nearby deposits. The County Council agree this can be reviewed in light of green infrastructure works. In respect of paragraph 3.4.9.11 and the tables referred to above, these are noted as tables selected on presently known archaeology. There is potential for a substantial greater amount of archaeology to be present in the study area and the further assessment, survey and evaluation works	N	Since submission of the PEIR, data collection has continued including a review of aerial photography and LiDAR data, geophysical survey, evaluation trenching, and a geo-archaeological assessment. This has been undertaken through consultation with the Kent County Council's Principal Archaeological Officer and Historic England who had approved Written Schemes of Investigation and the scope of works where required. This data has been used to produce the baseline and impact assessment and is included in **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage** and supporting appendices. The archaeological potential of the Wantsum Channel has been assessed based on works including the evaluation trenching and the geo-archaeological assessment.

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			will provide additional evidence. The unrecorded archaeology may include remains of national importance.		**Application Document 6.3.2.3.F ES Appendix 2.3.F Phase 1 Archaeological Trial Trenching Report (Draft)** contains further information on the trenching.
		Cultural heritage, Landscape and visual, Converter station location	Table 3.4.24 - Preliminary assessment of impacts on the setting of Richborough Castle The County Council notes that the assessment includes the relationship of the view from Richborough to the enclosure site and possible port at Ebbsfleet. Consideration is also needed of the view from the enclosure which is likely to have more immediate views of the convertor station.	N	A full assessment of the potential for impacts on setting is included in **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**. This includes an assessment of both physical impacts, and the impacts on the setting of the Ebbsfleet Lane enclosures.
		Design, Geology and hydrogeology, Onshore mitigation	**County Council Conclusion** To conclude, in respect of heritage conservation matters, the County Council considers that careful design can help to avoid impact on archaeological assets. Further work is required, including a geophysical survey plus the LiDAR, aerial photography, walk over survey, green infrastructure monitoring and evaluation trenching to inform the baseline and mitigation. The setting of the Ebbsfleet site also needs to be considered alongside the impact on the Historic landscape of the Wantsum Sea Channel.	N	Since submission of the PEIR, data collection has continued including a review of aerial photography and LiDAR data, geophysical survey, evaluation trenching, and geo-archaeological assessment. This has been undertaken through consultation with the Kent County Council's Principal Archaeological Officer and Historic England who had approved Written Schemes of Investigation and the scope of works where required. **Application Document 6.3.2.3.F ES Appendix 2.3.F Phase 1 Archaeological Trial Trenching Report (Draft)** contains further information on the trenching. This data has been used to produce the baseline and impact assessment and is included in **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage** and supporting appendices, with information used to assess both the archaeological potential and as well as impacts (both physical and on the setting of assets).
		Terrestrial ecology, Consultation, Onshore mitigation	Biodiversity The County Council notes that in consideration of biodiversity matters, the Preliminary Environmental Information Report states that "Survey work is ongoing or has yet to commence for most receptors." The County Council would welcome engagement once the survey work is complete, and the outcomes are understood. However, in addition to the proposed survey work, the County Council would also advise that National Grid reviews the survey results from the Richborough Connection Project and the NEMO link. Both projects would have made recommendations for ecological mitigation/enhancements and a review of the surveys/reports would help them demonstrate if proposed mitigation is likely to be successful. The proposed development will be adjacent or within the Special Protection Area / Ramsar and Site of Special Scientific Interest (SSSI). Therefore, there is a need to ensure that any mitigation or compensation proposed is acceptable and achievable.	N	National Grid has been meeting with Kent County Council during 2024 to discuss ecological matters and is sharing reports as they emerge. This includes measures to avoid significant effects on nearby SSSIs or SACs/SPAs through noise disturbance, loss of functionally linked habitat, direct land take and other issues. Reference has been made to ecological reports for Nemo Link and Richborough Connection. However, the data informing those assessments is quite old and in the case of Nemo Link the fact that the Proposed Project will be making landfall using trenchless methods limits the relevance of that work since Nemo Link made landfall by open cut methods.
		Terrestrial ecology, Community benefits /	County Parks The County Council notes that material published as part of this Statutory Consultation indicates that the project does not impact the County Park – with the proposed development outside of the boundary of the County	N	National Grid supports the delivery of community benefits associated with transmission infrastructure, and already has a number of established programmes which deliver this. For example, it operates a community grant programme which is available to nearby charities and not for profit organisations, when projects are in construction.

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		enhancements, Consultation	Park. The County Council would welcome engagement with National Grid regarding opportunities for biodiversity and community projects to create a positive legacy for the project.		However, community benefit is separate to compensation and mitigation. The former Government consulted on community benefit options associated with transmission infrastructure, and proposed the introduction of guidance in this regard. National Grid support this and believe it should be flexible, allowing community benefits to respond to local and regional need. Whilst it awaits clarity on the Government's position, it is working to understand local and regional aspirations and priorities in relation to community benefits. It welcomes the suggestions for delivering community benefits and as the Proposed Project progresses, it will work with stakeholders and local communities to further inform this.
		Walking, cycling and horse-riders	Context: See Recreational Access Map The proposed project directly affects several paths, which intersect the project area, which also has knock-on effects to the wider path network. The Sutrans Regional Route 15 (The Viking Coastal Trail) passes around the Thanet peninsula before continuing down the coast towards Sandwich. There are two long distance promoted routes in the area: The Saxon Shore Way (running along the southern bank of the river Stour) and the King Charles III England Coast Path National Trail. The Pegwell Bay Country Park site is also a key greenspace attraction located immediately to the south of the proposed cable landfall. The section of the KCIIIECP in this area also coincides with a key promoted route from Ramsgate to Pegwell Bay country park, encouraging the local populous to be become more active and access nearby greenspace without a car journey. There is a people counter located on this section of path and the chart, below, shows that this has consistently recorded high use over the past seven and a half years:	N	In **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation, and Tourism**, the baseline conditions reports existing PRoW network and recreational routes within the study area. The study area for PRoW and recreational routes is within, and up to 500 m radius from the Kent Onshore Boundary as 500 m is the distance threshold beyond which it is considered that people are likely to be deterred from making trips to an extent that they would change their habits, based on the Design Manuel for Roads and Bridges (DMRB) LA 112. The King Charles III Coastal Path crosses the Kent Onshore Scheme draft Order Limits as it passes along Sandwich Road and is therefore identified as a sensitive receptor.
		Walking, cycling and horse-riders	Pegwell Bay: People Counts Note: 2016 shows lower figures than subsequent year, as the counter was installed half-way through the year. The lockdowns through 2020, most likely account for the elevated use.	N	National Grid acknowledges this feedback.
		Walking, cycling and horse-riders	The PRoW service compliments use of people counters with the Strava Metro platform. This is a free tool offered to Local Authority's, to aid with Active Travel planning, through which Strava data has been made available for analysis. Currently, publishing graphics and extracts from the platform is closely controlled and so, at this point, no graphics can be included here. However, the interactive heat maps on the Strava platform show high use of the routes in and around the Sealink project area. The Pegwell Bay Country Park site also shows particularly high use. It is noted that, as it is an app, Strava will have a self-selecting demographic and, therefore, the figures recorded on it will only be reflective of a small portion of the actual overall use of a route, and only by part of society. Nonetheless, it is a good indicator, and it is also likely that the use of a route will be higher. This anecdotal assertion is supported by analysis where actual recorded counts, from people	N	National Grid acknowledges this feedback.

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			counters, have been compared to Strava data. The PRoW service has found that the Strava use accounts for a median of between 4% to 9% of actual recorded use.		
			Socio-economic value of the path network The Outdoor Recreation Valuation (ORVal) tool was developed by the University of Exeter to calculate the health and wellbeing benefits of green and blue space, as well as path networks. The tool is endorsed by HM Treasury and DEFRA, as an accurate estimate of the welfare benefits delivered to local communities by recreational access in an area. The table, below, shows the estimated benefit of some of the nearby path networks which intersect the indicative project site. The tool can provide further demographic segmentation to show how much each social group will benefit from these networks.	N	National Grid acknowledges this feedback. National Grid is confident that its desk-based analysis combined with stakeholder engagement is sufficiently robust and comprehensive as an assessment of the health and wellbeing benefits of green and blue space and path networks. National Grid has not used the described tools because this tool is helpful if a study is undertaken quantifying the benefits associated with green and blue space. As an EIA has been undertaken, National Grid has applied the recommended guidance from the Institute of Environmental Management and Assessment.

Description	Network Length (m)	Estimated Visits per annum	Walfare Values (£) per annum
Small network of routes leading out of Minster to the east.	1810.50	9,732	£23,434.38
Small network east of Minster (between Richborough Way and railway line)	2136.58	16,701	£58,363.89
More extensive network of routes to the north of the river Stour and to the west of Minster	15422.10	79,221	£262,912.66
More extensive network of routes south of the river Stour	42634.83	151,084	£558,725.42
Pegwell Bay Country Park: site immediately south of the cable landfall, which crosses a small section of the park.	N/A	74,372	£273,382.40

Table 1.11 London Borough of Bexley

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Needs case and consultation	I write to you following receipt of your letter dated 19th October 2023 which invites the London Borough of Bexley to comment on a Preliminary Environmental Information Report (PIER) relating to the above referenced Nationally Significant Infrastructure Planning application. Having reviewed the documentation published, due to the location of the development the Council have no comment to make on this proposal.	N	These comments have been noted by National Grid.

Table 1.12 Medway Council

Date consulted	Response deadline	Consultation topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Needs case and consultation	I refer to your letter of consultation regarding the above and would inform you that the Council RAISES NO OBJECTION to it. 1 Medway Council raises no objection following the statutory consultation under section 48 of the Planning Act 2008 (as amended) regulation 4 the Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009 -Statutory Consultation for the Proposed Sea Link Project. Your attention is drawn to the following informative(s) :- 1 This response is based on the email correspondence, section 48 notice, sea link feedback form and sea link community newsletter received 24 October 2023.	N	National Grid thanks the Council for its feedback and notes the comments.

Table 1.13 Minster Parish Council

Date consulted	Response deadline	Consultation topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Onshore mitigation, socio-economic, recreation and tourism	Please see attached the response from Minster Parish Council following their attendance at the consultation event and subsequent meeting. The administrative area of Thanet District is facing an unprecedented level of housing growth, with significant strategic housing allocations being delivered on agricultural land. The Parish of Minster is not immune from this, with an allocation of 250 houses now under process alongside a smaller allocation of 35 units yet to commence. The effects and consequence of the housing growth are such that it places immense pressures on the communities in which it is situated and strengthens the importance of maintaining and enhancing the remaining environment.	N	National Grid thanks the Council for its comments. Please refer to the responses provided below.
		Onshore environmental impact, terrestrial ecology, landfall location	MPC considers that Minster Marshes is one the most environmentally sensitive locations remaining in the Thanet area. Consequently, the value of this location cannot and should not be underestimated given the ecology, landscape, biodiversity and wildlife situated in the locality	N	These comments have been noted by National Grid. An extensive programme of environmental surveys has been undertaken including for breeding and non-breeding birds, reptiles, invertebrates, badger, riparian mammals, dormice and plants. During the design of the Proposed Project these surveys have fed into design amendments and extensive discussions with Natural England, the Environment Agency, Thanet Council, Dover Council, Kent Council, the RSPB and Kent Wildlife Trust among others. Detailed assessment and mitigation measures has been developed and is presented within **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Ecology and Biodiversity**.
		Onshore environmental impact, alternative solutions, needs case	The Sea Link proposals have generated a groundswell of objection relating to environmental impact on Minster Marshes which MPC recognises. MPC therefore OBJECTS to the proposals. In recognising the need for strategic electricity network enhancement, it is felt that a sequential analysis of all other land based options needs to be undertaken with cost benefits being balanced against environmental impacts. The site at Minster Marshes should not be progressed simply because it appears to be the most effective location through cost and operational expediency.	N	Environmental impacts were a key part of the consideration of the route and siting work that has been undertaken for the Proposed Project. Further detail can be found in **Application Document 8.2 Option Selection and Design Evolution Report (October 2023), Application Document 8.3 Strategic Options Report (October 2023) and Application Document 7.2 Strategic Options Back Check Report**. **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered** also demonstrates the alternative design options considered and the environmental considerations that were factored into the decision-making process.
		Water environment, needs case	It is also noted that Minster Marshes are situated in an area that is subject to significant future flooding risk associated with Climate change indicators illustrating that the locality will be under water by 2050. The recent National Audit Office Report issued in November 2023 highlighted that the government acknowledges that building new flood defences and maintaining existing ones is no longer enough and that a wider range of interventions is now needed to build resilience against increasing	N	**Application Document 6.8 Flood Risk Assessment** assesses future flood risks to the Proposed Project over its operational lifetime. Best practice guidance, published by the Environment Agency, has been applied with regard to increases in future river flows, sea level rise and rainfall intensities, and this has informed the design of the Proposed Project, which embeds future flood resilience measures.

Date consulted	Response deadline	Consultation topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			flood risk. MPC suggest that one such intervention is not to build in locations subject to future flood risk such as Minster Marshes; water and electricity are not good bedfellows…..		
		Land rights and CPO, onshore mitigation	MPC understands that the DCO process, if agreed, includes a Compulsory Purchase regime which will secure the land and rights needed to implement the development. MPC is concerned that the possible loss of agricultural land will inevitably impact on the viability of the remaining agricultural holding. Consequently, MPC wish to be assured that full compensatory arrangements would be enacted for any party affected by the proposals.	N	Where the Proposed Project intends to build permanent above ground infrastructure, National Grid will seek to acquire the land by way of a voluntary agreement at market value accompanied by the appropriate sums of compensation relevant to the normal heads of claim. This is both a Company preference and a requirement of the CPO process. Where the infrastructure is buried cable or overhead line the land will be returned to agricultural use alongside a payment for the depreciation in the value of the land and again any payments for loss defined by the compensation code.
		Construction, onshore mitigation, walking, cycling and horse riders	In the event that Sea Link proceeds on Minster Marshes, MPC also wish to see a fully detailed scheme of operations outlining how the construction, operation and subsequent maintenance of the facility will be conducted. It is inevitable that there will be a range of disruptions to Minster and on Minster MarshParticularly. Significant assurance will be needed to mitigate the impacts of the project and to protect the locality while works are being carried out.	N	A full construction methodology is provided within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The works directly affecting Minster will be the routing of construction traffic through Minster to access Marsh Farm Road. This has been limited to a daily peak of <10 HGVs and <20 LGVs/Cars/Vans and is only to access the existing overhead line towers to undertake temporary diversion works. The diversion works accesses from Marsh Farm Road will include the construction of a temporary overhead line structure and protection scaffolds, the diversion of conductors onto the temporary structure, the return of conductors to the original tower with the inclusion of arching horns on the existing tower's insulators, removal of the temporary tower and scaffolds. The works in this area will be limited in nature with works being undertaken in two phases for the installation and then later removal of the temporary structures, each phase is likely to take a couple of months to complete. During the operational phase, the overhead line will continue to be accessed in the same manner as is currently undertaken, with no increased impacts. Construction works on Minster Marshes would be as detailed within the ES, with the use of a new permanent access off the A256 and proposed upgrade of an existing agricultural level crossing and temporary bridge crossing of the River Stour proposed to limit construction access from the local road network. Construction works on Minster Marsh are expected to take 4-5 years and include the construction of temporary compounds and access roads, water course crossings, raised platforms for the Converter and Substation, foundation construction, drainage installation including attenuation and outfalls to local water courses, the construction of new buildings and electrical infrastructure, new overhead line towers and conductors. During the operational phase the site would be staffed 24 hours with minimum staffing levels, routine maintenance activities would be undertaken on all assets.
			MPC considers that, in offsetting the harm to the locality, a Community Infrastructure Fund should be provided by the applicant. This should be provided for the benefit of MPC and used for projects that provide compensatory environmental benefit in the parish. One such measure could relate to the provision and retention of a footbridge across the River Stour for	N	National Grid supports the delivery of community benefits associated with transmission infrastructure, and already has a number of established programmes which deliver this. For example, they operate a community grant programme which is available to nearby charities and not for profit organisations, when projects are in construction. The former Government consulted on community benefit options associated with transmission infrastructure, and proposed the introduction of guidance in

Date consulted	Response deadline	Consultation topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			walkers linking Richborough to Minster Marshes and through to Minster and Thanet generally.		this regard. National Grid support this and believe it should be flexible, allowing community benefits to respond to local and regional need. Whilst they await clarity on the government's position, they are working to understand local and regional aspirations and priorities in relation to community benefits. They welcome the suggestions for delivering community benefits and as the project progresses, they will work with stakeholders and local communities to further inform this.
		Consultation	In conclusion, MPC, requests that our comments are recorded as a formal response to the current consultation and are formally recorded in the Consultation Report.	N	These comments have been noted by National Grid. The feedback provided and the responses provided are captured within this document which is part of the consultation report submitted with the DCO application.

Table 1.14 Saxmundham Town Council

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Needs case	Summary Saxmundham Town Council is opposed to the development of Sealink as presented by National Grid Electricity Transmission (NGET) in this statutory consultation.	N	National Grid acknowledges the Town Council's objections to the proposals.
		Landscape and visual	Saxmundham is a historic market town and parish, whose current population is 5,000, having grown significantly in recent decades. Unlike our close neighbour Leiston, with its proud engineering heritage, Saxmundham is a service centre for the surrounding rural district and has never had a significant industrial base nor character.	N	The comment is acknowledged. The landscape and visual baseline that has informed the assessment of effects arising from the Suffolk Onshore Scheme can be found within **Application Document 6.3.2.1.B ES Appendix 2.1.B Landscape Baseline**.
		Community benefits / enhancements, Socio-economic. recreation and tourism, Landscape and visual	If the current Sealink proposals proceed, the whole character and landscape of our town will change forever. We risk facing a giant set of industrial structures that will overshadow and dominate our town. But whereas in previous industrial revolutions, new industry has brought jobs and prosperity to the towns affected, we know that this will not be the case here. We will have all the impacts of random, unplanned industrialisation but without any of the economic benefits accruing to us. Our town faces a fundamental, externally imposed overturning of its character and heritage.	N	The effects on the landscape character and visual receptors as a result of the Suffolk Onshore Scheme is set out within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. This includes reference to residual significant adverse effects primarily due to the scale of the infrastructure proposed. The design of the Suffolk Onshore Scheme has involved an iterative design process focused on minimising effects, including on landscape character and visual amenity. The indicative landscape strategy for the Suffolk Onshore Scheme is set out within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**, which illustrates the proposed mitigation measures such as woodland planting to reinstate historic woodland found on the site and other measures including hedgerow and hedgerow tree planting.
		Needs case, Alternative solutions, Onshore mitigation	We understand the need to reinforce the country's electricity transmission network, but National Grid has not clearly demonstrated that the industrialisation of the rural countryside is necessary to achieve this. If it is shown, objectively, and after proper analysis of all alternative options, that locating Sealink in East Suffolk is in the national interest, then Saxmundham will surely play its part. Until this has been evidenced, then it is our duty to test and vigorously oppose the proposals as currently put forward. And, at the very least, to ensure that compensation and mitigation are commensurate with the scale of disruption and damage, both in the short and long term.	N	NPS EN-1 sets out (in bold text) at paragraphs 3.2.6 to 3.2.8 that the Secretary of State should give substantial weight to the need for energy infrastructure covered by the NPS and is not required to consider separately the specific contribution of an individual project to satisfying the need established in the NPS. Further details relating to the need for the Proposed Project are contained in **Application Document 6.2.1.1 Part 1 Introduction Chapter 1 Introduction and Application Document 7.1 Planning Statement**. Please note that the ES has assessed the impact of the Proposed Project on the environment and taken measures to minimise and reduce any adverse effects. The assessments have helped inform the evolving design to ensure that the Proposed Project has had regard for sensitive environmental receptors. Further details on the assessment and proposed mitigation are contained in the relevant technical chapters of the ES. In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure. Full details on how the design has evolved and the consideration of alternatives please are contained in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**.

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		Alternative solutions	The Sealink project is stated to be more about improving security and resilience in our national electricity transmission network than about 'decarbonising' the energy system to meet the UK's net zero targets. We are aware of the diversity of views as to whether this project, requiring such major disturbance in an extremely ecologically fragile as well as beautiful environment is necessary, and whether the location here (and not in a brownfield site) of onshore infrastructure is the optimal and necessary outcome in the national interest. The argument has been put forcefully by others that offshore solutions, plus landfall to brownfield sites are possible which would avoid the worst of the disadvantages for Suffolk. What is needed, on the issue of the merits of the proposal, is a rapid independent enquiry, established by the government, to assess the validity or otherwise of the alternatives and to determine a strategic and holistic way forward which meets the UK's net zero targets but is considerate to those affected by the necessary onshore infrastructure. If that does not occur, the already-prevalent sense of alienation, of having a serious disruption imposed by non-public enterprises in a non-transparent manner, will be many times magnified.	N	NPS EN-1 sets out (in bold text) at paragraphs 3.2.6 to 3.2.8 that the Secretary of State should give substantial weight to the need for energy infrastructure covered by the NPS and is not required to consider separately the specific contribution of an individual project to satisfying the need established in the NPS. The Secretary of State has directed that the Proposed Project be consented via the DCO process under the Planning Act 2008. It is therefore required to follow all of the relevant procedures and processes under the Planning Act 2008. National Grid has consulted the community in accordance with the requirements of the Planning Act 2008. Notwithstanding the above NPS considerations, the Proposed Project is one of 17 projects within National Grid's Great Grid Upgrade programme. The overarching aspiration of this programme is to scale up the grid and update existing networks. This will support the transmission of more clean, secure energy from where it's generated to where it is needed it, boosting energy security, affordability and helping the nation become more self-sufficient. Furthermore, the Proposed Project is designed to meet specific network reinforcement needs arising from grid connection agreements that National Grid is obliged to fulfil by 2030.
		Inter-Project cumulative effects, Traffic and transport	**Cumulative Impacts** National Grid and its associated companies are not the only players looking to develop Nationally Significant Infrastructure Projects in this area, so our concern is that even three converter stations may turn out to be an underestimate of what will occur in the near future. Saxmundham is also identified in East Suffolk Council's Local Plan as a growth node, with proposals for a 'Garden Neighbourhood' of 800 new dwellings, to be located between the railway line and A12. This development is due to be rolled out over the coming decade, including a new roundabout to connect to a service station, lorry park and a new employment zone to be created on the west of the A12. We have argued, in the Local Plan process, that future growth of the town should be mainly located to the east since the proposed 'Garden Neighbourhood' development is badly connected to the town. If the converter stations are indeed located as planned, this will block the only sensible, viable location for future expansion, since siting future housing adjacent to several giant converter stations is simply not acceptable. On top of all these other development challenges, in the south and west of the town, we confront Sealink's vast scale industrialisation to the east, with access roads to be constructed to the north or south. Saxmundham will be a town under siege.	N	As part of the inter-project cumulative effects assessment, a thorough search of proposed development in the surrounding area has been carried out. This has included consideration of local authority planning portals, local plan allocations and any development consent order planning applications which fall within the cumulative zone of influence. Once the list of other proposed developments was identified a judgement based on their potential to interact with the Proposed Project has been made and assessed where appropriate. **Application Document 6.3.2.13.A ES Appendix 2.13.A Descriptions of Other Developments** contains updated information regarding other project timescales which are used in the assessment. South Saxmundham Garden Neighbourhood is on the short list of developments taken through to stage 4 of the inter-project assessment. The Order Limits are adjacent to this allocation. Further details of the inter-project cumulative assessment are contained in **Application Document 6.2.2.13 Part 2 Chapter 13 Inter-Project Cumulative Effects**.

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		Socio-economic. recreation and tourism, Community benefits / enhancements, Intra-Project cumulative effects	**Economic Aspects** The economy of Saxmundham is based on services which serve a wide catchment area. It is not itself a tourist town but serves many of the needs of the crucial tourist sector. We consider that the industrialisation of Saxmundham's landscape, with constant roadworks and construction traffic, and the environmental and ecological impacts will lead to a grave loss of confidence by tourists themselves and businesses based on the 'visitor economy'. This will feed into Saxmundham's own local economy in a negative way. In short, from an economic perspective, the local economy of the area, and that of our town, is almost certain to take a hit in the short and longer term. And as noted already, the new industrialisation of our town will be a largely jobless one so local people will not benefit in any way from the wages that have normally accrued from new jobs in new local industries.	N	A complete assessment of socio-economics effects has been undertaken. This is set out in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism** and concludes that there are no anticipated significant effects as a result of the Proposed Project. There is likely to be a minor beneficial impact on employment generation and local spending as a result of the construction phase of the Suffolk Onshore Scheme. Severance impacts on businesses, recreation and tourism assets are not anticipated to be significant in line with impacts on the highway network assessed in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**.
		Inter-Project cumulative effects, Needs case	**Environmental Impacts** Other respondents will have drawn attention to the dangers to our much-loved local environment and ecology in the Suffolk coastal area from the multiple energy projects. We agree and underline that government needs to take on its responsibility to assess the overall impact of these projects on our area, weighing the perceived advantages and disadvantages in a transparent and unbiased way.	N	A full inter-project and intra-project effects assessment has been carried out for the Proposed Project. The inter-project cumulative effects assessments have assessed the combined environmental impacts resulting from other proposed developments due to come forward within the cumulative zone of influence. The full assessment is available within **Application Document 6.2.2.12 Part 2 Suffolk Chapter 12 Suffolk Onshore Scheme Intra-Project Cumulative Effects** and **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
		Landscape and visual, Noise and vibration, Cultural heritage	The proposal to locate not just one converter station, but three, immediately adjacent to the eastern edge of the settlement boundary, will have profound and negative impacts on our town and its residents, whose choices to live here are, for many, based on the historic character of the town and its surrounds. The industrialisation of eastern Saxmundham will have a particularly negative impact on local people. Converter stations are huge in footprint and height, hard to screen, invasive visually, noisy and cause light pollution. The intention is to locate them within a very short distance of an existing residential area. Visually, NGET's own consultants show that they will also intrude into our protected landscape views from the south of town.	N	The cumulative assessment for effects on landscape character and visual amenity is set out within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. The co-location illustrative masterplan can be found within **Application Document 7.10 Coordination Document**. Referring to the comment regarding industrialisation of eastern Saxmundham, the effects on the landscape character and visual receptors as a result of the Suffolk Onshore Scheme is set out within **Application Document 6.2.2.1 Part 2 Chapter 1 Landscape and Visual**. This includes reference to residual significant adverse effects primarily due to the scale of the infrastructure proposed. The design of the Suffolk Onshore Scheme has involved an iterative design process focused on minimising effects, including on landscape character and visual amenity. The indicative landscape strategy for the Suffolk Onshore Scheme is set out within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk** which illustrates the proposed mitigation measures such as woodland planting to reinstate historic woodland found on the site and other measures including hedgerow and hedgerow tree planting. The 'important views' outlined in the Saxmundham Neighbourhood Plan have informed the representative viewpoint locations and the assessment. Details are contained in **Application Document 6.4.2.1 Landscape and Visual** and **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. These are Viewpoint 2 (Important View

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					1a and 1b) and Viewpoint 20 (Important View 2). Important Viewpoint 5 has also been acknowledged as the approach to Saxmundham.
		Converter station location, Needs case, Coordination with other projects	**If Sealink Is Consented - Mitigation and Compensation** For all the above reasons, we consider that the selection of eastern Saxmundham and Sternfield for the location of multiple converter stations is wrong, and certainly premature ahead of any overall assessment, organised by government, of the case for Sealink and related projects and the locational issues concerned if one takes a holistic, transparent approach to the issue of infrastructure to meet the needs of the Great Grid Upgrade. Sealink should not proceed until this assessment has been undertaken.	N	The Proposed Project is designed to meet specific network reinforcement needs arising from grid connection agreements that National Grid is obliged to fulfil by 2030. Since the connecting projects are being promoted by different companies, with different project teams, covering several different geographical locations and on different timelines for delivery, it is not possible to co-ordinate simultaneous delivery of all of the network reinforcements coming forward under the Great Grid Upgrade programme. The rationale underlying the decision-making process that identified the Saxmundham converter station site as the preferred option emerged as a result of many respondents to the Non-statutory consultation expressing the view that all major energy projects currently proposed in East Suffolk should be coordinated, thus reducing the perceived spread of industrialisation and reducing impacts on the area.
		Converter station location, Design	If after consideration, eastern Saxmundham is decided upon as an appropriate location, we must insist that only one, and certainly no more than two, converter stations should be located in the vicinity.	N	National Grid acknowledges the feedback.
		Onshore mitigation, Socio-economic. recreation and tourism, Community benefits / enhancements	Moreover, it is self-evident that our town and parish will suffer from the near-jobless industrialization process which brings no local benefits. It is therefore of paramount importance that both central government as well as the developer agree on an appropriate compensation and mitigation package – both physical (improved local infrastructure), social (improved public and community services) and financial (reduced energy bills for the lifetime of the projected lifespan of the converter stations), as compensation for local loss of amenity and disruption. This package needs to be agreed with the different local authorities concerned – county, district but also town council as the very local voice of Saxmundham. In our detailed evidence below, we give many ideas for the types of mitigation that we need to achieve. But we also call on central government to play its role in planning holistically for the energy transition. Without proper leadership, transparency and equity at all levels, failure will follow.	N	Community benefit is separate to compensation and mitigation. National Grid supports the delivery of community benefits associated with transmission infrastructure, and already has a number of established programmes which deliver this. For example, they operate a community grant programme which is available to nearby charities and not for profit organisations, when projects are in construction. The former Government consulted on community benefit options associated with transmission infrastructure, and proposed the introduction of guidance in this regard. National Grid support this and believe it should be flexible, allowing community benefits to respond to local and regional need. Whilst they await clarity on the government's position, they are working to understand local and regional aspirations and priorities in relation to community benefits. They welcome the suggestions for delivering community benefits and as the Proposed Project progresses, they will work with stakeholders and local communities to further inform this.
		Socio-economic. Recreation and tourism, Cultural heritage, Terrestrial ecology	**About Saxmundham** The parish of Saxmundham is roughly equidistant from Ipswich and Lowestoft, the two principal economic centres of East Suffolk district. It is served both by the A12 and the East Suffolk line of Greater Anglia railways. It acts as a ‘gateway’ to the Suffolk Heritage Coast, the tourist resorts of Aldeburgh and Thorpeness, and the international music venue at Snape Maltings.	N	National Grid acknowledges the comments.

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			The town originally grew up to the west of the River Fromus and developed in a linear form along the turnpike, which was the main road from London to Lowestoft. The town was granted a market charter in 1272, signifying its importance as a market town serving the surrounding agricultural and rural area, a function which it still fulfils. Saxmundham Conservation Area covers the historic heart of the town and includes most of the land between the River Fromus and the railway and extends north of the railway bridge. The buildings in the centre of town are mainly 16th, 17th and 18th century. With the coming of the railway, the town expanded westwards largely in the form of typical Victorian brick-built terraces. The construction of the by-pass in the 1980s led to large scale residential development between the existing town and the by-pass. More recent development has extended the town eastwards. The population of Saxmundham in 2020 was estimated by the Office of National Statistics at 4,723. The town sits in the Fromus valley below the rising land to the east. The approach from the south is spacious, it is flanked by The Layers to the west and Hurts Hall Park to the east with views across to Hurts Hall itself and St John's Church, both of which are listed grade II. Saxmundham boasts 50 listed buildings, most of which are in the town centre. The approach from the north is wooded and enclosed and opens out on arrival at the built-up area. Approaching from the east, the town is not visible until the boundary when the road dips down towards the Fromus, and there are glimpses of the roofs of the town ahead. There are no designated nature conservation sites within Saxmundham, however the parish is relatively close to the extremely sensitive Sandlings, Alde-Ore and Minsmere-Walberswick Special Protection Areas and the Suffolk and Essex Coast and Heaths National Landscape. Saxmundham is situated in an area which has several road links to areas of open countryside and the coast. However, it only has a few open green spaces in the town centre and several smaller green spaces that create an open setting within the more recently developed housing estates. Saxmundham has also recently adopted a Neighbourhood plan, which acknowledges the potential for modest and sustainable growth of the Town for housing and business whilst protecting the 'green gateways' to the Town.		
		Needs case, Coordination with other Projects, Inter-	**East Suffolk Energy Projects – General Observations** We understand the national need to expand renewable and sustainable green energy sources, and the desire to improve the	N	NPS EN-1 sets out (in bold text) at paragraphs 3.2.6 to 3.2.8 that the Secretary of State should give substantial weight to the need for energy infrastructure covered by the NPS and is not required to consider separately

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		Project cumulative effects	interconnections between the UK and Europe, however, we are concerned that the determination of connection points and the coordination of onshore infrastructure is not being determined strategically and holistically by the government especially when so large a proportion of our electricity requirements, whether through offshore wind generation or importation through interconnectors, is expected to make landfall on the east coast and in East Suffolk in particular. The government has recognised that the lack of transmission capacity is a major contributor to delays in the development of offshore wind generation projects. National Grid Energy Transmission (NGET) is under increasing pressure to increase network capacity more quickly to facilitate connection of generation in meeting the UK target of up to 50GW of offshore wind by 2030. However, given the uncertainty of the volume and speed of development of generation from all the existing proposed projects in the East Anglia area, there remains significant uncertainty with regard to the need and timing for this proposed reinforcement. The impact of new energy infrastructure and construction on the Suffolk coast for transport, tourism, the local environmental, housing and social and community facilities has already been put into sharp focus by Sizewell C proposals – so consideration needs to be given to cumulative impact. Delaying the decision to commit to an expansion of the East Anglia network whilst additional reviews are undertaken would ensure the risk of unnecessary investment is reduced.3.		the specific contribution of an individual project to satisfying the need established in the NPS. Consistent with the Government's Net Zero target, there has been, and continues to be, growth in the volume of renewable and zero carbon generation that is seeking to connect to the electricity transmission system in the East Anglia and South East regions. UK Government policy clearly sets out the critical requirement for significant reinforcement of the transmission system to facilitate the connection of renewable energy sources and to transport electricity to where it is used. In particular, the British Energy Security Strategy sets targets for the connection of up to 50 GW of offshore wind by 2030 as a key part of a strategy for secure, clean and affordable British energy for the long term. Without reinforcement, the capacity of the existing network in East Anglia and the South East is insufficient to accommodate the connection of proposed new power sources connecting in the area. National Grid has therefore been assessing the reinforcement options available for providing the additional capability required.
		Alternative solutions, Climate change	Given the government's commitment to achieving net zero by 2050, the future growth of offshore wind and electricity interconnectors will require innovative and potential offshore solutions to minimise the onshore impact of the associated infrastructure. One possible solution is for offshore wind and interconnectors to be connected via a modular offshore grid using offshore platforms and artificial islands connected to onshore brownfield sites. We note that East Suffolk Council has been urging investigation of alternative options to Sealink and has commented on the regrettable lack of holistic planning regarding energy infrastructure and the sensitivity and value of the East Suffolk environment. We support several of the key stakeholders including the Rt Hon Therese Coffey MP in calling for: a government review of all onshore energy connections along the Suffolk coast, a commitment to carry out a comparative study, including already suggested brownfield sites such as Bradwell, Tilbury and the Isle of Grain, and	N	Alternative options do not represent feasible solutions to the network reinforcement that the Proposed Project is seeking to provide within the agreed timescales of National Grid's statutory obligations. National Grid will continue to monitor Government's response to this ongoing debate, but can clarify that even with the provision of offshore converter stations and substation(s), onshore infrastructure would still be needed to transmit to the onshore national electricity network. In developing the Proposed Project National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. Where there is a need for mitigation measures to ensure the conservation of sensitive ecological receptors the EIA process will identify opportunities to enhance biodiversity interests and these will be reported in the Planning Statement submitted with the application for development consent and a biodiversity net gain assessment. The potential interaction between the Suffolk Onshore Scheme and human health will also be assessed in the EIA. While the PEIR concluded that effects would be not significant in relation to human health and wellbeing, a Construction Code of Practice will help control and manage aspects of the Proposed Project that could affect health and wellbeing.

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			a proper assessment of the environmental impact of these connections before proceeding any further. The government's emerging National Policy Statements make clear that transmission operators are expected to be able to demonstrate how the optimum onshore connection locations have been identified, and how environmental, community and other impacts have been considered but this cannot be achieved without a full assessment of brownfield alternatives. There is still time for the National Grid Electricity Systems Operator and the Department of Energy Security and Net Zero to reevaluate the merits of an alternative offshore strategy that would transmit power direct to brownfield sites much closer to the larger scale populations that these energy projects will serve. However, this review needs to be undertaken swiftly with a moratorium imposed on existing, and any future approvals, for grid connectors and consequential landfall and onshore infrastructure to ensure it is not too late to have any impact on projects that are already planned for East Suffolk.		
		Coordination with other projects, Alternative solutions, Inter-Project cumulative effects	We are concerned that the process for determining the connection point of the three emerging energy projects in East Suffolk - Sealink, Lion Link and Nautilus - is within the overarching responsibility of National Grid, a single commercial entity, offering no means of reasonable challenge by individuals, groups, communities, and local authorities. As each project is brought forward, it is assigned a connection point individually therefore no holistic assessment of impacts can be undertaken. Should the Nautilus, Five Estuaries and North Falls projects be granted a combined connection at the Isle of Grain, potentially from an offshore modular grid, the coordination between these projects and Sealink and Lion Link should be reviewed once more to ensure an appropriate coordination solution is achieved. Under no circumstances should these projects be allowed to progress individually to inflict sequential and geographically separate solutions for their connections into the Sizewell to Bramford overhead power lines, whether or not the Scottish Power Renewables substation at Friston is finally approved following the decision of two Judicial Reviews. The lack of forward planning for the associated onshore infrastructure will result in unnecessary and repeated levels of disruption for the local population, harm to its tourist industry, and considerable damage to the coast and countryside to the detriment of the general amenity of this area for many years.	N	The Proposed Project is designed to meet specific network reinforcement needs arising from grid connection agreements that National Grid is obliged to fulfil by 2030. A single solution for each of these projects is not considered feasible, due to the varying nature of the underlying needs cases. Since the connecting projects are being promoted by different companies, with different project teams, covering several different geographical locations and on different timelines for delivery, it is not possible to co-ordinate simultaneous delivery. National Grid is coordinating with developers of other large scale infrastructure projects in Suffolk, noting that those other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are contained in **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise. The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with other projects in Suffolk where it is feasible. The assessment of inter-cumulative effects with these other proposed developments is considered in the ES within

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					Application Document 6.2.13 Part 2 Suffolk Chapter 13 Inter-Project Cumulative Effects. Appropriate mitigation is identified where necessary.
		Needs case	**Sealink Proposals – General Observations** Saxmundham Town Council is opposed to the development of Sealink as presently proposed. Growth in offshore wind generation, along with potential new interconnectors to Europe, and nuclear generation development in East Suffolk, will make a significant contribution to reaching the government's net zero targets. The generation in this area could potentially meet some 25%-50% of UK demand at any given time depending on the prevailing wind conditions. Peak demand in the East Anglia area is circa 1.5GW and is anticipated to grow to circa 2GW by 2035.5 Sizewell B nuclear power station will continue to generate 1.2GW, Sizewell C will generate 3.3GW, the cumulative offshore windfarms will generate 1.7GW, and the two interconnectors will transfer 3.1GW, which is a potential total of 9.3GW transmitted in East Suffolk alone. The connection to the Sizewell to Bramford overhead power lines, provided by the proposed substation at Friston, will have the capacity to transmit in the region of 6GW to the network. It is therefore clear that the Sealink project is only necessary to take excess electricity from Suffolk to Kent and brings no benefits to the immediate area.	N	The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. The need case for the Proposed Project has identified that connection is required within the Sizewell area to address electricity transmission faults that cause overloads specific to that area, therefore delivery outside of this area would not fulfil the network reinforcement requirement that the Proposed Project is intended to provide.
		Design	The proposed Sealink landfall locations, cable corridors and convertor station site are based upon the assumption that the substation north of Friston will be approved and constructed. The Development Consent Orders granted to Scottish Power Renewables to build the substation for the EA1N and EA2 windfarms are still subject to legal challenge by means of two Judicial Reviews. In our opinion, the greenfield site at Friston is entirely unsuitable for a substation on the scale proposed by Scottish Power Renewables and we note that it will require expansion to accommodate the cable sealing ends and additional pylons for the three converter stations. Given that there is no existing grid connection at Friston, which is an enabling project, it is wrong for multiple projects to seek connection at this location. We would like to see a review take place including an exploration of alternatives. Our comments are premised on this starting point. However, should the infrastructure development be consented along the lines of current proposals, we would put forward the case for mitigations, some of which we cover in this response.	N	The East Anglia ONE North and East Anglian TWO windfarms have extant DCOs, which give established connection agreements at Friston, along with consented schemes to build the new substation at Friston. The Proposed Project DCO includes powers to build a substation at Friston and is therefore not reliant on the outcome of legal challenges to the East Anglia ONE North and TWO windfarms. In developing the Proposed Project, National Grid assessed a variety of other options, including other potential areas for new infrastructure. However, brownfield sites within the areas of search were considered too small to accommodate the required infrastructure, while the options of offshore infrastructure does not represent a feasible solution with some of the required technology not being commercially available, especially the requirement for HVDC circuit breakers. National Grid has listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised these impacts onshore and offshore where possible. Reasoning behind the connection location for the Proposed Project has been addressed within **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered and Application Document**

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					6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.
		Consultation	**Community Engagement** Local authorities are key to representing community interests and helping negotiate community benefits with infrastructure developers. Our ability to do so is not only dependant on strategic negotiation, but also on whether developers are willing to engage at an early and formative stage of the process. Throughout the consultation process, NGET held a series of face-to-face events including public information exhibitions, 'ask the expert' sessions, and webinars. They have also provided paper copies of the project proposal documents by post to all local households, at deposit points, on request, and by electronic download from the project website. However, feedback from our community has shown that people have found it challenging to gain a meaningful understanding of the Sealink proposals. This has curtailed their ability to properly engage with the local authorities who represent them and, in turn, enable us to influence the strategic planning of the infrastructure to avoid potential impacts and, where impacts cannot be avoided, to ensure they are reduced, mitigated or compensated against. A rushed consultation with responses to be submitted pre-Christmas is also not appropriate; this consultation needs more time. Feedback from the public information exhibitions included observations that NGET personnel gave conflicting answers to questions posed, the maps were shaded in such a way as to obliterate any detail of the proximity of the nearby residential areas to the converter station site, the trees on the 3D model were inaccurately shown as higher than the converter station and, again, the proximity of the residential area was not included, and the attenuation pond at the converter station site assumed that water would run uphill.	N	Statutory consultation was undertaken in accordance with the SoCC, which itself was subject to extensive consultation with the host Local Planning Authorities and prepared in accordance with all applicable Planning Act 2008 statutory requirements and the Infrastructure Planning (EIA) Regulations 2017 as well as other relevant guidance. The material published for Statutory consultation was based on the information available at that time and was of sufficient detail to enable informed feedback to be provided on the emerging scheme proposals, while National Grid's approach to public consultation accommodated 'Ask the Expert' sessions in addition to face-to-face consultation events, allowing small groups or individuals to speak to members of the project team about specific issues and seek clarification. National Grid had regard to all such feedback as part of the continuing development of the Proposed Project to the time of submitting the DCO application. All views expressed in response to the Statutory consultation (and indeed all other consultation and engagement activities undertaken by National Grid as part of the development of the Proposed Project) have been considered and taken into account as set out in **Application Document 5.1 Consultation Report**. There will also be further opportunities for consultees, stakeholders and other members of the public to make representations as part of the DCO examination.
		Consultation, DCO process, Coordination with other Projects	The complexity of the Sealink project and volume of information means communities and local authorities also face challenges in resourcing and keeping up with the consenting process, particularly during the examination stage. With reference to the Sealink and Lion Link consultation deadlines, the Planning Inspectorate (PINS), at a meeting held on 20 June 2022, advised 'The Inspectorate responded that considering the amount of consultation in the East Anglia region, the application should be aware of what procedures can be taken forward in a combined matter to minimise resourcing pressures.' Should the three projects proceed, we request that NGET and NGV combine consultations and the DCO examination process as the onshore	N	While National Grid recognises the Town Council's concerns, all consultation has been undertaken in accordance with the SoCC, with regular updates issued to the community and interested parties throughout the pre-application stages of the Proposed Project. The Proposed Project and LionLink are separate projects, being promoted by different companies, with different project teams and on different timelines. Notwithstanding the potential to give rise to conflicting messaging around each project's needs case, it is not considered feasible or beneficial to co-ordinate simultaneous community engagement.

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			impacts for all three projects are similar and may become identical.		
		Consultation, DCO process, Onshore mitigation	We welcome the government reforms to incentivise early, constructive engagement with infrastructure developers to address impacts early to reduce the burden on local authorities and communities at the later stages of the consenting process. We also support the government's intentions to increase funding to local authorities to provide tangible improvements to securing benefits to improve project outcomes and to build capability and capacity across authorities, share learning, and encourage more efficient and effective local engagement with NSIPs and infrastructure developers. We ask that this funding is extended to Town and Parish Councils affected by Nationally Significant Infrastructure Projects. Furthermore, we approve the government's recent reforms to expect infrastructure developers to demonstrate how the views of affected communities have been considered and what measures have been taken as a result as part of the Development Consent Order application.	N	National Grid acknowledges the comments.
		Traffic and transport, Onshore Mitigation	**Traffic Impacts** **General Observations** We are concerned about the lack of clarification and lack of data at this statutory consultation stage which makes it difficult to comment on the likely traffic impacts in the town and parish. We exhort NGET to undertake a full Traffic Impact Survey and Assessment, to be included at the Environmental Statement (ES) stage and agree necessary mitigation prior to the submission of the application for a Development Consent Order.	N	The baseline traffic data within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** is based on recent traffic surveys which were carried out in accordance with the agreed survey methodology as reviewed and agreed with Suffolk County Council. The assessment work within the ES Traffic and Transport chapter has been based on these recent traffic surveys, as well as full collision data obtained from Suffolk County Council. Mitigation has been identified where necessary, as set out within the supporting management plans.
		Traffic and transport, Inter-Project cumulative effects	There are likely to be impacts to traffic volumes and highway safety due to the cumulative effects of numerous major infrastructure projects in the area and the development of the Saxmundham Garden Neighbourhood which NGET, whilst acknowledging existence of, have not considered in their modelling of assumed increases in traffic flows. Whilst agreeing to review the Garden Neighbourhood as part of the ES, NGET noted that this would be subject to more information being available.10	N	It is acknowledged that the Proposed Project will be under construction alongside other schemes in the area which has been considered in **Application Document 6.2.13 Part 2 Suffolk Chapter 13 Inter-Project Cumulative Effects** for each discipline, including Traffic and Transport. **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** is based on **Application Document 6.3.1.5.C ES Appendix 1.5.C Inter-Project Cumulative Effects**, which includes more than 25 developments including Sizewell C Nuclear Power Station, LionLink, Nautilus, East Anglia ONE North Offshore Windfarm and East Anglia TWO Offshore Windfarm. The traffic and transport cumulative assessment considers the additional traffic to be generated across the highway network (within the study area) by the Proposed Project and other cumulative schemes, based on the same assessment criteria assessed within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**.

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		Traffic and transport, Construction – general, Intra-Project cumulative effects	The effect of construction works on the preliminary infrastructure and at the converter station site will increase traffic congestion and create intra-project cumulative effects which may: deter shoppers from visiting the town centre and impact the economic viability of the independent High Street shops; deter residents and visitors from visiting the town's many amenities; deter tourists from using the town's holiday accommodation, and; devalue and reduce demand for properties adjacent to the access roads and converter station site.	N	The construction vehicle routing has been designed to minimise impacts across the highway network, as set out within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**. The traffic and transport assessment within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** does not identify any significant impacts on the highway network during the construction phase with the proposed embedded mitigation and control and management measures in place, including the routes through Saxmundham. For example, construction traffic travelling to/ from the B1119 and through Saxmundham will be limited to mobilisation works only, where there will be a limited number of construction vehicles (fewer than five HGVs per day). A complete assessment of socio-economics effects has been undertaken. This is set out in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism** and concludes that there are no anticipated significant effects as a result of the Proposed Project. There is likely to be a minor beneficial impact on employment generation and local spending as a result of the construction phase of the Suffolk Onshore Scheme. In terms of local accommodation capacity, in a worst case scenario where all 327 peak workers require accommodation during peak demand in July, all of Suffolk Onshore Scheme's construction workers could be accommodated within a 60-minute drive time of the Order Limits. In addition, impacts on residential properties, businesses, development land, recreation and tourism assets are concluded to be not significant.
		Onshore mitigation, Traffic and transport	**Mitigation** It is vital that Saxmundham remains as an attractive place to live, work and visit. If the Sealink proposals are consented, we therefore will seek, without prejudice, as part of any Traffic Impact Survey and Assessment, that NGET consecutively includes a feasibility study for road calming/one way traffic or pedestrianisation of the town's High Street.	N	**Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** demonstrates that the additional construction traffic to be generated by the Proposed Project during the peak construction phase is not expected to result in any significant impacts on the highway network through Saxmundham, with the mitigation identified within the **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**. It is acknowledged that the Proposed Project will be under construction alongside other schemes in the area which has been considered in **Application Document 6.2.13 Part 2 Suffolk Chapter 13 Inter-Project Cumulative Effects** for each discipline, including Traffic and Transport.
		Traffic and transport, Construction – general, Design	**Proposed Access Routes** NGET has identified two potential construction vehicle routes that we identify as the 'North Access Route' (via Kelsale) and the 'South Access Route' (via Benhall). NGET has identified that prior to construction of either the North or South Access Routes that HGV vehicles will access the site from the A12 via Benhall, South Entrance, Church Road and Church Hill to the B1121, which we identify as the 'Initial Stage'.	N	The southern access route has been adopted as part of the Proposed Project. The northern access route no longer forms part of the proposals.
		Traffic and transport Design, Safety	**Initial Stage**	N	National Grid recognises the constraints of the access through Saxmundham which is why a new access south of Saxmundham is being proposed for the majority of construction traffic. The construction vehicle routing has been

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			We are concerned about increased HGVs movements during the Initial Stage due to: the increase in traffic at the already congested controlled junction in the town centre which is widely used by pedestrians, cyclists, mobility scooters, HGVs, LGVs, buses and cars, the potential for delays to emergency vehicles who use this route, pedestrians, including young and elderly people, often do not wait for the signal at the controlled crossing indicating it is safe for them to cross, school children board and alight from buses daily at the South Entrance traffic lights, shoppers, particularly those with mobility issues, and delivery vehicles often stop, in contravention of traffic orders, in the High Street which compounds congestion and the potential for accidents, during the winter months when the sun is low on the horizon, glare can occur on this route obscuring visibility leading to the potential for accidents, Church Road is at times extremely congested with Tesco and Waitrose shoppers and delivery vehicles, bus stops both sides of the road, and a zebra crossing that is quite obscured at times due to queuing vehicles, Pedestrians, including young and elderly people, often do not use the zebra crossing on Church Road which increases the potential for accidents, there is no footpath from Manor Gardens into the town centre. Pedestrians must cross the road at the top of Church Hill to access the town and bus stops. Several residents identified that this is already potentially dangerous. Increased traffic at this location will compound the problem, to avoid the access road construction works, normal traffic habits may change, resulting in traffic to the town centre diverting to Rendham Road, Mill Road and Chantry Road. This is a densely residential area with two schools and the consequent dangers of increased traffic to pedestrians, particularly due to the lack of a continuous footway and the number of families with young children who use the zebra crossing on Rendham Road, the NGET data11 is incorrect as it omits Chantry Road from this alternative route. The very narrow carriageway at the controlled junction, the weight limit of 7.5 tonnes, and the		designed to minimise impacts across the highway network, as set out within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**. The traffic and transport assessment within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** does not identify any significant impacts on the highway network during the construction phase with the proposed embedded mitigation and control and management measures in place, including the routes through Saxmundham. For example, construction traffic travelling to/ from the B1119 and through Saxmundham will be limited to mobilisation works only, where there will be a limited number of construction vehicles (fewer than five HGVs per day). Once the access on the B1121 Main Road has been constructed, all construction vehicles will use the new access and routing through Saxmundham will no longer be required.

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			restriction to traffic flows twice per hour due to the level crossing has not been considered.		
		Traffic and transport, Onshore mitigation	**Mitigation** Without prejudice, if the development is to proceed, we believe the following will be required to mitigate the above impacts: all NGET traffic must avoid the busy shopping and travel to work and school times, NGET must liaise with Suffolk County Council to ensure there is no conflict with roadworks, the zebra crossing between Waitrose and Tesco should be upgraded to a controlled pedestrian crossing, a zebra crossing should be installed at the top of Church Hill opposite the bus shelter, NGET should identify ways to deter vehicles from diverting to alternative routes such as Rendham Road, Mill Road and Chantry Road.	N	**Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk** sets out the management measures for the control of construction traffic. The traffic and transport assessment within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** does not identify any significant impacts on the highway network during the construction phase with the proposed embedded mitigation and control and management measures in place, including for the B1121 Main Road. Therefore, it is not considered that any additional mitigation is required. Notwithstanding the above, NGET will continue to liaise with Suffolk County Council throughout the development and delivery of the Proposed Project to coordinate works with any planned road works. All delivery vehicles will be monitored to ensure they are using the designated construction access routes. The limited nature of vehicle movements required through the initial phase will not warrant additional mitigation measures, however, community benefit funding will be available through the Proposed Project.
		Traffic and transport, Socio-economic. recreation and tourism, Intra-Project cumulative effects	**North Access Route** The North Access Route will cross the railway line and proceed to the east of houses that are part of the Church Hill development to the B1119 Saxmundham to Leiston road, from whence it will continue to the converter station site. This will cause delays for people travelling by car from Leiston, but due to the distance involved an alternative route will likely not be sought, and the outcome could deter shoppers from Leiston travelling to Saxmundham. The receptors living in the east part of Church Hill will be subject to intra-project cumulative effects of noise, vibration, air pollution and light pollution during the construction of the access route and converter station site.	N	The southern access route has been adopted for the Proposed Project. The northern access route no longer forms part of the proposals. The construction vehicle routing has been designed to minimise impacts across the highway network, as set out within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**. The traffic and transport assessment within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** does not identify any significant impacts on the highway network during the construction phase with the proposed embedded mitigation and control and management measures in place, including the routes through Saxmundham and Leiston. For example, construction traffic travelling to/ from the B1119 and through Saxmundham will be limited to mobilisation works only, where there will be a limited number of construction vehicles (fewer than five HGVs per day). Once the access on the B1121 Main Road has been constructed, all construction vehicles will use the new access and routing through Saxmundham will no longer be required
		Traffic and transport, Onshore mitigation	**Mitigation** the North access route must be built below the brow of the hill to provide a natural barrier against noise, air and light pollution, and visual amenity. HGVs must not use the access route during unsocial hours which includes weekends. earth bank works should be considered to lessen impacts such as noise, vibration, air and light pollution and visual amenity.	N	The northern access route no longer forms part of the proposals. Therefore, none of this mitigation is applicable or necessary.

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			houses near the access route should be offered triple double glazing and other noise mitigation measures. we request that NGET funds a feasibility study to address the long-identified hazards and issues in the High Street. Upgrading the North access route to a fully adopted highway connected to the B1119 for all traffic may offer opportunities for legacy benefit by providing a vehicular route from the north to the supermarkets via Church Road thus avoiding the busy traffic light-controlled crossroads in the town centre, increase pedestrian safety by allowing for wider pavements,12 and provide for a more convivial shopping experience in the High Street.		
		Traffic and transport, cultural heritage	**South Access Route** The South access route from the A12 passes the outskirts of Benhall then crosses the River Fromus to the converter station site. An access route on this site will be damaging to the setting of Hurts Hall, a grade II listed building, the landscape of the park, and the cultural heritage of Saxmundham. The Saxmundham Neighbourhood Plan identifies this area as a 'Green Gateway' due to its important public view. Developments which would have an unacceptable adverse impact on the landscape or character of the view will not be supported.	N	It is acknowledged that Hurts Hall and its associated parkland represents a designated building on the south of Saxmundham, outside of the Saxmundham Conservation Area. The non-designated parkland is much degraded with most of the original smaller areas of pasture opened up to form large arable fields, with significant tree loss. Furthermore, much of the area that formed the parkland is no longer in the same ownership as the hall. However, both features have been identified through consultation with stakeholders as heritage assets requiring a full detailed assessment of the potential for impacts on setting. The 'important views' outlined in the Saxmundham Neighbourhood Plan have informed the representative viewpoint locations (**Application Document 6.4.2.1 Landscape and Visual**) and the assessment is set out within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. These are Viewpoints 2 (Important View 1a and 1b) and 20 (Important View 2). Important Viewpoint 5 has also been acknowledged as the approach to Saxmundham.
		Walking, cycling and horse-riders	There is a narrow footpath from the A12 along the B1119 from Benhall to Saxmundham, which is only suitable for single file walking. Young children walk along this route to and from Saxmundham and Benhall to attend primary schools in either parish. This is also a popular route for recreational cyclists. We consider that with increased traffic, pedestrians and cyclists may be reluctant to use this route and increased traffic will significantly increase the potential for accidents.	N	A complete assessment of socio-economics effects has been undertaken. This is set out in Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism and concludes that there are no anticipated significant effects as a result of the Proposed Project on PRoW or recreational routes. The construction vehicle routing has been designed to minimise impacts across the highway network, as set out within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**. The traffic and transport assessment within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** does not identify any significant impacts on the highway network or walking/ cycling network (including PRoW) during the construction phase with the proposed embedded mitigation and control and management measures in place, including the routes through Saxmundham. For example, construction traffic travelling to/ from the B1119 and through Saxmundham will be limited to mobilisation works only, where there will be a limited number of construction vehicles (fewer than five HGVs per day). Once the access on the B1121 Main Road has been constructed, all

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					construction vehicles will use the new access and routing through Saxmundham will no longer be required.
		Traffic and transport, Onshore mitigation, Walking, cycling and horse-riders	**Mitigation** Without prejudice, if the development is to proceed, we believe the following will be required to mitigate the above impacts. NGET to provide a safe footpath/cycleway from the A12 to South Entrance. Opportunities to enhance the Public Rights of Way and bridleways should be considered.	N	Community benefit is separate to compensation and mitigation. National Grid supports the delivery of community benefits associated with transmission infrastructure, and already has a number of established programmes which deliver this. For example, it operates a community grant programme which is available to nearby charities and not for profit organisations, when projects are in construction. National Grid is maintaining ongoing dialogue with both the District and County Council to address such issues.
		Traffic and transport, Inter-Project cumulative effects, Legislation and policy inc. permits	**Cumulative Traffic Impacts** The above impacts do not consider the cumulative effects of other Nationally Significant Infrastructure Projects and other major housing and employment developments in the local area that will increase traffic movements. Whilst acknowledging in the Preliminary Environmental Impact Report (PEIR) the existence of the Saxmundham Garden Neighbourhood, comprising some 800 dwellings and the construction of a new roundabout and adjacent works for an employment area, NGET have ignored the cumulative traffic impacts as the proposals have not yet been submitted for planning consent. Should either project coincide, there is a potential, with major works to the east and west of the town, that the cumulative effects of greatly increased traffic on Saxmundham will contravene the provisions noted in paragraphs 110-113 in the National Planning Policy Framework. NGET, whilst acknowledging that works are being scheduled at Carlton Meres Holiday site, have not accepted that they should be considered as a cumulative effect on traffic. We disagree, as the works, whilst small on their own, should be included due to the large scale of works proposed in the area.	N	It is acknowledged that the Proposed Project will be under construction alongside other schemes in the area which has been considered within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** for each discipline, including Traffic and Transport. **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** is based on **Application Document 6.3.1.5.C Appendix 1.5.C Inter-Project Cumulative Effects Short List**, which includes more than 25 developments including Sizewell C Nuclear Power Station, LionLink, Nautilus, East Anglia ONE North Offshore Windfarm and East Anglia TWO Offshore Windfarm. The traffic and transport cumulative assessment considers the additional traffic to be generated across the highway network (within the study area) by the Proposed Project and other cumulative schemes, based on the same assessment criteria assessed within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**.
		Inter-Project cumulative effects, Traffic and transport, Construction - general	Saxmundham will be affected by Sizewell C, not least in the construction phase lasting 10-12 years. Road traffic will pass through on the A12 and night-time freight trains to Sizewell passing through the town centre will add to the transport and environmental pressures. It is understood that the scale of construction traffic for these smaller projects is much less than for Sizewell C, however, we are concerned about the cumulative impact of potentially multiple energy infrastructure projects and other development proceeding over the same period of years.	N	It is acknowledged that the Proposed Project will be under construction alongside other schemes in the area which has been considered within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** for each discipline, including Traffic and Transport. **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** is based on **Application Document 6.3.1.5.C Appendix 1.5.C Inter-Project Cumulative Effects Short List** which includes more than 25 developments including Sizewell C Nuclear Power Station, LionLink, Nautilus, East Anglia ONE North Offshore Windfarm and East Anglia TWO Offshore Windfarm. The traffic and

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			We are concerned that increased levels of traffic on the A12 will increase the frequency of 'rat running' incidents along the minor roads, which were never intended for mass industrialisation, through Saxmundham and its neigbouring parishes.		transport cumulative assessment considers the additional traffic to be generated across the highway network (within the study area) by the Proposed Project and other cumulative schemes, based on the same assessment criteria assessed within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**.
		Traffic and transport, Onshore mitigation	**Mitigation** Without prejudice, if the development is to proceed, we believe the following will be required to mitigate the above impacts. we recommend that NGET collaborate with Sizewell C Co to use their park and ride facilities to the north at Darsham and to the south at Hatcheson to negate the need to provide workers' car parking and reduce vehicle movements in and around Saxmundham, and to make use of the traffic incident management areas and postal consolidation facilities at both sites. we recommend that NGET collaborate with Sizewell C Co to use their freight management facility at Seven Hills to reduce the number of HGV and LGV movements in and around Saxmundham.	N	National Grid is in discussions with Sizewell C and other developers in the region and will look to coordinate and make use of facilities that are available such as park and rides and freight management facilities.
		Converter station location, Landscape and visual, Cultural heritage	**Visual Impacts** We are concerned that the development of the converter site will lead to industrialisation of the open countryside to the east of Saxmundham and due to the magnitude, will also adversely affect the open views to the south of the town next to Hurts Hall. Contrary to claims made in the consultation documents, this site is not naturally screened by adjacent woodland at Bloomfield's Covert and thus existing screening to the west is unlikely to provide mitigation to the north, south and east. The huge converter station buildings will be out of keeping with the character and landscape of rural East Suffolk where the local architecture is predominantly of low build.	N	The 'important views' outlined in the Saxmundham Neighbourhood Plan have informed the representative viewpoint locations (**Application Document 6.4.2.1 Landscape and Visual**) and the assessment is set out within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. These are Viewpoints 2 and 20. The effects on the landscape character and visual receptors as a result of the Suffolk Onshore Scheme is also set out within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. This includes reference to residual significant adverse effects primarily due to the scale of the infrastructure proposed. The design of the Suffolk Onshore Scheme has involved an iterative design process focused on minimising effects, including on landscape character and visual amenity. The indicative landscape strategy for the Suffolk Onshore Scheme is set out within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**, which illustrates the proposed mitigation measures such as woodland planting to reinstate historic woodland found on the site and other measures including hedgerow and hedgerow tree planting. This will tie into existing vegetation in the local landscape to maximise potential screening of the proposed infrastructure.
		Converter station location, Landscape and visual, Legislation and	The above image13 clearly shows three converter stations to the right of Hurts Hall. Whilst NGET state that one convertor station would 'appear with a small part of the horizontal panorama in a break in vegetation in the middle ground' and 'would appear at a similar scale to Hurts Hall but would be out of character in the existing view', they conclude it 'would not be the focus of the receptors moving along and adjacent to the B1121'.14 We	N	The image referred to in the Council's feedback is from the Preliminary Environmental Information Report, Vol.3, Part 2, Chapter 2, Figures 2-6 Sea Link Suffolk Onshore Scheme and is viewpoint 2: B1121, south of Saxmundham, Figure 2.2.12-B (sheet 4 of 5). The comment is acknowledged and it should be noted that this was in reference to the preliminary assessment outlined in the PEIR. The effects on

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		policy inc. permits	disagree with this and contend that this should be tested thoroughly against National Policy Statement EN-1, 5.9.21 and the Saxmundham Neighbourhood Plan. The Neighbourhood Plan states15 that there are 'a number of important views and vistas', that should be protected, as they are important 'to the overall landscape character of the parish and which can be enjoyed from publicly accessible locations, e.g., footpaths, public highway, an existing open space, or through a gap between buildings'.		the landscape character and visual receptors as a result of the Suffolk Onshore Scheme is set out within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. The 'important views' outlined in the Saxmundham Neighbourhood Plan have informed the representative viewpoint locations (**Application Document 6.4.2.1 Landscape and Visual**) and the assessment is set out within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**). These are Viewpoints 2 (Important View 1a and 1b) and 20 (Important View 2). Important Viewpoint 5 has also been acknowledged as the approach to Saxmundham. **Application Document 7.1 Planning Statement** sets out a comprehensive appraisal of the Proposed Project in relation to the relevant energy NPSs and other policy that may be considered important and relevant to the Secretary of States decision, including the Saxmundham Neighbourhood Plan.
		Landscape and visual	1a. 'View from the B1121 looking across to Hurts Hall and St John's Church: The road undulates and at the top of two rises there are open views across to the Church and Hurts Hall which are both important landmarks'.	N	The 'important views' outlined in the Saxmundham Neighbourhood Plan have informed the representative viewpoint locations (**Application Document 6.4.2.1 Landscape and Visual**) and the assessment is set out within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**). These are Viewpoints 2 (Important View 1a and 1b) and 20 (Important View 2). Important Viewpoint 5 has also been acknowledged as the approach to Saxmundham.
		Landscape and visual	2. 'View from the high point of The Layers looking across the River Fromus to Hurts Hall: Looking due east from the tree line which marks the western edge of The Layers, across open farmland and the River Fromus. This gives a wide view of Hurts Hall and its associated buildings, and the backdrop of rising wooded land. It demonstrates the contrast between the open landscape of the valley and wooded ridge, below which the town sits.	N	The 'important views' outlined in the Saxmundham Neighbourhood Plan have informed the representative viewpoint locations (**Application Document 6.4.2.1 Landscape and Visual**) and the assessment is set out within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**). These are Viewpoints 2 (Important View 1a and 1b) and 20 (Important View 2). Important Viewpoint 5 has also been acknowledged as the approach to Saxmundham.
		Landscape and visual, Legislation and policy inc. permits, Converter station location	We consider that the siting of the converter station(s) in this location contravenes our Neighbourhood Plan and NGET have not considered the loss of an important view against National Policy Statement EN-1 5.9.21.	N	The 'important views' outlined in the Saxmundham Neighbourhood Plan have informed the representative viewpoint locations (**Application Document 6.4.2.1 Landscape and Visual**) and the assessment is set out within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**). These are Viewpoints 2 (Important View 1a and 1b) and 20 (Important View 2). Important Viewpoint 5 has also been acknowledged as the approach to Saxmundham.
		Landscape and visual, Converter station location, Legislation and policy inc. permits	The above image shows three converter stations with the historic Wood Farm dwarfed to the right. The proposed converter station site is on the top of a plateau. The Neighbourhood Plan states: 5) 'View towards the town from the B1119. The approach from Leiston is across a wide-open plateau. Looking west at point about 400m east of the access to Wood Farm the view of tree line along the ridge becomes conspicuous, the town below is hidden, but the view of the trees and the change in the landscape is the first clear indication that the town is nearby.'	N	The image referred to in the Council's feedback is from the Preliminary Environmental Information Report, Vol.3, Part 2, Chapter 2, Figures 2-6 Sea Link Suffolk Onshore Scheme and is viewpoint 1: public footpath east of Saxmundham, Figure 2.2.12-A (sheet 4 of 4). The 'important views' outlined in the Saxmundham Neighbourhood Plan have informed the representative viewpoint locations (**Application Document 6.4.2.1 Landscape and Visua**l) and the assessment is set out within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**). These are Viewpoints 2 (Important View 1a and 1b) and 20

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					(Important View 2). Important Viewpoint 5 has also been acknowledged as the approach to Saxmundham.
		Landscape and visual, Legislation and policy inc. permits	We consider that the siting of the converter station(s) in this location contravenes our Neighbourhood Plan and NGET have not considered the loss of an important view against National Policy Statement EN-1 5.9.21.	N	NPS EN-1 paragraph 5.9.21 does not concern important views. It is not clear which paragraph the Town Council intended to refer to or whether they have been referring to out-of-date policy. Notwithstanding this, **Application Document 7.1 Planning Statement** sets out a comprehensive appraisal of the Proposed Project in relation to the relevant energy NPSs and other policy that may be considered important and relevant to the Secretary of States decision, including the Saxmundham Neighbourhood Plan.
		Converter station location, Needs case	NGET's proposals to locate up to three converter stations on Saxmundham's settlement boundary is considered overdevelopment and it is not acceptable.	N	This comment by the Town Council is not accurate. National Grid is proposing to locate one converter station on land near to Saxmundham. NGV, a different company and applicant, is developing two separate projects which may also involve converter stations located near to Saxmundham. All three projects are separate, however, the two applicants have been urged to coordinate as far as possible, including in relation to co-location of converter stations. The Proposed Project will be seeking consent for one converter station at Saxmundham. Should another applicant bring forward proposals for any further converter stations in similar locations, these would be subject to their own separate consenting process. Within this DCO application, for information only, an illustrative masterplan showing one way in which three converter stations could be accommodated on land near to Saxmundham is included (**Application Document 7.10 Coordination Document**). However, this would not form part of Development Consent for the Proposed Project, if granted.
		Landscape and visual, Legislation and policy inc. permits	The above image, just outside Saxmundham on the B1119, is based on three converter stations. The image appears to be misleading, as are others, with regards to height. With the proximity to the road, there is no scope for visual mitigation. The result is that visitors travelling from Leiston to Saxmundham will be greeted by an industrial landscape that is totally out of keeping with the culture of our predominantly rural market town and adjacent villages. Again, we refer to National Policy Statement EN-1 5.9.21 and suggest that any proposed development is modified. Additionally, we refer to National Policy Statement EN-1 5.9.19 as NGET have omitted to acknowledge that there is no similar infrastructure in the area.	N	The image referred to in the Council's feedback is from the Preliminary Environmental Information Report, Vol.3, Part 2, Chapter 2, Figures 2-6 Sea Link Suffolk Onshore Scheme and is viewpoint 4: public bridleway southeast of Saxmundham, Figure 2.2.12-D (sheet 3 of 3). The photomontages have been produced using the methodology set out within **Application Document 6.3.2.1.A ES Appendix 2.1.A Landscape and Visual Impact Assessment and Photomontage Methodology** and use the maximum height parameter set out within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The indicative landscape strategy for the Suffolk Onshore Scheme is set out within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**, which illustrates the proposed mitigation measures such as hedgerows alongside the B1119 which are closer to the receptors to maximise screening effects. NPS EN-1 paragraphs 5.9.19 and 5.9.21 do not concern important views. It is not clear which paragraph the Town Council intended to refer to or whether they have been referring to out-of-date policy. Notwithstanding this, the Planning Statement sets out a comprehensive appraisal of the Proposed Project in relation to the relevant energy NPSs and other policy that may be

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					considered important and relevant to the Secretary of States decision, including the Saxmundham Neighbourhood Plan.
		Landscape and visual, Intra-Project cumulative effects, Socio-economic. recreation and tourism	In conclusion, we object to the proposed converter station(s) due to the loss of important views. The visual impact would create intra-project cumulative effects by deterring tourists and potential house buyers from visiting or living in the town. Moreover, the reduced desirability to visit and live in the town will affect the viability of local shops and amenities.	N	The 'important views' outlined in the Saxmundham Neighbourhood Plan have informed the representative viewpoint locations (**Application Document 6.4.2.1 Landscape and Visual**) and the assessment is set out within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. These are Viewpoints 2 (Important View 1a and 1b) and 20 (Important View 2). Important Viewpoint 5 has also been acknowledged as the approach to Saxmundham. An intra-project effect assessment has been carried out for the Proposed Project and has considered the residual effects resulting from the visual impact assessment. The purpose of this assessment is to identify and assess the potential for a combination of impacts associated from the Proposed Project to arise on a single receptor and determine whether a greater level of effect may arise than that identified within one of the standalone technical chapters. Further details regarding the outcome and any proposed mitigation required are contained in **Application Document 6.2.2.12 Part 2 Suffolk Chapter 12 Suffolk Onshore Scheme Intra-Project Cumulative Effects**.
		Onshore mitigation, Design, Converter station location	**Mitigation** Without prejudice, if the development is to proceed, we believe the following will be required to mitigate the above impacts: reduce the number of proposed converter stations to one and site it further east, thus mitigating the loss of views in and around Saxmundham, ensure that the converter station architectural design is sympathetic and blends, as much as possible, into its rural setting by incorporating NGET's proposed green roof, manipulate the form of the converter station, part-bury it, and/or raise the height of the land to reduce the height and the visual impact, plant shrubs and copses of trees around the converter station site to hide its scale, provide natural screening, preserve views, and increase biodiversity, clad the building with colours and textures sympathetic to the local landscape.	N	The reasoning for the siting of the converter station is set out within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The ES assesses one converter station on the Saxmundham site. The indicative landscape strategy for the Suffolk Onshore Scheme is set out within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**, which illustrates the proposed mitigation measures such as woodland planting to reinstate historic woodland found on the site and other measures including hedgerow and hedgerow tree planting to enhance screening opportunities and tie into biodiversity opportunities. National Grid has given careful consideration to the design of the converter station, presenting a range of potential options in this consultation. Following this, Design Principles are being established with regard to the requirements of national policy and National Grid is maintaining ongoing dialogue with the Host Authorities with regard to design aspects of the Proposed Project. Furthermore, input is being sought from independent design review panels, as recommended by the Host Authorities. This will be an iterative process over the consenting, examination and delivery phases of the Proposed Project. The Design Principles for the Proposed Project will also reflect the principles set out in the National Infrastructure Commission's Design Group Project Level Design Principles. The design principles are contained in **Application Document 7.12.1 Design Principles – Suffolk**.
		Terrestrial ecology, DCO process	**Environmental Impacts** DEFRA has developed a biodiversity gain statement which sets out the detail of the biodiversity net gain requirement for NSIPs. All terrestrial NSIPs from November 2025 are expected to achieve at least 10% measurable biodiversity net gain for at least	N	National Grid acknowledges this feedback. Details are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**.

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			30 years.16 We note NGET supports this aspiration for the Sealink project.		
		Terrestrial ecology	NGET advise that the 'majority of the ecological environment impact assessments are underway or have yet to commence, and therefore the amount of field survey data in this PEIR is limited'.17 Moreover, most of the work undertaken to date is based on desk studies. We are concerned that this work has not been undertaken and we expect it to be fully complete for inclusion prior to the submission of any application for a Development Consent Order. We will then be able to comment fully but we make the following observations.	N	A full suite of surveys has been concluded for inclusion within this DCO submission. Further details are contained in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**.
		Water environment, Geology and hydrogeology, Agriculture and soils	**Flooding and River Condition Impacts** NGET propose to install an access road over the river. The drift soil at Wood Farm is clay and is very well managed by the landowner to ensure that it drains efficiently, with water draining to well-maintained field ditches. The proposed construction of the converter station and associated works compounds and roadworks will impact on the land creating water run- off. This will impact the quality of the river, especially if the run-off floods the roads prior to entering the water courses.	N	Surface water runoff arising from the Proposed Project during both its construction and operation would be captured, suitably treated where necessary and attenuated prior to discharge into the surrounding water environment at rates no greater than existing (inclusive of suitable climate change allowances over the Projects lifetime). In addition, where the Proposed Project interacts with existing land drainage infrastructure, e.g. ditches, there is a project commitment, secured by the DCO, to re-provide a suitable alternative means of land drainage such that the existing land drainage regime is not compromised.
		Water environment	The introduction of a bridge will detrimentally alter river habitats.	N	The impacts associated with the Proposed Project on river habitats are included in **Application Document 6.2.2.2 Part 2 Chapter 2 Ecology and Biodiversity** for further details. The bridge across the River Fromus has been designed in order to avoid a significant adverse effect on habitats. It will be installed so the abutments are 8 m from the river bank and will be installed in an area where there is currently little to no emergent riparian vegetation on the river banks and where there is currently a willow plantation that provides considerable shading of the watercourse. The felling of the plantation (as part of routine plantation management prior to bridge installation) and the habitat creation works around the bridge therefore present an opportunity for enhancing the River Fromus corridor.
		Water environment, Converter station location, Legislation and policy inc. permits	Flooding, and in particular surface water flooding, is of extreme concern to the community and there have been historical and recent incidences of flooding in the town. Construction of a converter station will inevitably exacerbate the situation. National Policy Statement EN-1 requires that all sources of flooding be considered as part of site selection. We strongly recommend that NGET undertake a sequential test for ground water flooding on the Wood Farm site.	N	Flooding concerns are noted and **Application Document 6.8 Flood Risk Assessment** has been informed by information on historical and recent flooding incidents in the locality. The converter station would be served by a surface water drainage system that provides for the collection and treatment of all rainfall runoff from newly created impermeable surface areas, such that discharges to the surrounding water environment would be made at rates no greater than in the undeveloped situation, inclusive of resilience for future climate change. Groundwater as a source of flood risk, has also been appraised within the **Application Document 6.8 Flood Risk Assessment**.

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					The converter station site is in Flood Zone 1 for fluvial flood risk and is at low risk areas for all other sources of flooding, including surface water and groundwater. It therefore passes the sequential test.
		Water environment, Onshore mitigation, Terrestrial ecology	**Mitigation** Without prejudice, if the development is to proceed, we believe the following will be required to mitigate the above impacts: NGET should provide a fund for river protection and improvement between Kelsale, Saxmundham, Sternfield and Benhall to offset and reinstate lost or damaged habitats.	N	A commitment is secured within the Register of Environmental Actions and Commitments, to remove temporary watercourse crossings and reinstate riparian vegetation following completion of any construction works. Where the project permanently crosses the River Fromus, the crossing design of a clear span bridge with generous setbacks from both river banks, avoids impacts on the river and its riparian corridor.
		Terrestrial ecology, Ornithology, Agriculture and soils	**Wild Life Impacts** It should be noted that farmland, whilst not environmentally obviously diverse, plays an important role in the ecological system. There has been a dramatic crash in farmland birds, due to modern intensive methods and loss of habitat.18 Sightings of animals (although not an exhaustive list) in the area include those found in agricultural and river settings: Skylarks Badgers Buzzards Hedgehogs Sparrow Hawks Red Deer Red Kites Muntjac Deer Kestrels Grass Snakes Barn Owls Slow Worms Tawny Owls Adders Cuckoos Field Mice Kingfishers Bats Woodpeckers	N	The ecological surveys for the Environmental Statement have not neglected the importance of farmland (such as for nesting skylarks), this has been considered as part of the EIA and mitigation measures proposed for the Proposed Project. Please refer to **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity** for further details.

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			Hares Swifts Foxes Marsh Harriers Possibly water voles Lapwings		
		Onshore mitigation, Terrestrial ecology Walking, cycling and horse-riders	**Mitigation** Without prejudice, we would propose the following if the project proceeds, to mitigate the impacts: arable land should be properly surveyed for birds and wildlife and compensation offered for any loss of habitat that might affect uncommon or rare species,19 for adequate drainage it will be necessary to continually reinstate ditches. NGET should consider curving ditches which provide improved and diverse micro-habitats for wildlife. similarly re-introduced hedgerows should not be straight but curved.	N	Hedgerow gaps will be restored on the same alignment as the removed hedgerow section. Detailed surveys of land to be affected by the Suffolk Onshore Scheme have been undertaken and are presented in the appendices of **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. This includes surveys for wildlife such as badgers and birds, and of uncommon arable weeds.
			the loss and diversion of Public Rights of Way is of concern, not only for wildlife but for human receptors. We strongly propose that the environmental offset includes a green pathway from near the converter site to Friston, thence to join the Suffolk Coastal Path north of Aldeburgh. Green corridors provide a haven for wildlife and improve wildlife diversity.	N	The opportunities for recreation have been developed in collaboration with other key disciplines including traffic and transport and socio-economics (further details within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport and Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. This has included a permanent PRoW diversion on the converter station site which has been designed to have a variety of experiences with some sections more open and others adjacent to woodland planting to aid screening of views towards the Suffolk Onshore Scheme. This has also included the provision of open access areas, as requested through stakeholder feedback. The existing footpath connecting southwards is shown on **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**.
		Landscape and visual	**Light Impacts** Light pollution, not only effects human receptors adversely, but wildlife too.	N	The effects of the lighting proposals on landscape character and visual amenity as part of the Suffolk Onshore Scheme are set out within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. Such impacts have also be considered within **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity** but it should be noted that the converter station/substation will not be brightly illuminated structures as they will be generally unmanned. Details relating to the design, including lighting, are contained in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Onshore mitigation, Landscape and visual,	**Mitigation** Without prejudice, if the development is to proceed, we believe the following will be required to mitigate the impacts:	N	As above, the effects of the lighting proposals on landscape character and visual amenity as part of the Suffolk Onshore Scheme are set out within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. Such impacts have also be considered within **Application Document**

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		Terrestrial ecology	All lighting should be shielded to prevent diffusion. Protectors should be fitted to all lights to stop the disruption of insect breeding.		**6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity** but it should be noted that the converter station/substation will not be brightly illuminated structures as they will be generally unmanned. Details relating to the design, including lighting, are contained in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. Mitigation measures relating to lighting have been included within **Application Document 7.5.3.2 Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured by Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Converter station location, Noise and vibration, Health and wellbeing	**Noise Impacts** There are concerns about exposure to operational noise from the convertor transformers, the transformer cooling fans and the valve cooling fan banks, all of which will be external to the convertor station buildings for safety reasons and to allow sufficient airflow, and these will operate continuously day and night. Manor Gardens and parts of the Church Hill development are especially close to the proposed site and access road. Noise pollution creates issues for those that live nearby, especially those that suffer sensory noise related health problems and for people who work from home. We are very concerned that the proposed works will create mental health and general health conditions.	N	An indicative assessment of operational noise from the proposed converter station, based on currently available design information, is included within **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration**. The assessment indicates that with appropriate design measures, significant adverse effects from operational noise can be avoided. Noise mitigation measures will be incorporated in the design, and further noise assessments will be conducted throughout the design process.
		Onshore mitigation, Noise and vibration, Landscape and visual	**Mitigation** Without prejudice, if the development is to proceed, we believe the following will be required to mitigate the above impacts: the supply of triple glazing and other noise mitigation measures for affected properties, during the construction phase, NGET should ensure that noisy work is minimal and within industry standard limits, NGET should follow EDF's policy and undertake preliminary environmental work by creating a treeline barrier next to the potentially affected properties. Should the project proceed, young trees planted now would provide a buffer against light and noise pollution.	N	With regard to operational noise, the assessment presented in the ES shows that internal noise levels, due to noise from the proposed converter station, would not exceed guideline values at nearby properties, even with open windows where appropriate noise control measures are incorporated in the design. There is therefore no need for the provision of additional glazing, or other form of noise mitigation at nearby properties. With regard to construction noise, the assessment conducted as part of the ES indicates that noise levels are not expected to meet the requirement for noise insulation or temporary rehousing at any property. This will be reviewed as part of the contractors detailed construction noise assessments. Best practicable means will be employed by the contractor to reduce the impact of noise and vibration during construction. There are no industry standard noise limits. However, there are effect thresholds which would be avoided where practicable with the use of best practicable means. Noise mitigation measures will be incorporated in the design of the converter station. Trees are not considered to provide a material reduction in noise levels and therefore do not form part of the noise mitigation strategy. Further details are contained in **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration**.
		Onshore environmental	**Greener Environment**	N	The ES submitted as part of the DCO application provides an assessment of the likely significant effects in accordance with the EIA Regulations 2017,

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		impact, Converter station location, Traffic and transport	We are committed to supporting a greener environment. Whilst we appreciate that the proposed Sealink project is involved primarily in the transmission of offshore wind generated electricity that we endorse, the converter station and associated access roads negate any efforts that we have already undertaken to provide a greener environment.		which require an ES to discuss only those effects that are likely to be significant. Further details on the EIA process and methodology are contained in **Application Document 6.2.1.5 Part 1 Introduction Chapter 5 EIA Approach and Methodology** and the outcomes of the assessments and any mitigation proposed are contained in the specific technical ES chapters. It is also worth noting that, National Grid has committed to 10% Net Gain in Environmental value including as a minimum 10% Biodiversity Net Gain across all its construction projects. This commitment is underpinned by the delivery of quantifiable enhancements for biodiversity measured from a baseline using the Department for Environment, Food and Rural Affairs Biodiversity Calculator (Department for Food, Environment and Rural Affairs, 2021) with actions formalised and secured by long term management arrangements with external organisations and partners. Wider environmental benefits such as carbon capture and storage, air quality and recreation and associated financial values are also considered and quantified using valuation tools and emerging methodologies. These commitments ensure that National Grid can deliver long term environmental improvements as part of our works. The commitments will align and make a positive contribution to regional and national strategies and facilitate collaboration and partnerships with its communities and stakeholders. Further information on this is presented in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**.
		Onshore mitigation, Climate change	**Mitigation** Without prejudice, if the development is to proceed, we believe the following will be required, via a Deed of Obligation, to offset the carbon footprint created by NGET: at least one, locally shared, wind turbine, to offset households in the Saxmundham Conservation Area that are not permitted to install solar panels, to reduce electricity costs generally for the residents of Saxmundham and local villages, or alternatively to provide a fund to improve the quality of life for residents, a small-scale solar allotment scheme that benefits the town.	N	Community benefit is separate to compensation and mitigation. National Grid supports the delivery of community benefits associated with transmission infrastructure, and already has a number of established programmes which deliver this. For example, it operates a community grant programme which is available to nearby charities and not for profit organisations, when projects are in construction. National Grid is maintaining ongoing dialogue with both the District and County Council to address such issues. The Proposed Project has been designed to increase the capability of the network to carry low carbon and renewable energy from where it is generated to homes and businesses across the country. It will play an important part in allowing the UK to decarbonise its energy system in a meaningful way that will not only support net zero energy targets, but also deliver a more secure and resilient energy system. A lifecycle greenhouse gas assessment and a climate change risk assessment is included in the climate change chapter of **Application Document 6.2.5.1 Part 5 Chapter 1 Climate Change**. This includes an assessment of the lifecycle greenhouse gas emissions associated with the Proposed Project, as well as an assessment of the climate change risks facing the Proposed Project. These assessments have been conducted in accordance with the Institute of Environmental Management and Assessment good practice guidance for greenhouse gas assessments and climate change

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					risk assessments in EIAs. These assessments consider the mitigation measures embedded in the project to mitigate greenhouse gas emissions and climate change risks associated with the Proposed Project. **Application Document 7.5.13 Greenhouse Gas Reduction Strategy** has been developed alongside the climate change chapter. This document sets out how greenhouse gas emissions will be managed across the project lifecycle.
		Community benefits / enhancements, Socio-economic. recreation and tourism	**Socio-Economic Impacts** The infrastructure developers justify much of the environmental and economic damage by extolling the local benefits to the community. However, the onshore infrastructure of the Sealink project creates no long-term employment opportunities and no local investment. In fact, the proposed project creates a situation ultimately leading to unemployment and decline.	N	National Grid supports the delivery of community benefits associated with transmission infrastructure, and already has a number of established programmes which deliver this. However, community benefit is separate to compensation/mitigation and they will seek to mitigate against adverse impacts where they are identified. A complete assessment of socio-economics effects has been undertaken has be undertaken. This is set out in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism** and concludes that there are no anticipated significant effects as a result of the Proposed Project. **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** details the cumulative socio-economics impact of the Proposed Project alongside other proposed developments within the cumulative zone of influence. Again, it is concluded that there are no anticipated significant socio-economic effects.
		Socio-economic. recreation and tourism, Inter-Project cumulative effects, Construction - general	During the proposed construction phase, especially considering the cumulative impacts of other major projects in the area, traffic and construction works will be a barrier to tourists and potential house purchasers. Consequentially, the High Street shops, restaurants, hotel and tourist attractions will likely witness a decline, and this will result in a loss of jobs. When operational, the converter station will be a visual deterrent to visitors and potential house purchasers which will also negatively affect local shops and amenities.	N	A complete assessment of socio-economics effects has been undertaken has be undertaken. This is set out in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism** and concludes that there are no anticipated significant effects as a result of the Proposed Project. **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** details the cumulative socio-economics impact of the Proposed Project alongside other proposed developments within the cumulative zone of influence. Again, it is concluded that there are no anticipated significant socio-economic effects.
		Socio-economic. recreation and tourism, Onshore mitigation	It is vital that Saxmundham gains a meaningful long-term legacy for the local economy and the community to offset the environmental and economic damage caused by the siting of onshore electricity transmission infrastructure.	N	National Grid acknowledges this feedback.
		Onshore mitigation	**Mitigation** Without prejudice, if the development is to proceed, we believe the following will be required to mitigate the above impacts: Historically the wages and educational levels in this area are lower than the national average.20 We strongly suggest this is	N	Community benefit is separate to compensation and mitigation. National Grid supports the delivery of community benefits associated with transmission infrastructure, and already has a number of established programmes which deliver this. For example, it operates a community grant

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			addressed by the introduction of a Skills Training Centre21 funded by NGET, NGV, and EDF with the support of the Joint Industry Board and the Engineering Construction Industry Training Board who is currently actively seeking to fund new training centres. There are suitable premises becoming available in Saxmundham for a jointly funded training facility. Saxmundham and the locale also benefits from regular train services from Lowestoft and Ipswich, local bus services and the proximity to the A12, thus is centrally placed to attract suitable applicants from a radius of 50 miles. The provision of a training centre will increase long-term prosperity for the town.		programme which is available to nearby charities and not for profit organisations, when projects are in construction. The former Government consulted on community benefit options associated with transmission infrastructure, and proposed the introduction of guidance in this regard. National Grid support this and believe it should be flexible, allowing community benefits to respond to local and regional need. Whilst it awaits clarity on the Government's position, it is working to understand local and regional aspirations and priorities in relation to community benefits. It welcomes the suggestions for delivering community benefits and as the project progresses, they it work with stakeholders and local communities to further inform this. "
		Onshore route location, Landscape and visual, Socio-economic. recreation and tourism	**Cable Route Impacts** The choice of the landfall location between Aldeburgh and Thorpeness, the substation site at Friston, and the converter station site at Saxmundham inevitably leads to inappropriate cable routes through unspoilt countryside, including the Suffolk and Essex Coast and Heaths National Landscape, which is of great value to the local tourist industry.	N	The landscape and visual team have been a key discipline when determining the route of the cable route. This has been developed to minimise effects on the landscape character, including avoiding landscape features where possible and visual amenity, including limiting the infrastructure in views from sensitive receptors including residential and recreational receptors. It should also be noted that the effects arising from the cable routes will be temporary and that reinstatement of the cable corridors will occur following the construction period as far as practically possible. Details regarding the reinstatement of the cable corridors is set out within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan – Suffolk**. Effects on landscape character and visual amenity are set out within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**.
		Converter station location, Onshore route location, Design	The selection of Saxmundham for the converter station, as opposed to Blackheath Corner near the junction of the B1069 and A1094, involves a wider swathe of both AC and DC cables to the north of the proposed Friston substation, up to 200m wide if all three projects are accommodated. The Saxmundham converter station site requires an unnecessary long HVDC cable corridor which passes Friston and will therefore need to double-back on itself to connect to the substation.	N	The Proposed Project Options Selection and Design Evolution Report published alongside the Statutory consultation documentation outlines the rationale underlying decision-making around the preferred location for the converter station - including avoidance of the AONB. However, in addressing the specific detail of this comment, the overall length of cable required for Saxmundham and Blackheath Corner was comparable, due to the HVAC system requiring three times the amount of cable as opposed to the HVDC system. The longer HVAC required to connect a converter at the Blackheath Corner location was therefore similar in terms of cable requirements to the longer HVDC section needed to reach the Saxmundham site, with the HVAC connection also requiring a wider construction swathe between the Blackheath Corner site and Friston, along a route where there were a number of constraints. The Report can be found in **Application Document 8.2 Options Selection and Design Evolution Report (October 2023)**.
		Onshore route location, Walking, cycling and horse-riders, Socio-economic.	The cable routes also impact on the many Public Rights of Way (PRoW) which would suffer closure and diversion during the construction period. This extensive network of PRoWs are important to both local people and especially to local tourism which draws visitors from far and wide to enjoy the open and accessible landscape.	N	A complete assessment of socio-economics effects has been undertaken has be undertaken. This is set out in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism** and concludes that there are no anticipated significant effects on PRoW or recreational routes as a result of the Proposed Project.

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		recreation and tourism			
		Onshore route location, Landscape and visual, Terrestrial ecology	The land above and around the cable swathes could eventually be restored but it will not be possible to plant trees and shrubs directly above the cables resulting in the permanent loss of wildlife habitats.	N	Shrub and hedgerow planting over the cable route is possible provided they do not have deep penetrating roots. Therefore, it would be possible to maintain habitat connectivity by restoring gaps in hedgerows, albeit without standard trees.
		Coordination with other projects, Inter-Project cumulative effects	**Cumulative Impacts** This response to the Sealink statutory consultation combined with the Nautilus and Lion Link non-statutory consultations relevant to the project, has identified that there is insufficient coordination between the three National Grid projects, the two Scottish Power Renewables projects, and the Sizewell C project. This has resulted in sub-optimal individual project proposals which ignore or significantly downplay the opportunities to reduce cumulative impacts and leave meaningful legacy for this area which will endure significant disruption and industrialisation of its landscape over decades.	N	National Grid is coordinating with other large scale infrastructure projects in Suffolk, noting that those other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are contained in **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise. The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with the LionLink and Nautilus projects in Suffolk where it is feasible. The assessment of inter-cumulative effects with these other proposed developments is also considered in the ES within the **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
		Timescales / programme	We understand that the Scottish Power Renewables project to create a substation at Friston has been delayed by two years and therefore there is the potential for Sizewell C, EA1N and EA2 offshore wind farms, and the Sealink, Lion Link and Nautilus interconnectors to be in the construction phase concurrently from 2026 to 2030.	N	**Application Document 6.3.2.14.A ES Appendix 2.14.A Descriptions of Other Developments** contains updated information regarding other project timescales which will be used in the CEA. East Anglia One North and East Anglia Two construction is expected to commence in 2024/2025 and energisation to commence in 2027 (SPR, 2024).
		Inter-Project cumulative effects, Traffic and transport, Socio-economic. recreation and tourism	There is a risk that the cumulative impact of these projects will displace the resident population, severely impact the local road network, and deter tourists from visiting.	N	A full inter-project effects assessment has been carried out for the Proposed Project. This assessment has combined environmental impacts resulting from other proposed developments due to come forward within the cumulative zone of influence. The full assessment is available within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. The chapter concludes that there are no anticipated significant adverse socio-economic effects.

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		Construction – general, Inter-Project cumulative effects, Socio-economic. recreation and tourism	No assessment has been made of the accommodation needs of construction workers for Sealink. NGET should undertake this assessment, cumulatively with all known projects for the area, to ensure that local people and residents are not displaced or priced out of the market.	N	Assessment of accommodation needs for construction workers and the effects on tourism and recreation assets has been undertaken and is presented within **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. It is concluded that there are no anticipated significant socio-economic effects.
		Health and wellbeing, Coordination with other Projects, DCO process	The health and wellbeing of local people has already been badly affected for years by other proposed energy projects. All projects associated with the substation at Friston should be brought together in one set of consultations and DCO examination to shorten the length of time residents are subject to the stress of the examination process and, importantly, so that people can fully understand the cumulative impacts.	N	A complete cumulative assessment has be undertaken. This is set out in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. The chapter concludes that there are no anticipated significant health and wellbeing effects.
		Needs case	**Conclusion** For the reasons set out above, Saxmundham Town Council strongly opposes the Sea Link project and all the options set out in the consultation document.	N	National Grid acknowledges this feedback.
		Construction – general, Landscape and visual	We are concerned that there is no guarantee that all the projects proposed for this area will be progressed in a way that will minimise the damage during construction and will be sympathetic to the impact on the landscape and amenity once operational. We set out similar concerns in our responses to the Sizewell C consultations.	N	The Proposed Project will actively manage and monitor the mitigation proposals outlined within the Environmental Statement. Details are contained in **Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan** which describes the mitigation proposals which are required to take place during the construction phase. In relation to the landscape and amenity once operational, details of the management of proposed mitigation beyond the construction phase of the Proposed Project are contained in **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**.
		Coordination with other Projects, Alternative solutions	While we support the commitment to explore the potential for co-location, this is only acceptable if the infrastructure is sited in an appropriate place. There is no evidence within the consultation documents that alternative locations have been considered for the three projects, given that the main requirement for power seems to be in other parts of the country.	N	National Grid is coordinating with other large scale infrastructure projects in Suffolk, noting that those other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are contained in **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise. Information on the alternatives considered in

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					contained in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main alternatives Considered**.
		Coordination with other projects, Design	We are concerned that these proposals do not consider the wider potential opportunities to create a more coordinated and less impactful result for East Suffolk. Thus, we will seek a moratorium on any development until it is reviewed by a government led enquiry. These projects should be viewed holistically, as well as other electricity network infrastructure developments, and a suitable solution for East Suffolk and the country should be sought.	N	As set out in the application documents, National Grid has proactively sought to coordinate with other projects. It should be noted that the other projects are not in control of National Grid. The Secretary of State has directed that the Proposed Project be consented via the DCO process under the Planning Act 2008. It is therefore required to follow all of the relevant procedures and processes under the Planning Act 2008. National Grid has consulted the community in accordance with the requirements of the Planning Act 2008. Consistent with the Government's Net Zero target, there has been, and continues to be, growth in the volume of renewable and zero carbon generation that is seeking to connect to the electricity transmission system in the East Anglia and South East regions. UK Government policy clearly sets out the critical requirement for significant reinforcement of the transmission system to facilitate the connection of renewable energy sources and to transport electricity to where it is used. In particular, the British Energy Security Strategy sets targets for the connection of up to 50 GW of offshore wind by 2030 as a key part of a strategy for secure, clean and affordable British energy for the long term. Without reinforcement, the capacity of the existing network in East Anglia and the South East is insufficient to accommodate the connection of proposed new power sources connecting in the area. National Grid has therefore been assessing the reinforcement options available for providing the additional capability required.

Table 1.15 South Norfolk Council

Date consulted	Response deadline	Consultation topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Consultation	Thank you for your consultation in respect of the above NSIP project. I can confirm that South Norfolk Council has no comments or observations to make in respect of the project and would defer to the Host Local Authorities affected by the proposal.	N	National Grid thanks the Council for its response and notes the feedback.

Table 1.16 Suffolk County Council

Date consulted	Response deadline	Consultation topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Consultation	**Sea Link Statutory Consultation** Suffolk County Council welcomes the opportunity to comment on the National Grid Electricity Transmission (NGET) proposal for grid reinforcement between Suffolk and Kent, known as Sea Link, which is offered by this consultation. The response has been developed by Suffolk County Council technical officers, who have identified significant issues which will need to be acted upon. The proposals as they stand will cause significant impacts to host communities who are already under considerable strain due to the multiple NSIPs which have been proposed for the Suffolk Coast. On 12 December 2023, this response was discussed and approved for submission at the County Council's Cabinet meeting. The paper and recording of the meeting are available on the County Council website.1 The principal concerns of the Council are set out in detail in its full response and are also summarised as follows.	N	National Grid acknowledges this feedback. The feedback received has been addressed below.
		Coordination with other projects, inter-project cumulative effects	**Coordination between Sea Link and emerging proposals for LionLink** Suffolk County Council maintains its stance that coordination between projects, including the utilisation of immediately adjacent parallel onshore cable routing, should be a top priority in order to minimise the impacts upon the Suffolk coastline. While the Sea Link proposals allow for coordination, LionLink, in its recent supplementary consultation, continue to consider landfall options at Southwold and Walberswick where coordination with Sea Link would not be possible on landfall and subsequent cable routing to the converter station site. The County Council expects the fullest possible coordination and co-location of the cable corridors and infrastructure between Sea Link and LionLink, in order to minimise the combined impacts of the two projects. Any proposals that reduce the level of coordination would require robust justification as to why greater coordination is not achievable, including a full assessment of increased levels of impacts across both projects.	N	National Grid's plans in Suffolk have been developed for the Proposed Project as a standalone project but have been designed in a coordinated way with other projects, including two potential NGV projects. As development work on the Proposed Project and these other projects has progressed, National Grid's approach to coordination has evolved. A key part of its coordination strategy is to continue to explore opportunities to co-locate infrastructure where feasible and beneficial. At Statutory consultation, National Grid presented a design which showed the NGV works themselves at the landfall and along the cable sections. It also included the entire wider site at Saxmundham, to show how they could be flexible if constructing around one or two additional converter stations. This assumed a scenario where the NGV projects, whose routeing and siting work is at an earlier stage, identified the same cable and converter station sites as the Proposed Project. In March 2024, NGV's LionLink project announced that it had down selected its potential landfall at Aldeburgh and would be removing it from the LionLink proposals. LionLink is still proposing to co-locate its converter station alongside the Proposed Project's near Saxmundham. As National Grid's design work and their engagement with the NGV projects has progressed, they have evolved their approach to coordinating with NGV. They are considering further ways that they could coordinate their construction activities and other projects and developers, including NGV, EDF Energy and SPR.
		DCO process, legislation and policy, coordination with other projects	**Coordinated Consenting Approach** Given the spatial interdependences of Sea Link and LionLink and the expectation in the National Policy Statement (NPS) EN-5 for coordinated approaches, the County Council considers it essential for National Grid Group to fully align the projects both spatially and	N	National Grid is coordinating with other developers of large scale infrastructure projects in Suffolk, noting that those other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application.

Date consulted	Response deadline	Consultation topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			in the timing of the development of their consenting, in order to minimise the impacts of their projects on the communities and environment of the area. Such an approach would also be consistent with National Grid' own 'Responsible Business Charter. The alignment of project development and consenting by National Grid Group would potentially allow the Planning Inspectorate (PINs) to consider both projects simultaneously using a single panel of examiners to achieve coordinated consenting. This approach would allow for a more efficient examination of the issues and reduce the impact of the consenting process on the communities.		Further details are contained in **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise. The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with the LionLink and Nautilus projects in Suffolk where it is feasible. The assessment of inter-cumulative effects with these other proposed developments is considered in the ES within **Application Document 6.2.13 Part 2 Suffolk Chapter 13 Inter-Project Cumulative Effects**.
		Socio-economic, recreation and tourism, construction, combined effect of the proposed project	**Tourism** Suffolk offers a rich and varied tourist offer and is known for its heritage assets such as the Suffolk Coasts and Heaths Area of Outstanding Natural Beauty (AONB) and Heritage Coast. The County Council urges the applicant to fully assess the direct and indirect impacts of onshore construction activities on visitor perception and experience and also identify and engage with businesses, in particularly which are associated with recreation and tourism, to discuss these impacts.	N	National Grid is confident that their desk-based analysis is sufficiently robust. The approach and methodology used remains consistent across DCO infrastructure projects. It recognises that certain effects can only be evaluated on a qualitative basis and in turn defined effects in the ES using beneficial, adverse and no effect classifications. The assessment of effect on tourism and recreation assets is included in the assessment within **Application Document Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism** and concludes that no likely significant effects are anticipated on businesses, including those associated with recreation and tourism, and/or visitor perception and experience from the construction of the Suffolk Onshore Scheme.
		Inter-project cumulative effects, traffic and transport, socio-economic, recreation and tourism	Cumulative Impacts Current timelines suggest that Sea Link will be under construction alongside several other NSIPs in the same area, including Sizewell C, LionLink and those being developed by Scottish Power Renewables (SPR). Significant impacts are expected regarding traffic on the routes leading to and in the proximity of the Suffolk coast, local housing, service, and labour supply.	N	It is acknowledged that the Proposed Project will be under construction alongside other schemes in the area which has been considered in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. This chapter of the ES considers each discipline, including Traffic and Transport and Socio-Economics. Based on the inter-project cumulative effects indicative screening matrix, no significant cumulative effects on traffic and transport are expected as a result of construction traffic associated with the Suffolk Onshore Scheme when combined with construction/ operational traffic associated with each of the other developments in isolation. In addition, no significant cumulative effects are expected when considering construction/ operational traffic associated with all committed developments combined on the same basis. No significant cumulative effects on socio-economics, recreation and tourism are expected as a result of the Suffolk Onshore Scheme in combination with each of the other developments in isolation. In addition,

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					no significant effects are expected when considering the impacts of the cumulative schemes in aggregation and in combination with the Proposed Project.
		Coordination with other projects, alternative solutions	**National Grid ESO Review of East Anglian Connections** In light of the announcement by National Grid Electricity System Operator on 11 December 2023 regarding the launch of a review of East Anglian Connections, I will be writing to National Grid ESO setting out a range of options that Suffolk County Council wishes to see considered as part of this review, in particular those proposals which have been developed by Dr Thérèse Coffey MP and Suffolk's communities for the coordination of offshore wind and interconnectors, connection to the onshore transmission network via Bradwell and the Isle of Grain.	N	These comments are acknowledged and while the preference for use of previously developed land is recognised, it remains imperative that alternative options address the overarching needs case for the Proposed Project by providing additional network capacity where it is needed. In developing the Proposed Project National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search that satisfy the needs were considered too small to accommodate the required infrastructure. The results of the ESO East Anglia Network Study were published in March 2024. The conclusions highlight that the ESO holistically assessed ten network configuration options in East Anglia, using the OCSS outcome as the baseline. Six of these options were developed by the ESO/NGET and four proposed by community representatives, ranging from onshore network configurations to a network involving no new overhead lines within East Anglia. However, from this assessment, it is evident that there is no single option that minimises impacts across all the metrics. Critical trade-offs will need to be made between the cost borne by consumers, communities hosting this nationally significant infrastructure as well as environmental considerations. **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered, Application Document 7.3 Design Development Report and Application Document 7.2 Strategic Options Back Check Report** contain further details on the main alternatives considered for the Proposed Project. Further historic information with regard to the Proposed Project design evolution and the alternatives considered are contained within **Application Document 8.1 Corridor Preliminary Routing and Substation Siting Study (October 2022), Application Document 8.2 Options Selection and Design Evolution Report (October 2023)** and **Application Document 8.3 Strategic Options Report (October 2023)**.
		Consultation, coordination with other projects, design	1 Introduction 1.1 The following comments by Suffolk County Council (the County Council) are in response to the Statutory Consultation stage, including the Preliminary Environmental Information Report (PEIR), for the Sea Link proposals held between 24th October and 18th December 2023 by National Grid Electricity Transmission (NGET). 1.2 The proposals consist of the construction of 2GW High Voltage Direct Current (HVDC) undersea electricity link between Suffolk and Kent, with the onshore infrastructure in Suffolk consisting of a converter station, onshore Direct Current (DC)	N	National Grid acknowledges these comments.

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			cables, onshore Alternating Current (AC) cables and a transition bay. The AC cables will connect the converter station to the consented but as yet unbuilt NGET substation at Friston in East Suffolk which will entail its extension. 1.3 Sea Link has been designed to coordinate with two further projects with regards to the option to provide additional ducts from the landfall, along the cable corridor and the size of plot for the converter station site. However no commitments have been offered to achieve that coordination with other projects. 1.4 The County Council electoral divisions which will be directly affected by the scheme include the following: - • Aldeburgh and Leiston • Blything • Kessingland and Southwold • Wilford 1.5 The first section of this representation outlines the key issues which the County Council has identified, which has been informed by our technical specialists, whose comments are provided in Appendix A. The County Council has also set out a structured approach to the issues posed by this and other proposed developments coming forward 'Siting and Design Principles for Offshore Wind and Interconnectors in Suffolk' which can be found in Appendix B.		
		Legislation and policy, needs case, climate change	**2 General Comments** **National Policy** 2.1 The County Council acknowledges the need to increase renewable energy generation, the increasing demand for new additional generation and the UK Government's legal obligation to achieve Net Zero emissions by 2050, as supported by research and publications by the Committee for Climate Change. 2.2 The Government issued the revised version of the National Policy Statements on 22 November 2023, with the amendments having full effect in relation to 'those applications for development consent accepted for examination, after the designation of those amendments', which will include the Sea Link proposals. 2.3 The National Policy Statement, EN-1, is the UK Government's overarching strategy for energy. The County Council would like to draw the applicant's attention to the following assessment requirements: - • 'Applicants for Critical National Priority (CNP) infrastructure must continue to show how their application meets the requirements in this NPS and the relevant technology specific NPS,	N	National Grid notes the Council's acknowledgement of the urgent need for new electricity transmission infrastructure and that the Proposed Project will be considered against the relevant Energy NPSs that were published in November 2023 and came into for force in January 2024. NPS EN-1 sets out at paragraphs 3.2.6 to 3.2.8 that the Secretary of State should give substantial weight to the need for energy infrastructure covered by the NPS and is not required to consider separately the specific contribution of an individual project to satisfying the need established in the NPS. National Grid also notes the Councils' acknowledgement that the Proposed Project comprises Critical National Policy (CNP) infrastructure, as defined in NPS EN-1. National Grid notes the extracts of NPS EN-1 identified by the Council. National Grid will set out analysis of the compliance of the Proposed Project with NPS EN-1, EN-3 and EN-5, and other policy that may be considered important and relevant in its Planning Statement. This will include consideration of the application of the mitigation hierarchy for the Proposed Project, as is the subject of the NPS EN-1 sections the Council has referred to. However, National Grid notes that the third bullet point in paragraph 2.3 of the Council's response is incorrectly worded. NPS EN-1 does not make

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			applying the mitigation hierarchy, as well as any other legal and regulatory requirements.' • 'Applicants must apply the mitigation hierarchy and demonstrate that it has been applied. They should also seek the advice of the appropriate SNCB or other relevant statutory body when undertaking this process. Applicants should demonstrate that all residual impacts are those that cannot be avoided, reduced, or mitigated.' • 'Applicants should set out how residential impacts will be compensated for as far as possible. Applicants should also set out how any mitigation or compensation measures will be monitored, and reporting agreed to ensure success and that action is taken. Changes to measures may be needed e.g. adaptive management. The cumulative impacts of multiple developments with residual impacts should also be considered.' 2.4 The National Policy Statement (EN-5) is the UK Government's strategy for electricity network infrastructure. This policy statement applies to transmission systems and associated infrastructure (e.g. substations) and sets out the general principles that should be applied in the assessment of the application for development consent.		any reference to setting out how 'residential' impacts will be compensated for. It appears likely that the Council was intending to refer to NPS EN-1 paragraph 4.2.12, which refers to 'residual' impacts (not residential). It is not clear if this is a typographic error. NPS EN-1 acknowledges that even after the application of the mitigation hierarchy, it is likely that some significant residual effects will remain, including at paragraphs 3.1.2 and 4.1.7, the latter of which states: "Where this NPS or the relevant technology specific NPSs require an applicant to mitigate a particular impact as far as possible, but the Secretary of State considers that there would still be residual adverse effects after the implementation of such mitigation measures, the Secretary of State should weigh those residual effects against the benefits of the proposed development. For projects which qualify as CNP Infrastructure, it is likely that the need case will outweigh the residual effects in all but the most exceptional cases..." **Application Document 6.2.1.2 Part 1 Introduction Chapter 2 Regulatory and Planning Context** sets out an overview of the regulatory and planning policy framework that applies to the Proposed Project. Each topic chapter will set out the relevant legislation and policy that applies.
		Climate change, legislation and policy	**Suffolk County Council Energy and Climate Adaptive Infrastructure Policy** 2.5 The County Council has declared a climate emergency and is therefore predisposed to support projects which are necessary to deliver Net Zero Carbon for the United Kingdom (UK).	N	The Proposed Project has been designed to increase the capability of the network to carry low carbon and renewable energy from where it is generated to homes and businesses across the country. The Proposed Project will play an important part in allowing the UK to decarbonise its energy system in a meaningful way that will not only support net zero energy targets, but also deliver a more secure and resilient energy system. A lifecycle greenhouse gas assessment and a climate change risk assessment is included in the climate change chapter of the ES (**Application Document 6.2.5.1 Part 5 Combined Chapter 1 Climate Change**). This includes an assessment of the lifecycle greenhouse gas emissions associated with the Proposed Project, as well as an assessment of the climate change risks facing the Proposed Project. These assessments have been conducted in accordance with the Institute of Environmental Management and Assessment good practice guidance for greenhouse gas assessments and climate change risk assessments in EIAs. These assessments consider the mitigation measures embedded in the Proposed Project to mitigate greenhouse gas emissions and climate change risks associated with the Proposed Project. **Application Document 7.5.13 Greenhouse Gas Reduction Strategy** has been developed alongside the climate change chapter. This document sets out how greenhouse gas emissions will be managed across the Proposed Project lifecycle.

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		Climate change, inter-project cumulative effects, onshore mitigation	2.6 The County Council updated its energy infrastructure policy in May 2023, setting out its overall stance on projects required to deliver Net-Zero Carbon for the UK. However, proposals will not be supported unless the harms of the projects alone, as well as cumulatively and in combination of other projects, are adequately recognised, assessed, appropriately mitigated, and if necessary, compensated.	N	National Grid notes this local policy, which does not form part of the Development Plan, and is giving it due consideration; further information is contained in **Application Document 6.2.5.1 Part 5 Combined Chapter 1 Climate Change**. National Grid also notes that paragraph 4.1.15 of NPS EN-1 sets out that where there is a conflict between local policy documents and a NPS, the NPS prevails for the purpose of Secretary of State decision making given the national significance of the infrastructure.
		Climate change, community benefits/enhancements, onshore mitigation	2.7 The policy also sets out how, in principle, the County Council will engage with and influence other parties to ensure adverse impacts to our communities are understood and addressed by future decisions. The County Council expects to have comprehensive and effective engagement with developers and their supply chain partners to maximise the local business opportunity, skills aspirations, and employment benefits. Where appropriate, the County Council and developers should promote synergies between projects that enhance these benefits, deliver growth, and attract inward investment. 2.8 The County Council expects projects to deliver appropriate community benefit schemes in addition to the necessary compensation and/or mitigation in accordance with the requirements of the regulator, Ofcom for Environmental Net Gain. 2.9 As part of the County Council's Centre of Excellence, the Council is currently developing guidance supplementary to this policy, to provide a strong technical steer to project promoters of future NSIP applications as to what they have to consider and provide to the Council, e.g. in terms of assessment approaches and types of mitigations. This will leave the County Council in a stronger position for future engagement and negotiations with project promoters.	N	National Grid supports the delivery of community benefits associated with transmission infrastructure, and already has a number of established programmes which deliver this. The former Government consulted on community benefit options associated with transmission infrastructure, and proposed the introduction of guidance in this regard. National Grid support this and believe it should be flexible, allowing community benefits to respond to local and regional need. Whilst they await clarity on the government's position, they are working to understand local and regional aspirations and priorities in relation to community benefits. They welcome the suggestions for delivering community benefits and as the project progresses, they will maintain dialogue with the County Council and other stakeholders to further inform their approach.
	Needs case	**Need for the Project** 2.10 NGET makes a case for its need to reinforce the network in and between East Anglia and the south-east of England for four main reasons: i) The existing transmission network was not designed to transport electricity from where we increasingly now generate it (largely offshore) ii) The growth in offshore wind, interconnectors, and nuclear power means that more electricity will be generated in the years ahead than the current network is able to securely and reliably transport iii) As a country, electricity demand is forecasted to at least double by 2050, increasing the amount of energy we need to transport to homes and businesses	N	The need for the Proposed Project is set out in **Application Document 6.2.1.1 Part 1 Introduction Chapter 1 Introduction**. National Grid notes the Council's summary of this information National Grid presented at its Statutory consultation. National Grid also notes that NPS EN-1 paragraphs 3.2.6 to 3.2.7 sets out that the Secretary of State should assess all applications for types of infrastructure covered by the NPS (which includes the Proposed Project) on the basis that the need for the infrastructure has been established and should be afforded substantial weight, and the specific contribution of an individual project to the overall established need is not required to be separately considered. These paragraphs are in bold typeface in the NPS.NPS EN-1 and the relevant information it contains is set out within **Application Document 6.2.1.2 Part 1 Introduction Chapter 2 Regulatory and Planning Context**.

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			iv) Upgrading the existing network as it is today (such as through replacing cables to carry more power) will not be enough to carry the amount of future power whilst operating to required standards. 2.11 NGET states that, before considering building new parts of the network, it considers if existing network infrastructure can be upgraded, e.g. by building new substations, improving the transmission circuits using thicker conductors/wires on existing overhead lines, or adding smart power control devices to control the flow of electricity on parts of the network where power is needed. However, according to the company, these upgrades do not adequately address the shortfall in network capacity and several new network reinforcement projects are required, of which Sea Link is one. 2.12 According to NGET, Sea Link deals simultaneously with overcoming constraints in East Anglia – by connecting new power generation and reinforcing the Bramford to Sizewell radial circuits transferring power from the Sizewell Generation Group - and the Southeast - increasing the amount of power that can be transported to and from the south-east, helping to meet domestic demand as well as imports and exports to Europe via interconnectors. 2.13 Therefore, it should be noted in particular that in the strategic options report included in this consultation by National Grid states that: "To enable power transfer from the Sizewell Generation Group, it is necessary for all options to have a northern connection point in the Sizewell area."		
	Alternative solutions	**Consideration of Alternatives** 2.14 Four options are considered by National Grid in the detailed strategic options report. Three offshore connection options, and one alternative onshore pylon option were considered. The alternative onshore option was identified as LL1, between Sizewell and Canterbury, although this had lowest capital cost, the lifetime costs were higher, the lifetime costs were increased by the likely cost and complexity associated with tunnelling under the river Thames. Therefore, this alternative option was not considered any further by NGET. 2.15 In September 2023 Suffolk, Norfolk, and Essex county councils published a report that they had commissioned from Hirons Smart Energy Networks, to review the NGET proposals for East Anglia network reinforcement, with a focus on the need for, and timing of, the proposed 400 kV line from Norwich to Bramford to Tilbury.	N	National Grid notes this comment, which primarily concerns projects other than the Proposed Project. National Grid also notes that NPS EN-1 paragraphs 3.2.6 to 3.2.7 sets out that the Secretary of State should assess all applications for types of infrastructure covered by the NPS (which includes the Proposed Project) on the basis that the need for the infrastructure has been established and should be afforded substantial weight, and the specific contribution of an individual project to the overall established need is not required to be separately considered. These paragraphs are in bold typeface in the NPS.

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			2.16 The report found that the need case for the Norwich to Tilbury pylon line was flawed, and that it was therefore unlikely to be required before 2035. The report also found that the timely development of the Bramford to Twinstead pylons and the Sizewell to Richborough HVDC link, (Sea Link) provides an opportunity to pause the development of the Norwich to Tilbury pylons, until future generation requirements a clearer and the need case has been reviewed.		
		Consultation, socio-economic, recreation and tourism, inter-project cumulative effects	**Project Engagement** 2.17 The County Council has been disappointed with the quality of engagement on the proposals, both with technical departments and with the community, particularly around socio-economic and tourism issues. 2.18 Thematic meetings have failed to engage with all technical stakeholders with some departments, including the Lead Local Flood Authority (LLFA) not having a meeting in advance of the release of the Statutory Consultation. 2.19 Engaging effectively with a community already extremely concerned with the potential cumulative impacts of several NSIP proposals in their area is essential in building trust and allowing both sides to understand the potential impacts and potential opportunities for mitigation through community benefits. 2.20 If this is not improved upon, the County Council will raise these shortcomings in its Adequacy of Consultation response at the time of submission.	N	Thematic meetings with the local planning authorities have taken place between the PEIR and ES stages of the DCO application process, including a water environment thematic meeting which included the Lead Local Flood Authority. The thematic meetings have primarily focused on discussing points raised by local planning authorities in the Statutory consultation. The meetings have been run by the technical disciplines and provided an opportunity to bring questions, concerns and local context to attention to help inform the ES. A project update and Pre-submission engagement exercise took place between 22 November 2024 and 12 January 2025, focusing on design amendments made following Targeted consultation with further details contained in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. A complete cumulative assessment has been undertaken. This is set out in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
		Coordination with other projects, legislation and policy	**Sea Link Proposals Allowing Coordination with Other Projects** 2.21 The County Council maintains its stance that coordination between projects, including the utilisation of closely parallel onshore cable routing, should be a top priority in order to minimise the impacts upon the Suffolk coastline 2.22 In respect of this stance, the County Council notes that the Sea Link proposals have been designed to coordinate with two further projects with regards to landfall at Aldeburgh, the converter station site east of Saxmundham, and the cable corridor from landfall to the converter station, via the proposed substation at Friston. This would be in accordance with National Policy Statement EN-5 2.15.1 which states that coordinated approaches to delivering offshore and onshore transmission, to minimise overall environmental, community and other impacts, as set out in detail in EN-5, must be considered. 2.23 The County Council expects that the laying of additional ducts will be undertaken if there is any possibility that further projects could use the same route in the future. This could	N	National Grid is coordinating with other developers of large scale infrastructure projects in Suffolk, noting that those other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are contained in **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise. The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with the LionLink and Nautilus projects in Suffolk where it is feasible.

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			minimise considerable further disruption along the route of the cable corridor for future projects.		The assessment of inter-cumulative effects with these other proposed developments is also considered in the ES within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
		Coordination with other projects, design, converter station location	2.24 NGET have requested feedback regarding the potential design approach for the proposed converter station site. It is important to consider that any potential design which is chosen would in effect set the design principle for further converter stations if other projects were to utilise this site. Furthermore, the County Council considers it essential that NGET, as the first occupier of the site, demonstrates how three projects will be effectively accommodated. 2.25 Therefore, a preliminary masterplan would need to be developed for the site in consultation with relevant statutory consultees, to accommodate up to three converter station sites.	N	National Grid is working closely with NGV to establish design principles that can be adopted by other forthcoming projects looking to locate in this area and indeed on the proposed Converter Station site at Saxmundham. In accordance with the requirements for good design set out in Part 4.5 of NPS EN-1, **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered** identifies the environmental considerations, including landscape and visual considerations, which have informed the siting and outline design of the proposed Saxmundham Converter Station. The design of this structure, in terms of the building form and the external materials, will be developed alongside consultation and stakeholder feedback. National Grid has developed design principles for both the Suffolk project elements. The scope of the principles is not limited to any one design discipline and instead reflect a multi-disciplinary approach for coordinated design in the round. As such the design principles cover several design disciplines including architecture, landscape architecture, ecology, hydrology, civil engineering, wider engineering disciplines, town planning, archaeology and heritage. Climate change is an important consideration as is developing the design to minimise light and noise intrusion, maximising the use of trenchless techniques in sensitive areas, and the use of sustainable construction techniques and efficient use of responsibly sourced materials (see **Application Document 7.12.1 Design Principles – Suffolk**). National Grid as part of its submission has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and local communities (see **Application Document 7.10 Coordination Document**. This Document includes information on the Converter Station Masterplan in Section 6.
		Consultation, design, converter station location	2.26 The County Council also considers that the masterplan should be developed in consultation, through a working group, with the Town Council of Saxmundham the other relevant parish councils, as defined in Schedule 1 of the Infrastructure Planning (Applications and Prescribed Forms and Procedure) Regulations 2009.	N	National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles, engaging with local design panels (as requested by the Host Authorities) to further inform the design and development process.
		Coordination with other projects, inter-project cumulative	**LionLink Emerging Proposals and their Coordination with Sea Link** 2.27 While the Sea Link proposals allow for coordination, LionLink, in its recent supplementary Non-statutory consultation, continue to consider options where coordination with Sea Link	N	National Grid is coordinating with other developers of large scale infrastructure projects in Suffolk, noting that those other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application.

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		effects, consultation	would not be possible. This consultation put forward landfall options at Southwold and Walberswick which would fail to coordinate with the Sea Link proposals regarding landfall and subsequent cable routing to the converter station site. 2.28 The County Council continues to expect the fullest possible coordination and co- location of the cable corridors and infrastructure between Sea Link and the emerging proposals for LionLink, in order to minimise the combined impacts of the two projects. Any proposals that reduce the level of coordination would require robust justification as to why greater coordination is not achievable, including a full assessment of increased levels of impacts across both projects. 2.29 Failure to coordinate with LionLink could lead to the County Council objecting to the LionLink proposals at the next stage of consultation due to the lack of coordination with Sea Link. 2.30 The County Council responded to the LionLink supplementary non-statutory consultation in November 2023.		Further details are contained in **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise. The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with the LionLink and Nautilus projects in Suffolk where it is feasible. The assessment of inter-cumulative effects with these other proposed developments is also considered in the ES within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. Landscape and Visual In summary, based on the inter-project cumulative effects indicative screening matrix, significant cumulative effects on landscape and visual receptors are expected from the combined effects of the Suffolk Onshore Scheme with East Anglia ONE and TWO Offshore Windfarms and LionLink Offshore Interconnector at all project stages on landscape character and visual amenity. During construction and decommissioning stages only, there is the potential for significant cumulative effects as a result of the combined effects of the Suffolk Onshore Scheme and the Saxmundham South Green Neighbourhood. When considering the total potential cumulative effect of all the other developments combined with the Suffolk Onshore Scheme, there is the potential for significant cumulative effects for a short term and temporary period on the Suffolk Coast and Heaths AONB as a result of the potential simultaneous or sequential construction of the Suffolk Onshore Scheme, East Anglia ONE and TWO Offshore Windfarms and LionLink Offshore Interconnector. The concentration of construction activity associated with the landfalls and HVDC cable corridors within part of the Suffolk Coast and Heaths AONB has the potential to alter the perception of the AONB with construction of major energy projects becoming a temporary characteristic feature of the landscape. These total cumulative effects are unlikely to remain once all projects are operational, particularly once the cable corridors are reinstated and mitigation plantings become established over time. Total cumulative effects on LCAs only have the potential to be significant for LCA L1 [Heveningham and Knodishall Estate Claylands] as a result of the construction of additional converter stations and the connection at Friston associated with the LionLink Offshore Interconnector

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					development. There would also be total cumulative effects for a temporary and limited duration for LCA K3 (Aldringham and Freston Sandlands) as a result of the construction of Saxmundham South Green Neighbourhood and the Suffolk Onshore Scheme. Similarly, for SCT 03 Nearshore Waters there would be significant temporary cumulative effects experienced during construction as a result of the combined effects of the construction of the Suffolk Onshore Scheme, Sizewell C, East Anglia ONE & TWO Offshore Windfarms and LionLink Offshore Interconnector. Total cumulative effects on representative viewpoints have the potential to be significant as a result of the combined effects of East Anglia ONE and TWO Offshore Windfarms during construction for viewpoints 6, 7, 8 and 22 with only viewpoint 6 remaining significant during operation and maintenance stages, and with LionLink Offshore Interconnector development (viewpoints 1 – 7, 15-17, 19 – 21) at all project stages. Ecology and Biodiversity The potential for cumulative effects exists where multiple large schemes lie within 10 km of Minsmere-Walberswick SPA or 2 km of Alde-Ore Estuary SPA, through the potential for cumulative loss of functionally linked habitat associated with one or other SPAs. For those other developments located close to the Suffolk Onshore Scheme there is also potential for cumulative disturbance of nesting nightjar and woodlark at Sandlings SPA and cumulative disturbance or habitat loss relating to other locally important receptors such as breeding birds, bats and dormice. However, due to the embedded measures incorporated into the Suffolk Onshore Scheme (set out in **Application Document 7.5.7.1 Landscape and Ecological Management Plan – Suffolk**, and **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**) no cumulative effects are predicted to arise. Historic Environment The assessment of total cumulative effects for cultural heritage has identified that there is the potential for four other projects to result in a cumulative impact on heritage receptors. These impacts include physical impacts on archaeological remains that potentially extend outside of the Proposed Project area, as well as impacts on the setting of heritage assets. However, the overall assessment of cumulative effects is currently assessed as 'not significant'. Water Environment Whilst each of the projects individually have the potential to have impacts on the watercourses and the land drainage regime within the study area, these impacts would expect to be reduced in magnitude by the adoption of embedded and control/management measures, secured against the individual consents, such that individually, and cumulatively, residual effects are not significant.

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					Agriculture and Soils There is a likely significant cumulative effect in relation to soils and best and most versatile (BMV) land as a result of the temporary disturbance and the temporary and permanent loss of BMV land associated with each of the other developments in isolation and when combined. However, there is no additional mitigation available in relation to the permanent loss of BMV land to that presented in **Application Document 7.5.10.1 Outline Soil Management Plan- Suffolk**, and **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**. Traffic and Transport In summary, based on the inter-project cumulative effects indicative screening matrix, no significant cumulative effects on traffic and transport receptors are expected as a result of construction traffic associated with the Suffolk Onshore Scheme when combined with construction/ operational traffic associated with each of the other developments in isolation. In addition, no significant cumulative effects are expected when considering construction/ operational traffic associated with all committed developments combined on the same basis. In terms of PRoW closures/ diversions, these will be coordinated with other committed developments where necessary (as identified above) to reduce the potential for significant cumulative effects. In view of the above, no additional mitigation is expected to be required to that already outlined within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**, **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk** and **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**. Air Quality There are a number of projects which overlap with the air quality ZOI and therefore there is potential for cumulative effects from construction dust and NRMM emissions at shared receptors. However, providing recommended mitigation is implemented as outlined in **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**, this is unlikely to be significant. There are a few projects where associated construction / operation phase vehicle routes are the same as the construction vehicle routes for the Proposed Project. However, the overall assessment of cumulative effects has been assessed as ‘not significant’. Noise and Vibration There are a number of projects which overlap with the noise ZOI and therefore there is potential for cumulative effects from construction noise at shared receptors. However, providing recommended mitigation is implemented, as detailed in outlined in **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** and

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					Application Document 7.5.8.1 Outline Construction Noise and Vibration Management Plan – Suffolk, this is unlikely to be significant. The preliminary assessment of total cumulative effects for noise and vibration has not identified any significant cumulative effects. Socio-Economics, Recreation and Tourism The assessment of total cumulative effects for socio-economics, recreation and tourism has identified that there is the potential for six other developments to result in cumulative impacts upon shared socio-economic, recreation and tourism receptors. No significant cumulative effects on socio-economics, recreation and tourism are expected as a result of the Suffolk Onshore Scheme in combination with each of the other developments in isolation. In addition, no significant effects are expected when considering the impacts of the cumulative schemes in aggregation and in combination with the Proposed Project. Health and Wellbeing The health and wellbeing CEA draws upon the conclusions of other relevant environmental aspects, including landscape and visual, traffic and transport, air quality, noise and vibration, socio-economics, recreation, and tourism, whereby no significant effects were identified within the respective CEAs of these relevant environmental disciplines. Therefore, the health and wellbeing CEA includes no anticipated significant adverse effects on mental health due to community severance, reduced visual amenity, noise disturbance, or physical health outcomes such as levels of physical activity or respiratory health. This assessment also considers vulnerable groups, such as children, the elderly, and individuals with pre-existing health conditions. In conclusion, the overall inter-Project assessment of cumulative effects has been assessed as 'not significant'.
	DCO process, coordination with other projects, inter-project cumulative effects	**Coordinated Consenting Approach** 2.31 The principle of sub-sea interconnectors is an important aspect of an offshore centred approach. However, at this point, the outcomes of the Offshore Coordination Support Scheme (OCSS), and the review of connections in East Anglia, which are to be undertaken by National Grid Electricity System Operator, are unknown. Therefore, it is not possible to come to a reasonably informed preliminary conclusion about this project. 2.32 The County Council notes the OCSS funding announcement by Government on 5 December 2023 that a consortium of Sea Link and the offshore windfarm proposals of North Falls and Five Estuaries will receive funding to explore coordination between the projects, however, until there are some preliminary conclusions regarding this work, it does not affect the County Council's current stance.	N	National Grid is coordinating with other developers of large scale infrastructure projects in Suffolk, noting that those other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are contained in **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.

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			2.33 Given the spatial interdependencies of Sea Link and LionLink and the expectation of the amended National Policy Statements (NPS) for coordinated approaches, the County Council consider it essential for the National Grid Group to fully align the two projects both spatially and with their timing and development of their consenting in order to minimise the impacts of their projects on the communities and environment of the area. Such an approach would also be in accordance with both the amended National Policy Statements (NPS) and National Grid's own Responsible Business Chapter. However, the recent Non-Statutory Consultation put forward landfall and cable route options which would not allow coordination with the Sea Link proposals. 2.34 The alignment of project development and consenting by the National Grid Group would potentially allow the Planning Inspectorate (PINs) to consider both projects simultaneously, using a single panel of examiners to achieve coordinated consenting. This approach not only would reduce the impact of the consenting process on communities and statutory consultees, but it would also allow for a more efficient and effective examination of the issues relating to coordination and cumulative impacts and therefore could significantly improve public confidence regarding the consenting and delivery of these projects.		The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with the LionLink and Nautilus projects in Suffolk where it is feasible. The assessment of inter-cumulative effects with these other proposed developments is also considered in the ES within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. Please refer to the above summary of inter-project cumulative impacts.
		Inter-project cumulative effects, traffic and transport, consultation	Cumulative Impacts 2.35 Current timelines suggest that Sea Link will be under construction alongside several other NSIPs in the same area, including Sizewell C, LionLink and those promoted by Scottish Power Renewables (SPR). 2.36 Significant impacts are expected with regards to traffic on the routes leading to, and in proximity, to the Suffolk Coast, local housing, services, and labour supply. 2.37 The County Council encourages NGET to continue discussions with other developers scheduled to be undertaking construction at the same time, including Sizewell C, National Grid Ventures, and Scottish Power Renewables to minimise highways impacts on the host communities with regards to requirements for materials and associated HGV movements, workforce numbers and traffic management on the highways network.	N	Thematic meetings with the local planning authorities have taken place between the PEIR and ES stages of the DCO application process. The thematic meetings have primarily focused on discussing points raised by local planning authorities in the Statutory consultation. The meetings have been run by the technical disciplines and provided an opportunity to bring questions, concerns and local context to attention to help inform the ES. A complete cumulative assessment has been undertaken which identifies there is potential for significant inter-cumulative effects on landscape and visual receptors, soils (BMV) and PRoW closure and diversions. Further details of this assessment are contained in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. Impacts relating to traffic are considered in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk** is provided to help mitigate any potential impacts. This document includes construction traffic management measures that will be implemented in support of the Proposed Project, to avoid any adverse impacts on the surrounding networks during the construction phase. This Plan is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Inter-project cumulative effects, socio-	2.38 The accumulation of several NSIPs under construction at the same time is expected to impact tourism both in visitor perception and visitor numbers on the Suffolk Coast, and the	N	Thematic meetings with the local planning authorities have taken place between the PEIR and ES stages of the DCO application process. The thematic meetings have primarily focused on discussing points raised by

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		economic, recreation and tourism, community benefits/enhancements	County Council considers it essential that the promotor engages with local businesses and the host communities to discuss potential impacts and community benefits.		local planning authorities in the Statutory consultation including consideration of impacts on visitors. The meetings have been run by the technical disciplines and provided an opportunity to bring questions, concerns and local context to attention to help inform the ES. A complete cumulative assessment has be undertaken. This is set out in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. The assessment concludes no significant inter-project cumulative socio-economic effects.
		Traffic and transport, coordination with other projects, construction	**Highways** 2.39 Co-ordination of this project with LionLink would reduce the overall impacts in terms of transport. 2.40 The authority is not content with the suitability of a number of the routes proposed for construction access and further information is required to assess the positive and negative impacts of each of the three proposed new access routes including the permanence or otherwise of the three new access roads and potential legacy benefits for the area. 2.41 The methodology and findings of the environmental assessment require further detailed examination. To assist this more precise labelling and description or links and junctions is required. 2.42 Where assumptions are made, they should be evidenced. This includes the estimation of HGV, worker numbers and profiles, assumptions made for the sensitivity of receptors.	N	National Grid is maintaining dialogue with NGV regarding opportunities for coordination and optimising means of access to the Converter Station site. **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** includes clearer labelling and descriptions of links and junctions (compared to the PEIR) where necessary. In addition, further details are provided to justify the sensitivity levels attributed to road junction and road link receptors.
		Traffic and transport, inter-project cumulative effects, construction	2.43 The cumulative impacts of this project with Sizewell C (SZC) have been underestimated, particularly on the A1094 corridor. 2.44 Repeated projects in the same area have a sequential impact on communities such as repeated disruption due to road closures. 2.45 The reliance on energy projects to use shift patterns to avoid worker trips during network peaks may in combination result in new peaks at the time workers arrive and depart. 2.46 If a local port is proposed for the offshore elements of this project a Port Traffic Management Plan may be applicable.	N	It is acknowledged that the Proposed Project will be under construction alongside other schemes in the area which has been considered in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects and Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects** for each discipline, including Traffic and Transport. **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** includes assessments of both the network peaks and the development peaks. No requirement for a Port Traffic Management Plan has been identified.
		Socio-economic, recreation and tourism, onshore environmental impact, construction	**Tourism** 2.47 As previously noted in the County Council's response to Sea Link's non-statutory consultation, Suffolk offers a rich and varied tourist offer and is known for its heritage assets and landscape designations, such as the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB) and Heritage Coast. 2.48 The Sea Link proposals need to fully assess its direct and indirect impacts on all known features and designations, in	N	**Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism** identifies business premises within, and up to 500 m radius from the Suffolk Onshore Boundary (500 m is the distance threshold beyond which it is considered that people are likely to be deterred from making trips to an extent that they would change their habits, based on the Design Manuel for Roads and Bridges (DMRB) LA 112).

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			particularly the extent to which its physical infrastructure will impact and detract from the environmental quality of an area for recreational activity alongside quantifying the impact of construction on tourism assets and visitor numbers. 2.49 The County Council considers it imperative that the Sea Link also considers its part in the cumulative impact on the perception and propensity of people who visit the area during the onshore construction works. 2.50 The County Council is seeking to ensure the accommodation of construction workers and other workers who are not home based to be to the benefit of the visitor economy rather than disrupting it. For example depending on the scheduling of works, utilising accommodation that is available out of season that could compliment the tourist season. 2.51 The applicant should identify businesses, in particularly associated with recreation and tourism in close proximity to the red line boundary of the scheme, to assess potential impacts to these organisations of the construction works and access routes.		The assessment of effect on tourism and recreation assets is included within **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. It is concluded that there are no anticipated significant socio-economic effects. **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** details the cumulative socio-economics impact of the Proposed Project in combination with other local projects. Again, it is concluded that there are no anticipated significant socio-economic effects. Further information on effects on the AONB and Suffolk Heritage Coast is detailed within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1** Landscape and Visual. It is considered that there would be no significant adverse effects on the Heritage Coast or AONB at any Proposed Project stage as a result of the Suffolk Onshore Scheme. No significant effects on businesses were identified in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. This includes consideration of impacts from construction works and access routes.
		Coordination with other projects, DCO process, construction	**Overview of the County Council's Position on the specific proposals** 2.52 The County Council considers it essential that the Sea Link project in Suffolk must fully coordinate consenting, construction, and operation, with the Lion Link project; and that it is the responsibility of National Grid Group to manage the operation of its subsidiaries to achieve this, to effectively minimise harm to the environment and communities of Suffolk. 2.53 While the County Council notes that the previous and unacceptable options, which were included in the non-statutory consultation, have been discarded, the option put forward still has significant challenges, which include: - - temporary and permanent access for construction and operations upon completion - the need for a masterplan for the converter station site - the requirement to coordinate construction operations with other projects in the area, to minimise impacts on the surrounding transport network. 2.54 Management plans in outline must be provided at DCO stage, to be discharged in detail once main contractors are appointed following any consent. The Council considers that it would not be acceptable for final management plans to be secured only as part of the initial DCO submission.	N	National Grid is coordinating with other developers of large scale infrastructure projects in Suffolk, noting that those other projects are outside the control of National Grid. National Grid will set out details of how it has coordinated with other projects as part of its DCO application (**Application Document 7.10 Coordination Document**). While efforts are being made to engage with other projects and identify appropriate ways of co-ordinating with different projects, covering several different geographical locations and on different timelines for delivery, it is not always possible to co-ordinate with all projects. The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with the LionLink and Nautilus projects in Suffolk where it is feasible. The assessment of inter-cumulative effects with these other proposed developments is also considered within **Application Document 6.2.13 Part 2 Chapter 13 Inter-Project Cumulative Effects**. Whilst there are physical similarities between the infrastructure that would comprise the Proposed Project and the Lion Link and Nautilus interconnector projects, it differs from the interconnectors in terms of the type, purpose, need and geographical location outside of Suffolk. The Proposed Project will seek consent for its own works only. An illustrative coordinated masterplan showing one way in which converter stations for up to three projects could be accommodated on land near Saxmundham is provided in an appendix to **Application Document 7.10 Coordination Document**. This approach has been discussed with the Suffolk Host Authorities. **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered, Application Document 7.3 Design**

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					Development Report and Application Document 7.2 Strategic Options Back Check Report contain further details on the main alternatives considered for the Proposed Project. Further historic information with regard to the Proposed Project design evolution and the alternatives considered are contained within **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022), Application Document 8.2 Options Selection and Design Evolution Report (October 2023)** and **Application Document 8.3 Strategic Options Report (October 2023)**.
		Design	**Design Principles** 2.55 In the response to the non-statutory consultation held in 2022, the County Council included siting and design principles for the connection of offshore wind and interconnector infrastructure in Suffolk (Appendix B). In addition, the following design principles should also be considered: • **Engagement** with Parish Councils, local residents and relevant authorities. • **Design** should be sensitive to place, with visual impacts minimised as far as possible by the use of appropriate design, building materials, shape, layout, coloration, and finishes. • **Height** – Substation building, and ancillary equipment will be kept to a minimum and the slab level will be set at the lowest practical level. • **Landscaping** to minimise visual intrusion and respond to local landscape character and biodiversity, to be considered in the building design and layout of ancillary structures. • **Embedded ecological mitigation and enhancement** with particular attention to lighting, large areas of glass and the baffling of noise sources. • **Sustainable Urban Drainage (SUDs)** to be developed in accordance with DCO requirements. • **Engagement** – Through development of final design and landscaping proposals providing opportunity to engage with the local communities who will be directed impacted by the substation. • **Design Review** – The design should be subject to design review, in consultation with the relevant local authorities.	N	**Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered** identifies the environmental considerations, including landscape and visual considerations, which have informed the siting and outline design of the proposed Saxmundham Converter Station. The design of this structure, in terms of the building form and the external materials, will be developed alongside consultation and stakeholder feedback. National Grid has developed design principles for the Suffolk project elements **Application Document 7.12.1 Design Principles – Suffolk**). The scope of the principles is not limited to any one design discipline and instead reflect a multi-disciplinary approach for coordinated design in the round. As such the design principles cover several design disciplines including architecture, landscape architecture, ecology, hydrology, civil engineering, wider engineering disciplines, town planning, archaeology and heritage. The Design Principles will provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. National Grid will continue to engage with relevant stakeholders including the County Council throughout the development of the Converter Station site design and in establishing masterplanning principles and will seek engagement with local design panels to further inform the design and development process.
		Consultation	**3 Site specific key Issues raised by the technical comments** 3.1 This section provides a brief summary of key issues raised by the technical departments of the County Council. These should	N	National Grid acknowledges the Council's comments.

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			be read in conjunction with the full technical comments on the proposals and the PEIR which can be found in Appendix A		
		Converter station location, landscape and visual, agriculture and soils	**Proposed Converter Station Site – Saxmundham** 3.2 The converter station site is located on land to the north and east of Bloomfield's Covert on the eastern boundary of the small town of Saxmundham. 3.3 The site is open arable land, from which historical landscape features are absent. Before agricultural improvement works were undertaken after 1945, the site had a locally characteristic field pattern and included a substantial Ancient Woodland known as Great Wood, ponds, and a small plantation typical of the Ancient Estate Clavlands landscape type. Currently, the landscape is generally open and therefore a converter station would be prominent from the B1119 which enters Saxmundham from the southeast.	N	The location of the site is noted. The historic features of the Converter Station site, including the woodland and ponds, have been taken into consideration within the iterative design process and the indicative landscape strategy (**Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**). There would be localised significant effects for visual receptors, including those travelling along the B1119, as expected for the nature of this type of development. Mitigation design has been incorporated to reduce effect where possible, including hedgerow tree planting along the B1119 close to the receptor to maximise the screening capabilities.
		Converter station location, construction, traffic and transport	3.4 The site is constrained with regards to access due to the road network around the area, with the B1119 generally unsuitable for construction and subsequent operational traffic. It is acknowledged that new temporary and/or permanent routes which bypass Saxmundham are in development, subject to further discussions with District and County Councils.	N	National Grid acknowledges the Council's comments. Further engagement has taken place with Suffolk County Council Highways. The proposed construction traffic numbers and routing have been assessed as detailed in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. Construction traffic travelling through Saxmundham and to/ from the access on the B1119 will be limited to mobilisation works only, where there will be a limited number of construction vehicles (fewer than ten HGVs per day).
		Converter station location, cultural heritage, construction	Archaeology 3.5 The area has not been subject to systematic archaeological assessment, therefore the character, extent, and significance of any surviving above and below ground heritage assets have yet to defined. 3.6 Construction works have the potential to damage or destroy surviving archaeological remains so the area will require geophysics followed by trenched archaeological evaluation. Any reductions to this will need to be approved by the Suffolk County Council Archaeological Service (SCCAS).	N	Since submission of the PEIR, fieldwork and information gathering has continued to assist with defining the character and significance of heritage assets, as well as to assess the potential for impacts. This has included geophysical survey, a review of aerial photos and LiDAR data, walkover survey, setting assessment, and evaluation trenching. The information gathered was used to inform the baseline report (**Application Document 6.3.2.3.A ES Appendix 2.3.A Cultural Heritage Baseline Report**), as well as help define the significance of cultural heritage assets and assess impacts. **Application Document 6.3.2.3.F ES Appendix 2.3.F Phase 1 Archaeological Trial Trenching Report (Draft)** contains further information on the trenching. The full assessment is detailed in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**. This identified that there is the potential for both physical and setting impacts resulting from the construction and operational phases of the Suffolk Onshore Scheme. However, in most cases the residual effect is 'not significant' with mitigation in place. All works have been undertaken in consultation with stakeholders including Suffolk County Council Archaeological Service (SCCAS), East Suffolk Council, and Historic England, with the Written Scheme of

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					Investigations for geophysical survey and evaluation trenching approved by SCCAS.
		Traffic and transport, construction, consultation	Highways 3.7 The B1119 provides the only existing access to site. For access from the west, all traffic would need to pass via Saxmundham and from the east through Leiston, both of which have significant constraints besides the impact of the construction traffic on the communities. 3.8 The County Council requires further information to assess the positive and negative impacts of the three proposed access routes including the permanence or otherwise and potential legacy benefits for the area.	N	The western access south of Saxmundham is the preferred option being taken forward as a permanent access. The construction of this access will require the movement of construction vehicles through Saxmundham but these will be limited to less than 10 HGVs per day and will only be required during the period of construction of the access. This is to facilitate the construction of the bridge over the Fromus where access will be required both sides during construction. The permanent nature of this access will provide the opportunity for enhancement of the local PRoW network and liaison with the PRoW officer will continue to identify whether this would be beneficial and how it could be implemented. The proposed accesses and their associated routing have been assessed as detailed in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. Construction traffic travelling through Saxmundham and to/ from the access on the B1119 will be limited to mobilisation works only, where there will be a limited number of construction vehicles (fewer than ten HGVs per day).
		Converter station location, landscape and visual, coordination with other projects	Landscape and Visual Amenity 3.9 The County Council considers it essential for any landscape strategy for the converter station site to proactively plan for successful co-location with other projects on this site. 3.10 A landscape masterplan must be developed for the whole site with a focus to minimise harm to the landscape and visual amenity resulting from this, considering integration into the landscape using landform and landscape led cut and fill as well as mitigation in the form of screen planting.	N	The indicative landscape strategy for the Proposed Project only option (**Application Document 7.5.7.1 Outline Landscape and Ecological Masterplan - Suffolk**) has been developed in parallel to the co-location masterplan (**Application Document 7.10 Coordination Document**). The indicative landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation (**Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**) including screening in the form of proposed woodland, hedgerow and hedgerow tree planting, as well as responding to the local context in terms of the design of the landform. Regarding the landscape led cut and fill, as the design has developed, it is clear that there is limited material and limited availability to produce much cut that can be used in conjunction with the landscape proposals. The fill has been concentrated on the northern edge of the Saxmundham Converter Station as this is considered to be the most sensitive area. The landscape strategy aims to minimise landscape and visual effects and a range of likely significant and non-significant effects on both landscape character and visual amenity are detailed within **Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment** and **Application Document 6.3.2.1.D ES Appendix 2.1.D Visual Amenity Baseline and Assessment**. By year 15, generally for visual receptors, the landscape planting would have matured and part would be located on bunding which would provide some additional height and screening benefit. The planting would partially screen the lower parts of the permanent infrastructure and fencing; however, the upper extents and majority of the Saxmundham Converter Station would remain visible. By year 15, generally for landscape receptors, the landscape planting would have matured and would provide a degree of partial screening and landscape integration. The planting

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					would also increase biodiversity through native planting and integration into the wider, currently fragmented, green infrastructure network.
		Water environment, agriculture and soils, geology and hydrogeology	Local Lead Flood Authority 3.11 National mapping for the area suggests soils have poor properties for infiltration, therefore the County Council would encourage the application to explore opportunities for infiltration through compliant testing at the earliest opportunity.	N	The infiltration properties of the soils have been characterised by conducting compliant testing as part of the Proposed Project's ground investigations. The data has been used to inform the proposed surface water drainage designs of operational above ground infrastructure. Details of the drainage measures proposed are provided within **Application Document 6.8 Flood Risk Assessment**.
		Converter station location, walking, cycling and horse-riders	Public Rights of Way 3.12 The site crosses Saxmundham Footpaths 5 and 6 and would therefore require diversion.	N	**Application Document 7.5.9.1 Outline Public Rights of Way Management Plan - Suffolk** has been prepared which provides details of PRoW closures and diversions. Footpath 5 (E-491/005/0) is to be permanently diverted and will result in a temporary minor adverse impact. Footpath 6 (E-491/006/0) is temporarily diverted during construction but will be reinstated and results in a temporary minor adverse impact. Further details can be found in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**.
		Landfall location, landscape and visual, cultural heritage	**Proposed Landfall Site** Landscape and Visual Amenity 3.13 The proposed landfall site is located between Aldeburgh and Thorpeness, within the Heritage Coast, Suffolk Coast and Heath Area of Outstanding Natural Beauty (AONB) and close to the Sandlings Special Protection Area (SPA) and the Leiston-Aldeburgh Site of Special Scientific Interest (SSSI). The site also has high archaeological potential.	N	The location of the landfall is noted. Information on effects on the Suffolk Heritage Coast and AONB is detailed within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. No likely significant effects on the landscape character of the Suffolk Coast AONB or the Heritage Coast have been identified during construction or operation and maintenance phases. Impacts on the SPA and SSSI are assessed within **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity.** No likely significant effects have been identified on these designated sites because of the Proposed Project. Impacts on archaeology are assessed in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**. No likely significant effects to archaeology have been identified as a result of the Proposed Project. The assessment of residual likely significant effects within the ES takes account of mitigation measures as set out within **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured via Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**).
		Water environment, construction, onshore mitigation	Lead Local Flood Authority 3.14 As works at these locations are temporary in nature, focus is to ensure surface water is adequately managed during construction. Where possible, works should avoid areas of existing flood risk, with suitable mitigation in place where this is not possible.	N	A detailed process of routing and siting has been undertaken with the aim of avoiding works within areas at risk of flooding where practicable. Where this cannot be avoided, measures to manage surface water drainage at construction sites have been proposed to mitigate for any potential increase in flood risk from these sources. Further details are contained in **Application Document 6.8 Flood Risk Assessment**. Commitments for the appointed contractor to prepare more detailed construction drainage plans is described within the CEMP, and secured within Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Information on the alternatives considered and the reasonings for not pursuing that option (including flood risk) in the ES is

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					within **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**.
		Landfall location, traffic and transport	Highways 3.15 The landfall area can only be accessed via a narrow C road which passes through parts of Aldeburgh and Thorpeness. Access from the south through Aldeburgh is difficult for large vehicles, which was a matter explored in the examination for EA 1. 3.16 The site is constrained due to access as the surrounding roads are unsuitable for HGV and Abnormal Indivisible Loads (AILs).	N	Access to the foreshore (Thorpe Road) will only be for light vehicles for monitoring purposes only. Access to the trenchless drilling site east of Leiston Road will require limited access through Aldeburgh; this will be limited to less than 10 HGVs per day. The majority of construction traffic for the landfall will be routed via a new haul road constructed from B1069 Snape Road to the west. The proposed construction traffic numbers and routing are assessed within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. Details regarding construction traffic forecasts per access are also provided in **Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan - Kent**.
		Onshore route location, cultural heritage	Proposed Cable Route Archaeology 3.17 The route is sited within a favourable location for archaeological activity. The majority of the area will require full archaeological assessment as has not previously been subject to systematic assessment.	N	The Limits of Deviation have been subject to archaeological assessment, with information gathered through desk-based methods as well as geophysical survey, a review of aerial photographs and LiDAR and targeted evaluation trenching. The information gathered was used to inform the baseline report (**Application Document 6.3.2.3.A ES Appendix 2.3.ACultural Heritage Baseline Report**), as well as to help define the significant of cultural heritage assets and assess impacts. **Application Document 6.3.2.3.F ES Appendix 2.3.F Phase 1 Archaeological Trial Trenching Report (Draft)** contains further information on the trenching. It has been included in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage** and its associated appendices. All works have been undertaken in consultation with stakeholders including Suffolk County Council Archaeological Service (SCCAS), East Suffolk Council, and Historic England, with the Written Scheme of Investigations for geophysical survey and evaluation trenching approved by SCCAS.
		Onshore route location, cultural heritage, coordination with other projects	3.18 Given the interaction with the EA1N/2 scheme there is a need to include the results from these projects within assessments, especially for those areas where the schemes overlap or are in close proximity, given the results directly relate to the archaeological potential of this scheme. The EA1N/2 geophysical survey data and trial trenching results are publicly available as part of the relevant examinations and the SCCAS are also happy to advise on the findings where reports are not yet available.	N	The Cultural Heritage team have obtained information from the East Anglia ONE North and East Anglia TWO team including the result of geophysical surveys and evaluation trenching. This was used to inform the data gathering and assessment undertaken as part of the Proposed Project. The information gathered was used to inform the baseline report, as well as help define the significance of cultural heritage assets and assess impacts. In areas where the projects overlapped, the East Anglia ONE North and East Anglia TWO data was used by the Proposed Project. This has included data being used to inform evaluation trenching. **Application Document 6.3.2.3.F ES Appendix 2.3.F Phase 1 Archaeological Trial Trenching Report (Draft)** contains further information on the trenching.

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					Data has been used and/or referenced in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage** and its associated appendices.
		Onshore route location, terrestrial ecology, ornithology, landscape and visual	Ecology 3.19 The promotor must be aware that the area is ecologically sensitive, including wetlands, shingle vegetation and lowland heath which support a variety of bird species, such as woodlark, nightjar and nightingale and the proposals are likely to impact local flora and fauna.	N	National Grid acknowledges this feedback. Meetings have been held with the Suffolk Councils' and surveys and impact assessments are taking account of the value of this environment. Further ecological surveys have been undertaken and assessment of impacts and proposed mitigation is contained within **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**.
		Onshore route location, landscape and visual, walking, cycling and horse-riders	Landscape and Visual Amenity 3.20 The cable route from the landfall begins within the Heritage Coats, Suffolk Coast and Heaths AONB and is close to The Sandlings SPA. The construction of the cable route would affect the Sandlings Walk in several places, as well as other connected footpaths.	N	The route of the cable route is noted. Further information on the effects on the Suffolk Heritage Coast and AONB is detailed within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. It is considered that there would be no significant adverse effects on the Heritage Coast or AONB at any of the Proposed Project stages as a result of the Suffolk Onshore Scheme. The Suffolk Onshore Scheme would affect the Sandlings Walk and other PRoW in the Study Area, as detailed within **Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. Such effects have been minimised where possible as set out within the embedded mitigation. The potential effects on the users of the Sandlings Walk is represented by representative viewpoint 8. The likely effects arising from the Proposed Project on this receptor are not expected to be significant during construction, operation or maintenance phases. Further details should be referred to within **Application Document 6.3.2.1.D ES Appendix 2.1.D Visual Amenity Baseline and Assessment**. Further information on the effects to footpaths is also detailed within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport and Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**.
		Water environment, construction, onshore mitigation	Local Lead Flood Authority 3.21 As works at these locations are temporary in nature, focus is to ensure surface water is adequately managed during construction. Where possible, works should avoid areas of existing flood risk, with suitable mitigation in place where this is not possible. 3.22 Where possible works should avoid areas of existing flood risk, with suitable mitigation in place where this is not possible.	N	A detailed process of routing and siting has been undertaken with the aim of avoiding works within areas at risk of flooding where practicable as well as information on the alternatives considered in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**. Where this cannot be avoided, measures to manage surface water drainage at construction sites have been proposed to mitigate for any potential increase in flood risk from these sources. Further details are contained in **Application Document 6.8 Flood Risk Assessment**. Commitments for the appointed contractor to prepare more detailed construction drainage plans is described within **Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). **Application Document 6.8 Flood Risk Assessment** concludes that as a consequence of the embedded design and control and management measures that would be adopted, the Proposed Project would not be at

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					significant risk of flooding from rivers and sea. It is not expected for there to be any increase in flood risk from rivers and sea during construction or operation from the Proposed Project activities. It has also concluded that as a consequence of the embedded design and control and management measures that would be adopted, the Proposed Project would not be at significant risk of flooding from surface water. Also, there would not be any increase in surface water flood risk to land outside of the Order Limits during construction or operation as a result of the Proposed Project. The Proposed Project is at low risk of groundwater flooding, and both operation of the Proposed Project and construction activities would have no increased impact on this source of flooding.
		Cultural heritage	**Friston Substation** Archaeology 3.23 The County Council notes much of the substation site has been subject to archaeological assessment as part of Scottish Power Renewables (SPR), East Anglia One North and Two (EA1N/2) scheme, however, further assessment will be required for any areas which fall outside works undertaken by SPR.	N	The Cultural Heritage team have obtained information from the East Anglia ONE North and East Anglia TWO team including the result of geophysical surveys and evaluation trenching. This was used to inform the data gathering and assessment undertaken as part of the Proposed Project. The information gathered was used to inform the baseline report, as well as help define the significance of cultural heritage assets and assess impacts. In areas where the projects overlapped, the East Anglia ONE North and East Anglia TWO data was used by the Proposed Project. This has included data being used to inform evaluation trenching. Archaeological mitigation for East Anglia ONE North and East Anglia TWO also commenced in Autumn 2024, and as such this mitigation has been taken into consideration in the assessment. **Application Document 6.3.2.3.F ES Appendix 2.3.F Phase 1 Archaeological Trial Trenching Report (Draft)** contains further information on the trenching. Data has been used and/or referenced in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage** and its associated appendices, and the assessment has concluded that no residual significant effects are predicted.
		Traffic and transport, construction	Highways 3.24 The County Council is concerned regarding the lack of information on the amount of Abnormal Indivisible Loads (AIL) movements there will be during construction works. It is stated in the PEIR that construction vehicles will access the Friston site from the north of Friston, however for SPR projects, such vehicles are intending to use a haul road from the B1069 south of Knodishall. The scope of the PEIR does not show the highway network impacted by access to Friston substation, which is an area of concern to the County Council. 3.25 The EA 1N/2 project considered that the B1121 through Friston was inappropriate for use by construction vehicles and proposed access to the substation. The promotor of Sea Link does not appear to be following this approach which is of concern to the County Council. The County Council also argued in the examination that the B1119 between Saxmundham and Leiston is	N	AIL movements will be required for the Saxmundham Converter Station transformers and these will either be routed via the B1121 Main Road or from the Snape Road Access (via Leiston). No AIL movements are required for the Friston Substation element of the Proposed Project. The cable delivery drums may meet the AIL requirements depending on the detailed design and proposed section length to be used on the Proposed Project. The number of cable drum movements will be defined at the detailed design stage, but it is assumed that approximately 40 vehicles will be required (22 for the HVDC and 18 for the HVAC). Construction of Friston Substation would be undertaken via the haul road from Snape Road rather than through Friston. The B1121 through Friston is only being used to access the existing overhead line towers where minimal alteration works and scaffold works would be required along the existing overhead lines on the approach into Friston Substation. All Substation construction traffic would access it via the haul road. The use of the B1119 for construction is only to facilitate the construction of the new access (enabling bridging of the Fromus to be

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			also unsuitable for construction traffic, but NGET have identified this route for use for Sea Link. 3.26 Action is required to provide more detailed information regarding vehicular movements during construction, particularly AILs. NGET must also reassess their proposed construction routes around Friston, noting previous issues raised in the examination of EA1N/2.		constructed); this access is key in removing the majority of construction traffic from the B1119. Given the details of the AIL routing proposals, due regard to the constraints identified for the East Anglia ONE North and East Anglia TWO proposals have been considered within **Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan – Kent** for the relevant routes. Detailed information regarding vehicle movements during construction is contained within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**. Construction vehicle movements will be controlled by gates at any crossing points, with the default position that construction routes would be gated off to provide priority to other users. Further details are contained within **Application Document 6.3.1.4.A ES Appendix 1.4.A Crossings Schedules**.
		Water environment, legislation and policy	Local Lead Flood Authority 3.27 Friston is a particularly sensitive area in terms of surface water flood risk, given the existing flood risk to downstream receptors and therefore must be adequately assessed. 3.28 It is noted that the Preliminary Environmental Impact Report (PEIR) chapter on existing flood risk and drainage fails to acknowledge historic surface water flooding downstream in Friston. This should include various s.19 Investigations by the County Council as LLFA under the Flood and Water Management Act 2010.	N	Since preparation of the PEIR, National Grid has liaised regularly with Suffolk County Council in its role as LLFA to gather information on flood risk sensitivities at Friston, including a review of all relevant S19 Reports and data from the Friston Surface Water Management Plan. This information has informed **Application Document 6.8 Flood Risk Assessment**, and has guided the measures embedded within the design of the Proposed Project to manage surface water runoff and land drainage. **Application Document 6.8 Flood Risk Assessment** concludes that as a consequence of the embedded design and control and management measures that would be adopted, the Proposed Project would not be at significant risk of flooding from surface water.
		Consultation	**4 Summary of Technical Feedback on General Proposals** 4.1 This section provides a brief summary of comments from the County Council technical departments. These should be read in conjunction with the full technical comments on the proposals and the PEIR which can be found in Appendix A.	N	National Grid acknowledges the Council's comment.
		Cultural heritage, inter-project cumulative effects, onshore mitigation	**Archaeology** 4.2 The archaeological implications of multiple schemes in this landscape are cumulatively increasing for every project and the County Council notes that options for coordination have been included for other projects, which would increase impacts as it reduces the flexibility to be able to avoid significant archaeology which has yet to be defined. 4.3 The County Council recommends that a full assessment is undertaken at the earliest opportunity as there is a high archaeological potential for all current areas being considered as part of the scheme, the majority of which have not being subject to systematic archaeological investigation.	N	The Cultural Heritage team have obtained information from the East Anglia ONE North and East Anglia TWO team including the result of geophysical surveys and evaluation trenching. This was used to inform the data gathering and assessment undertaken as part of the Proposed Project. The information gathered was used to inform the baseline report, as well as help define the significance of cultural heritage assets and assess impacts. Monitoring of ground investigation works was also undertaken. In areas where the projects overlapped, the East Anglia ONE North and East Anglia TWO data was used by the Proposed Project. This has included data being used to inform evaluation trenching. **Application Document 6.3.2.3.F ES Appendix 2.3.F Phase 1 Archaeological Trial Trenching Report (Draft)** contains further information on the trenching.

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			4.4 The results from other projects are showing that there is an enormous amount of important archaeology surviving within this landscape, which had previously not been known about, and some of the proposed areas for this scheme fall within busy geophysics areas which have been avoided by Scottish Power Renewables project East Anglia One North and Two (EA1N/2), but adjacent areas had discovered extensive archaeology. 4.5 All ground investigation/mitigation works must be covered by an Overarching Written Scheme of Investigation (OWSI). This would detail all types of ground investigation and mitigation with full detailed definitions and the need for further site specific WSIs. The OWSIs and all subsequent WSIs would need to be approved by SCCAS.		All works have been agreed with SCCAS who have approved the various WSI produced for intrusive and non-intrusive works. This has been followed by an overarching WSI for pre-construction works such as mitigation. Data has been used and/or referenced in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage** and its associated appendices. Additional topic and site-specific mitigation measures that have been applied to mitigate or offset any likely significant effects are included in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Mitigation for cultural heritage includes but is not limited to: • Construction of the Proposed Project would employ the use of track matting for construction plant, where practicable, as opposed to topsoil stripping for the creation of haul roads. This measure would avoid permanent impacts to buried archaeological remains that may be present. • Locations of known archaeological interest/value to be preserved *in situ*, or areas where archaeological work is planned, would be signposted/fenced off to avoid unintentional damage. • Archaeological Watching Brief to be undertaken in pre-agreed areas of archaeological potential/features. Scope of works to be agreed with the Archaeology Advisor for SCC, and any other relevant heritage stakeholders prior to works commencing in the relevant area and detailed in **Application Document 7.5.4.1 Outline Onshore Overarching Written Scheme of Investigation (OWSI) Suffolk** or a site specific WSI. Other mitigation measures are detailed in **Application Document 6.2.2.3 ES Part 2 Suffolk Chapter 3 Cultural Heritage**. There are no significant residual effects to cultural heritage during construction, operation or maintenance for Suffolk.
		Community benefits/enhancements, onshore mitigation, consultation	**Community Benefits and Project Legacy** 4.6 The County Council encourages the promoter to consider community benefit options and would be happy to discuss how community benefits suitable for the locality could be incorporated. 4.7 Secondary mitigation should be in addition to any community benefits from the development, including any arising from emerging requirements in the expected guidance on Community Benefits foreshadowed in the British Energy Security Strategy and now proposed in the Government response to consultation (November 2023).	N	Community benefit is separate to compensation and mitigation. National Grid supports the delivery of community benefits associated with transmission infrastructure, and already has a number of established programmes which deliver this. For example, it operates a community grant programme which is available to nearby charities and not for profit organisations, when projects are in construction. The former Government consulted on community benefit options associated with transmission infrastructure, and proposed the introduction of guidance in this regard. National Grid support this and believe it should be flexible, allowing community benefits to respond to

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			4.8 The County Council also encourages project promoters to consider legacy opportunities of all elements of their development.		local and regional need. Whilst it awaits clarity on the Government's position, it is working to understand local and regional aspirations and priorities in relation to community benefits. It welcomes the suggestions for delivering community benefits and as the Proposed Project progresses, it will work with stakeholders and local communities to further inform this.
		Terrestrial ecology, inter-project cumulative effects, onshore mitigation	**Ecology** 4.9 The County Council acknowledges that the Ecology and Biodiversity Chapter alongside the Phase 1 Habitat Survey has provided a good starting point in understanding the challenges of the development sites. 4.10However, in terms of Ecology and Biodiversity moving forward, the County Council would like to see the following: - • The full suite of survey data as a result of the on-going ecological survey work. • The establishment of an Ecology Working Group consisting of the Applicants' experts and key stakeholders (including from LPAs). • Consideration of the cumulative impacts of this proposal with other projects on the Suffolk coast. • A flexibility of approach to surveying and subsequent mitigation, compensation and enhancement measures which have been informed by comprehensive walkovers and other means of gathering biological data. • Consulting and working with key stakeholders to prepare a Construction and Ecology Management Plan (CEMP) showing how successful mitigation will be implemented and achieved.	N	A series of meetings are being held and have been held with key stakeholders including the Suffolk Councils. National Grid has been sharing survey reports and outcomes and discussing ecological mitigation and enhancement with Suffolk County Council and other statutory bodies in Suffolk, in addition to other organisations such as the RSPB. The assessment contained within the ES includes a cumulative assessment of the impact of the Proposed Project with other projects and this is contained within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. The potential for cumulative effects exists where multiple large schemes lie within 10 km of Minsmere-Walberswick SPA or 2 km of Alde-Ore Estuary SPA, through the potential for cumulative loss of functionally linked habitat associated with one or other SPAs. For those other developments located close to the Suffolk Onshore Scheme there is also potential for cumulative disturbance of nesting nightjar and woodlark at Sandlings SPA and cumulative disturbance or habitat loss relating to other locally important receptors such as breeding birds, bats and dormice. However, due to the embedded measures incorporated into the Suffolk Onshore Scheme (set out in **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan – Suffolk**, and **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**) no cumulative effects are predicted to arise. Survey reports have been shared with Natural England, the Kent Councils and the Suffolk Councils as they were finalised where possible. This began with the PEAs and the 2022-23 wintering bird surveys and 2023 breeding bird surveys. The Kent vantage point surveys and collision risk reports were shared. Other survey reports were not completed in time to be shared prior to DCO submission but summaries of findings were provided in thematic meetings (which effectively considered of a Working Group and which provided very useful feedback). Further information and ecological assessment is contained in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity** and the associated appendices.
		Traffic and transport, construction, inter-project	**Highways** 4.11 The County Council is not content with the sustainability of the number of routes being proposed for construction access.	N	Further engagement has taken place with Suffolk County Council Highways across each item raised. Management and mitigation relating to the proposed construction traffic numbers, routing and Abnormal Indivisible Loads are set out within **Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan - Kent** and

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		cumulative effects	4.12 The County Council is concerned that some of the routes proposed for construction traffic are not appropriate for significant volumes of construction traffic, including the geometry of the A1094/B1122 roundabout in Aldeburgh which was discussed in detail in the examination of EA1N/2. 4.13 Abnormal Indivisible Loads (AIL) routes must be surveyed to prove there is a viable route to the converter and substations. 4.14 Where assumptions are made regarding estimation of HGV movements, worker numbers and profiles, they must be evidenced. 4.15 Cumulative impacts of this project with Sizewell have been underestimated, particularly on the A1094 corridor. Repeated projects in the same area will have sequential impacts on the community such as disruption caused by road closures. 4.16 The reliance on energy projects to use shift patterns to avoid worker trips during network peaks may in combination result in new peaks at the time workers arrive and depart. 4.17 The County Council encourages discussions with the developer over weight restrictions on bridges along the proposed construction traffic routes.		these have also been assessed as detailed in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. It is acknowledged that the Proposed Project will be under construction alongside other projects in the area which have been considered in the Inter-Project Cumulative Effects chapter of the ES for each discipline, including Traffic and Transport. Please refer to **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** for the full assessment. Based on the inter-project cumulative effects indicative screening matrix, no significant cumulative effects on traffic and transport receptors are expected as a result of construction traffic associated with the Suffolk Onshore Scheme when combined with construction/ operational traffic associated with each of the other developments in isolation. In addition, no significant cumulative effects are expected when considering construction/ operational traffic associated with all committed developments combined on the same basis. In terms of PRoW closures/ diversions, these will be coordinated with other committed developments where necessary (as identified above) to reduce the potential for significant cumulative effects. In view of the above, no additional mitigation is expected to be required to that already outlined within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**, **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk** and **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**.
		Traffic and transport, socio-economic, recreation and tourism, onshore mitigation	4.18 The County Council notes that the sequential delivery of NSIPs on the east coast i.e. EA1, EA3, EA1(N), EA2, SZC and potentially Sealink and LionLink will impact communities on a recurring basis. This will create sequential impacts at the same locations and could be highly detrimental to, for example, tourism and PRoW users besides local residents. the County Council considers these Sequential Project Effects should also be considered or at least require enhanced mitigation or deliver legacy projects that offset this impact.	N	**Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** details the cumulative socio-economic impact of the Proposed Project in combination with other local projects. No significant cumulative socio-economic inter-project effects were identified. Further detail relating to these impacts are contained in this Chapter. Based on the inter-project cumulative effects indicative screening matrix, no significant cumulative effects on traffic and transport receptors are expected as a result of construction traffic associated with the Suffolk Onshore Scheme when combined with construction/ operational traffic associated with each of the other developments in isolation. In addition, no significant cumulative effects are expected when considering construction/ operational traffic associated with all committed developments combined on the same basis. In terms of PRoW closures/ diversions, these will be coordinated with other committed developments where necessary (as identified above) to reduce the potential for significant cumulative effects. In view of the above, no additional mitigation is expected to be required to that already outlined within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**, **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan -**

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					Suffolk and **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**.
		Landscape and visual, onshore mitigation	**Landscape and Visual Amenity** 4.19 The County Council considers that a clear vision for landscape for the whole project, and in particular the Converter Station site must be developed for the Environmental Impact Report. 4.20 While embedded mitigation will be essential to make the proposed scheme acceptable in landscape terms, the Mitigation Hierarchy will need to be applied in full, including compensation for impacts that result in adverse landscape and visual effects that cannot be avoided or mitigated through embedded measures.	N	The indicative landscape strategy for the Suffolk Onshore Scheme (**Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**) has been developed in collaboration with various disciplines to maximise opportunities to minimise effects arising from the Proposed Project. Regarding landscape compensation, this has been discussed with stakeholders (including thematic meeting held with the County Council and District Council on 25 June 2024) and it is National Grid's position that NPS EN-1 does not support this position. There would not be any significantly adversely affected designated landscapes within the landscape and visual study area arising from the Suffolk Onshore Scheme. Detailed assessment information for landscape and visual receptors is provided within **Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment** and **Application Document 6.3.2.1.D ES Appendix 2.1.D Visual Amenity Baseline and Assessment**. Under Friston Scenario 1 (scenarios are outlined within **Application Document 6.2.1.4 ES Part 1 Introduction Chapter 4 Description of the Proposed Project**), at construction, nine out of the 23 representative viewpoints within the landscape and visual study area would experience moderate or major (significant) adverse effects arising from construction of the Suffolk Onshore Scheme. Under Friston Scenario 2, at construction, an additional three representative viewpoints within the landscape and visual study area would experience significant adverse effects arising from the Suffolk Onshore Scheme. Under Friston Scenario 1, at year 1 of operation and maintenance, nine out of the 23 representative viewpoints within the landscape and visual study area would experience a moderate or major (significant) adverse effect arising from the Suffolk Onshore Scheme. Under Friston Scenario 2, at year 1 of operation and maintenance an additional two representative viewpoints within the landscape and visual study area would experience significant adverse effects arising from the Suffolk Onshore Scheme. Under Friston Scenario 1, at Year 15 of operation and maintenance, eight out of the 23 representative viewpoints within the landscape and visual study area would experience moderate (significant) adverse effects arising from the Suffolk Onshore Scheme. Under Friston Scenario 2, an additional two representative viewpoints within the landscape and visual study area would experience significant adverse effects arising from the Suffolk Onshore Scheme. Further details can be found in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**.

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					Mitigation includes but is not limited to: • sensitive routeing and siting of infrastructure; • landscape design opportunities within the AONB: the temporary works within the AONB associated with the landfall and HVDC would be fully reinstated; and • the design of the Fromus bridge, in relation to its sensitive landscape and historic setting.
		Water environment, construction	**Local Lead Flood Authority** 4.21 The County Council, as Lead Local Flood Authority (LLFA), suggests that general consideration should be given to the return period to which construction drainage is designed, ensuring there is sufficient space within the Order Limits to accommodate such drainage provision.	N	National Grid has liaised regularly with Suffolk County Council in its role as LLFA and has agreed the return period to which construction stage surface water drainage measures are designed. This is documented within **Application Document 6.8 Flood Risk Assessment**. As illustrated on the drainage plans submitted with the DCO application there is sufficient space within the Order Limits to accommodate these requirements.
		Health and wellbeing, air quality, socio-economic, recreation and tourism	**Public Health** 4.22 With regards to Employment and Income, the section does not account for impacts to the existing local economy, but only additional jobs related to the scheme (Chapter 12 Health and Wellbeing: Appendix 1.4.A Outline Code of Construction Practice). 4.23 The County Council recommends more could be done with respect to the monitoring and mitigation of impacts on Air Quality as a result of construction operations and additional traffic, which will significantly increase. Of particular concern is of a Primary School being identified as being in close proximity of one of the sites, as children are more vulnerable to the effects of pollution. 4.24 The County Council recommends installation of live pollution sensors to accurately monitor levels of all pollutants not just NO2, particularly by the schools and residential developments identified.	N	With regard to Employment and Income, **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism** outlines in depth the impacts of the Proposed Project on the existing local economy. There are no significant effects in relation to the local economy as stated in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism.** With regard to comment 4.23 and 4.24, measure AQ02 in **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** recommends PM_{10} continuous monitoring prior to and during construction. National Grid has confirmed it will carry out real-time monitoring of NO_2, PM_{10} and $PM_{2.5}$ during the construction phase as detailed in the Air Quality Management Plan (**Application Document 7.5.6.1 Outline Air Quality Management Plan - Suffolk**).
		Walking, cycling and horse-riders, intra-project cumulative effects, onshore environmental impact	**Public Rights Of Way (PRoW)** 4.25 The County Council considers it essential that PRoW should be addressed as a separate topic in the PEIR and therefore disagrees with the approach taken by the developer where the consideration of effects on PRoW and their users is covered across several chapters of the PEIR. This has made it difficult for the relevant officer to comment on the effects of the proposals on PRoW. 4.26 The division of the effects of the development on PRoW across several chapters, each with their own set of criteria regarding harm, diminishes the level of cumulative effects and the level of importance of the local access network and the quality of the user experience and amenity value. As a result, an impact in isolation might be assessed as not being significant, whereas if	N	National Grid acknowledges the concern raised by the Council and has been in touch directly regarding this matter. It is proposed to continue to assess PRoW, following established practice in EIA. It is not conventional for an ES to have its own PRoW topic chapter. It is recognised that Sizewell C has a separate Amenity and Recreation chapter focusing on PRoW, but it is noted that most other local EIA schemes in Suffolk (EA1, EA TWO, EA1 N and BTNO) also adopt the same approach as the Proposed Project EIA. It is important for an EIA to remain proportional in approach and remain focused on assessing the likelihood of significant environmental effects, and by introducing a PRoW chapter it would risk double counting of effects already being reported somewhere else in the ES. It is National Grid's view that the structure of the ES as proposed allows for a full assessment of all potential impacts on PRoW where there is the potential for significant environmental effects. Across the Landscape and

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			impacts had been considered collectively for that receptor, then they could be significant. 4.27 The County Council would like to see a commitment to keeping PRoW open and available during the construction period through the use of management measures, such as controlled crossings, traffic marshals and signage. If temporary closures are required, then the number and duration should be kept to a minimum.		Visual, Traffic and Transport, Socio-Economics, Recreation and Tourism and Health and Wellbeing topic assessments the aspects mentioned will be covered. The concern that when considered individually an impact might be assessed as not significant, but if the impacts had been considered collectively for that receptor, they could be significant, is addressed within **Application Document 6.2.2.12 Part 2 Suffolk Chapter 12 Suffolk Onshore Scheme Intra-Project Cumulative Effects**. This document considers the combined effects on PRoW and their users, that have been identified across the various topic chapters. Importantly, it is not felt that a separate PRoW topic would result in any difference in the outcome of the assessment of overall impacts on PRoW and the required mitigation. **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan - Suffolk** has been prepared which provides details of PRoW closures and diversions, which will be kept to a minimum, and will include measures such as controlled crossings, marshals and signage. Continued liaison with the Council on this topic is ongoing.
		Socio-economic, recreation and tourism, inter-project cumulative effects	**Socioeconomic** 4.28 The construction period for Sea Link is predicted to coincide with Sizewell C Nuclear Power Station. It is anticipated there will be significant pressure on the available workforce, also considering other projects in the area such as LionLink. This could reduce opportunities to secure any skills and employment legacy from the construction workforces as the projects could be occurring in parallel. 4.29 The promoter expects that a large proportion of additional jobs, created by the Sea Link scheme, to be taken by those outside of the study area, with only 32 net additional jobs being expected to be taken up by residents, due to the jobs being specialised construction. The County Council finds this unacceptable, particularly with the number of infrastructure projects taking place in the area, including those proposed by the promoter. 4.30 A comprehensive Skills and Employment Plan and engagement with the Regional Skills Coordination Function at the County Council would support a strategic approach to this issue. 4.31 The County Council disagrees that Operational Employment was scoped out due to limited numbers, as this issue should have been considered alongside other projects in the region, which will amplify any effects caused.	N	Operational employment has been scoped out of the ES on the ground that the scale of operational employment is likely to be very limited. The Planning Inspectorate agrees with this approach on the basis that the description of the Proposed Project in the ES explains the level of employment generation in operation. This is set out in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter Project Cumulative Effects**. National Grid has not committed to preparing and implementing a specific Employment, Skills and Education Strategy at a project level, as this is not considered to be an efficient or effective approach given the number of construction workers anticipated and that National Grid has not identified any likely significant effects in relation to construction employment.
		Consultation	**5 Appendix A – Detailed Technical Comments** **Introduction**	N	National Grid acknowledges the Council's comment.

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			5.1 The County Council has gathered technical comments from its technical departments regarding the details contained within the Statutory Consultation. 5.2 The full list of technical comments are as follows: o Archaeology o Ecology o Landscape o Lead Local Flood Authority o Minerals and Waste o Public Health o Public Rights of Way o Socioeconomic		
		Cultural heritage, inter-project cumulative effects	**6 Archaeology** 6.1 As a general comment, there is high archaeological potential for all current areas being considered, the majority of which have not yet been subject to systematic archaeological investigation, therefore full assessment is required at the earliest opportunity. Geophysical survey and monitoring of GI works are underway with Written Schemes of Investigation submitted and approved by SCCAS, but no results have been seen. 6.2 The archaeological implications of multiple schemes in this landscape are cumulatively heightening for every project and we note that options for co- location of elements of this scheme with the LionLink project are included. These would increase impacts. Although we would generally see a benefit in this, this does have the potential to reduce the flexibility to be able to avoid significant archaeology which has yet to be defined. 6.3 The results from other projects are also showing that there is an enormous amount of important archaeology surviving in this landscape, which we previously knew nothing about (and some of the proposed areas for this scheme fall within busy geophysics areas which EA1N/2 had avoided, but adjacent to areas where the trenches identified extensive archaeology).	N	The Proposed Project Cultural Heritage team have obtained information from the East Anglia ONE North and East Anglia TWO teams including the result of geophysical surveys and evaluation trenching. This was used to inform the data gathering and assessment undertaken as part of the Proposed Project. The information gathered was used to inform the baseline report, as well as help define the significant of cultural heritage assets and assess impacts. In areas where the projects overlapped, the East Anglia ONE North and East Anglia TWO data was used by the Proposed Project. This has included data being used to inform evaluation trenching. **Application Document 6.3.2.3.F ES Appendix 2.3.F Phase 1 Archaeological Trial Trenching Report (Draft)** contains further information on the trenching. Data has been used and/or referenced in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage** and the associated appendices. Additional topic and site-specific mitigation measures that have been applied to mitigate or offset any likely significant effects are included in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Mitigation for cultural heritage includes but is not limited to: • Construction of the Proposed Project would employ the use of track matting for construction plant, where practicable, as opposed to topsoil stripping for the creation of haul roads. This measure would avoid permanent impacts to buried archaeological remains that may be present.

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					• Locations of known archaeological interest/value to be preserved *in situ*, or areas where archaeological work is planned, would be signposted/fenced off to avoid unintentional damage. • Archaeological Watching Brief to be undertaken in pre-agreed areas of archaeological potential/features. Scope of works to be agreed with the Archaeology Advisor for SCC, and any other relevant heritage stakeholders prior to works commencing in the relevant area and detailed in **Application Document 7.5.4.1 Outline Onshore Overarching Written Scheme of Investigation (OWSI) – Suffolk** or a site specific WSI. Other mitigation measures are detailed in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage.** There are no significant residual effects to cultural heritage during construction, operation or maintenance for Suffolk. A cumulative assessment has been carried out which includes the consideration of cultural heritage receptors. Further details are contained in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. The assessment of total cumulative effects for cultural heritage has identified that there is the potential for four other projects to result in a cumulative impact on heritage receptors. These impacts include physical impacts on archaeological remains that potentially extend outside of the Proposed Project area, as well as impacts on the setting of heritage assets. However, the overall assessment of cumulative effects is currently assessed as 'not significant'.
	Cultural heritage, geology and hydrogeology, onshore mitigation	**Friston substation** 6.4 In the Friston substation area, the majority has been subject to geophysical survey and trial trenching as part of the EA1N/2 project and this assessment work has defined multi-period archaeological remains requiring mitigation. Further assessment work is necessary for any areas not previously included within the work undertaken as part of the EA1N/2 scheme.	N	The Proposed Project Cultural Heritage team have obtained information from the East Anglia ONE North and East Anglia TWO teams including the result of geophysical surveys and evaluation trenching. This was used to inform the data gathering and assessment undertaken as part of the Proposed Project. The information gathered was used to inform the baseline report, as well as help define the significant of cultural heritage assets and assess impacts. In areas where the projects overlapped, the East Anglia ONE North and East Anglia TWO data was used by the Proposed Project. This has included data being used to inform evaluation trenching. **Application Document 6.3.2.3.F ES Appendix 2.3.F Phase 1 Archaeological Trial Trenching Report (Draft)** contains further information on the trenching. Data has been used and/or referenced in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage** and the associated appendices. Additional topic and site-specific mitigation measures that have been applied to mitigate or offset any likely significant effects are included in **Application Document 7.5.3.2 CEMP Appendix B Register of**

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					Environmental Actions and Commitments (REAC) which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Mitigation for cultural heritage includes but is not limited to: • Construction of the Proposed Project would employ the use of track matting for construction plant, where practicable, as opposed to topsoil stripping for the creation of haul roads. This measure would avoid permanent impacts to buried archaeological remains that may be present. • Locations of known archaeological interest/value to be preserved *in situ*, or areas where archaeological work is planned, would be signposted/fenced off to avoid unintentional damage. • Archaeological Watching Brief to be undertaken in pre-agreed areas of archaeological potential/features. Scope of works to be agreed with the Archaeology Advisor for SCC, and any other relevant heritage stakeholders prior to works commencing in the relevant area and detailed in **Application Document 7.5.4.1 Outline Onshore Overarching Written Scheme of Investigation (OWSI) – Suffolk** or a site specific WSI. Other mitigation measures are detailed in **Application Document 6.2.2.3 ES Part 2 Suffolk Chapter 3 Cultural Heritage.** There are no significant residual effects to cultural heritage during construction, operation or maintenance for Suffolk.
		Cultural heritage, geology and hydrogeology, onshore route location	**Cable Corridor** 6.5 The preferred cable route is situated within a favourable location for archaeological activity from all periods, on light, sandy soils and close to watercourses. The majority of all the cable corridor has, however, never been subject to any systematic archaeological investigation and so the full archaeological potential is currently unknown. The entire cable route (including all locations of permanent and temporary structures) therefore requires full, early archaeological assessment (desk-based assessment, geophysics, and trenching).	N	Since submission of the PEIR, fieldwork and information gathering has continued to assist with defining the character and significance of heritage assets, as well as to assess the potential for impacts. This has included geophysical survey, a review of aerial photos and LiDAR data, walkover survey, setting assessment, and evaluation trenching. The information gathered was used to inform the baseline report, as well as help define the significant of cultural heritage assets and assess impacts. It has been included in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage** and associated appendices. Archaeological remains fall within the Order Limits and the Suffolk Onshore Scheme has the potential to result in physical impacts from the underground cable installation and access track works. With mitigation in place, the impacts are reduced to not significant. There are no significant residual effects to cultural heritage during construction, operation or maintenance for Suffolk. All works have been undertaken in consultation with stakeholders including Suffolk County Council Archaeological Service (SCCAS), East Suffolk Council, and Historic England, with the Written Scheme of Investigations for geophysical survey and evaluation trenching approved

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					by SCCAS. **Application Document 6.3.2.3.F ES Appendix 2.3.F Phase 1 Archaeological Trial Trenching Report (Draft)** contains further information on the trenching.
		Cultural heritage, geology and hydrogeology, landfall location	**Landfall** 6.6 Whilst the landfall method is proposed to be a drilled system this site lies within 'The Mear' recorded from the 16th century (ADB 160), historically a turbary/natural harbour (Thorpe Haven, or Almouth). The potential for buried and organic (including wooden) remains is high in this area. Wetland archaeology is relevant here, albeit impacted by peat cutting and later WW2 anti-aircraft defences. Early assessment would therefore be necessary. SCCAS would need more details of the exact construction/drilling method (including depths) and how this would affect hydrology (using GI information) and therefore preservation any remains that may exist. This would inform any mitigation if necessary. It should not be assumed that drilling of cables is without impact without sufficient evidence.	N	Full details of trenchless construction techniques, including pipe jacking (auger bore), horizontal directional drilling, and micro boring (micro-tunnelling), have been included in **Application Document 6.2.1.4 ES Part 1 Introduction Chapter 4 Description of the Proposed Project**. The assessment presented within **Application Document 6.2.2.3 ES Part 2 Suffolk Chapter 3 Cultural Heritage** has taken into account these parameters when assessing the potential for impacts in this area, as well as the potential for sensitive deposits to survive with works including a review of ground investigation works (i.e. boreholes), which suggests there are no extensive areas of organic material such as peat. This would correspond with descriptions of the area which suggest peat cutting/extraction took place in the past. Evaluation trenching was not undertaken in this area due to environmental and ecological constraints, but the potential for impacts was discussed with stakeholders. The assessment concluded that the residual effect on palaeo-environmental remains is not significant. **Application Document 6.3.2.3.F ES Appendix 2.3.F Phase 1 Archaeological Trial Trenching Report (Draft)** contains further information on the trenching.
		Cultural heritage, geology and hydrogeology, onshore route location	**Onshore Works** 6.7 The current onshore study areas have in most parts not been subject to systematic archaeological investigation and, therefore, the character, extent, and significance of surviving above and below ground heritage assets across this area has yet to be defined beyond the preliminary assessment in suitable detail. There is high potential for additional, and to date unknown, significant heritage assets to survive across much of this area. Some of these may be of national significance and worthy of preservation in situ. As such without further assessment to fully characterise the heritage resource, the impacts of the development upon above and below ground heritage assets cannot be fully understood.	N	Since submission of the PEIR, fieldwork and information gathering has continued to assist with defining the character and significance of heritage assets, as well as to assess the potential for impacts. This has included geophysical survey, a review of aerial photos and LiDAR data, walkover survey, setting assessment, and evaluation trenching. The information gathered was used to inform the baseline report, as well as help define the significant of cultural heritage assets and assess impacts. This has noted that no assets of national significance survive within the Order Limits. **Application Document 6.3.2.3.F ES Appendix 2.3.F Phase 1 Archaeological Trial Trenching Report (Draft)** contains further information on the trenching. It has been included in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage** and associated appendices. Additional topic and site-specific mitigation measures that have been applied to mitigate or offset any likely significant effects are included in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Mitigation for cultural heritage includes but is not limited to: • Construction of the Proposed Project would employ the use of track matting for construction plant, where practicable, as opposed to topsoil stripping for the creation of haul roads.

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					This measure would avoid permanent impacts to buried archaeological remains that may be present. • Locations of known archaeological interest/value to be preserved *in situ*, or areas where archaeological work is planned, would be signposted/fenced off to avoid unintentional damage. • Archaeological Watching Brief to be undertaken in pre-agreed areas of archaeological potential/features. Scope of works to be agreed with the Archaeology Advisor for SCC, and any other relevant heritage stakeholders prior to works commencing in the relevant area and detailed in **Application Document 7.5.4.1 Outline Onshore Overarching Written Scheme of Investigation (OWSI) – Suffolk** or a site specific WSI. Other mitigation measures are detailed in **Application Document 6.2.2.3 ES Part 2 Suffolk Chapter 3 Cultural Heritage**. There are no significant residual effects to cultural heritage during construction, operation or maintenance for Suffolk. All works have been undertaken in consultation with stakeholders including Suffolk County Council Archaeological Service (SCCAS), East Suffolk Council, and Historic England, with the Written Scheme of Investigations for geophysical survey and evaluation trenching approved by SCCAS.
		Cultural heritage, geology and hydrogeology, programme	6.8 All onshore elements of the scheme (for example, landfall sites, converter station sites, grid connection substation site, underground cable corridors, jointing bays, link boxes, Horizontal Directional Drilling (HDD) pits and any other impacts associated with the scheme for example, haul roads, compounds, planting and ecological mitigation, offsite transport improvements etc.) have the potential to damage or destroy any surviving archaeological remains so all elements of the scheme should be scoped in for archaeological assessment. All areas of proposed works will require geophysics followed trenched archaeological evaluation. Any reductions to this will need to be agreed and approved by SCCAS. 6.9 Undertaking full archaeological evaluation early will enable the results of the surveys to be used to assist with project programming and to contribute to risk management. Upfront work will ensure all options can be properly considered and the scope of mitigation defined (including giving proper thought to preservation in situ and alternative solutions), avoiding unexpected costs and delays post-consent. Evaluation will test the suitability of sites for development, given the reduced flexibility for mitigation through design now that a location for landfall, converter station site, grid connection substation site, cable route, jointing bays, link boxes and HDD pits have been selected. Early work will also enable	N	Since submission of the PEIR, fieldwork and information gathering has continued to assist with defining the character and significance of heritage assets, as well as to assess the potential for impacts. This has included geophysical survey, a review of aerial photos and LiDAR data, walkover survey, setting assessment, and evaluation trenching. The information gathered was used to inform the baseline report, as well as help define the significant of cultural heritage assets and assess impacts. **Application Document 6.3.2.3.F ES Appendix 2.3.F Phase 1 Archaeological Trial Trenching Report (Draft)** contains further information on the trenching. It has been included in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage** and associated appendices. Additional topic and site-specific mitigation measures that have been applied to mitigate or offset any likely significant effects are included in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Mitigation for cultural heritage includes but is not limited to: • Construction of the Proposed Project would employ the use of track matting for construction plant, where practicable, as

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			archaeological work to be designed alongside other elements of the scheme, e.g. working in archaeological work with ecological work, or informing spoil and dust management.		opposed to topsoil stripping for the creation of haul roads. This measure would avoid permanent impacts to buried archaeological remains that may be present. • Locations of known archaeological interest/value to be preserved *in situ*, or areas where archaeological work is planned, would be signposted/fenced off to avoid unintentional damage. • Archaeological Watching Brief to be undertaken in pre-agreed areas of archaeological potential/features. Scope of works to be agreed with the Archaeology Advisor for SCC, and any other relevant heritage stakeholders prior to works commencing in the relevant area and detailed in **Application Document 7.5.4.1 Outline Onshore Overarching Written Scheme of Investigation (OWSI) – Suffolk** or a site specific WSI. Other mitigation measures are detailed in **Application Document 6.2.2.3 ES Part 2 Suffolk Chapter 3 Cultural Heritage**. There are no significant residual effects to cultural heritage during construction, operation or maintenance for Suffolk. All works have been undertaken in consultation with stakeholders including Suffolk County Council Archaeological Service (SCCAS), East Suffolk Council, and Historic England, with the Written Scheme of Investigations for geophysical survey and evaluation trenching approved by SCCAS.
		Cultural heritage, geology and hydrogeology, onshore mitigation	6.10 The combined results of the above assessments should then be used to develop a mitigation strategy Some areas (yet unidentified) may require localised preservation in situ where appropriate. For surviving below ground archaeological heritage assets, where (1) development impacts are proposed that will damage or destroy remains and (2) where mitigation through recording is considered acceptable, the resultant mitigation included should include proposals to record and advance understanding of the significance of heritage assets before they are damaged or destroyed. Appropriate mitigation techniques, such as excavation prior to development, will be based upon the results of the suite of evaluation and assessment work undertaken. Proposals for outreach and enhanced public understanding as part of this mitigation work must also be included. 6.11 All ground investigation/mitigation works should be covered by an Overarching Written Scheme of investigation (OWSI). This would be a process document, detailing all types of ground investigation and mitigation with full detailed definitions and the need for further site specific WSIs. It should be a flexible document include systems to adapt to changing plans and updated information. The OWSI and all subsequent WSIs need to be approved by SCCAS. All stages of the work will be monitored by	N	Archaeological monitoring of ground investigation works was undertaken in line with a WSI approved by Suffolk County Council. The archaeological data collected has been included in the ES, and also used to inform the Evaluation Trenching. Further details are contained in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**. The results of the geophysical survey, as well as the evaluation trenching was used to inform design as well as develop the mitigation strategy. **Application Document 7.5.4.1 Outline Onshore Overarching Written Scheme of Investigation (WSI)) - Suffolk** has been produced and a full mitigation strategy and OWSI will be agreed with stakeholders post-DCO submission. **Application Document 6.3.2.3.F ES Appendix 2.3.F Phase 1 Archaeological Trial Trenching Report (Draft)** contains further information on the trenching.

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			SCCAS on behalf of the Local Planning Authority and Planning Inspectorate to ensure the written schemes are satisfactorily fulfilled.		
		Cultural heritage, construction, onshore mitigation	6.12 Any ongoing works during site operation must not take place within any areas where archaeological remains have been preserved in situ as part of archaeological mitigation strategies. If any areas of archaeology are to be preserved in situ, then a strategy for ongoing protection of these remains throughout construction, operation and in perpetuity must be agreed and included within the mitigation strategy for the development and provision must be made for a detailed management plan.	N	National Grid acknowledges this feedback. Suitable protection methods have been detailed in the mitigation section of **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**, and include monitoring by an Archaeological Clerk of Works. Outline mitigation is also included in **Application Document 7.5.4.1 Outline Onshore Overarching Written Scheme of Investigation (OWSI) - Suffolk**, and a full mitigation strategy (including protection methods) will be agreed with stakeholders.
		Cultural heritage, onshore mitigation, programme	6.13 As has been shown by other Nationally Significant Infrastructure Projects in the region time will be a critical factor. Archaeological and heritage assessments and mitigation phases should be programmed into the project at the earliest opportunity, with sufficient time allowed to enable evaluations to be undertaken (e.g. taking into account agricultural cycles and commencing landowner negotiations at the earliest opportunity) and also fieldwork to be completed prior to the start of construction works, so as to avoid any delays to the development schedule.	N	National Grid acknowledges this feedback. Evaluation trenching has already taken place to inform the assessment, and has been used to develop the mitigation strategy pre-construction. The results of Phase 1 are appended to the DCO submission, while the final results of Phase 2 will follow post-DCO submission. Please refer to **Application Document 6.3.2.3.F ES Appendix 2.3.F Phase 1 Archaeological Trial Trenching Report (Draft)** for further information.
		Cultural heritage, landscape and visual, geology and hydrogeology	**Setting** 6.14 SCCAS does not advise on setting, and we would defer to Historic England and Local Authority Heritage Advisors. Having said this landscape should be considered for assessment as an aspect of the historic environment. There will be interrelationships in assessment between archaeological and the built environment. The lack of a holistic approach to assessing the impact on landscape has given rise to omissions in other recent DCO applications. 6.15 A detailed settings impact assessment for above ground heritage assets should be undertaken and the impact of the proposals upon historic hedgerows, boundaries and other historic landscape elements should also be considered using historic mapping and Historic Landscape Characterisation data 6.16 Earthwork survey and building assessment should be undertaken of upstanding remains, particularly Second World War remains, to properly assess their significance and enhance our understanding in the context of the defensive coast.	N	The potential for impacts on setting have been discussed with Historic England and East Suffolk Council who have agreed viewpoints and the assets to be taken forwards to full assessment. This concluded that no significant residual effects are expected. Earthwork remains were not encountered as part of the site visits and desk-based assessment, with details of the mitigation currently assumed to be most appropriate detailed in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage** as well as an overview of the main mitigation types being suggested in **Application Document 7.5.4.1 Outline Onshore Overarching Written Scheme of Investigation (OWSI) - Suffolk**.
		Cultural heritage, geology and hydrogeology, onshore mitigation	**General Comments** 6.17 Several large projects in the area at a given time (which is likely given the timeframes of other schemes) may put pressure on available archaeological work forces.	N	National Grid acknowledges this feedback. Further details on the trenchless construction solution procedure and control measures can be found in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.

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			6.18 Details about avoiding bentonite breakout should be included and procedures defined if it occurs (in areas defined for excavation or preservation in situ). Archaeological features can act as “weak points” allowing the bentonite a route to the surface or to infiltrate sub surface features. 6.19 Similarly, if there is bentonite breakout elsewhere controls would need to be in place to avoid disturbance of areas under archaeological preservation in situ. These cannot be disturbed by the movement of topsoil from sites to create bunds to stop the bentonite flooding elsewhere. 6.20 Where cables pass through watercourses there is potential for well-preserved stratified sites in and on the valley sides as well as palaeo-environmental remains, this may require borehole/coring/test pitting to characterise potential or more detailed survey as part of mitigation.		**Application Document 7.5.2 Outline Offshore Construction Environmental Management Plan** contains mitigation against surface frac out or break out and is by: • ensuring sufficient ground investigations understand the ground strength to inform a suitable design; • design a profile sufficiently deep for the methodology and conditions, with hydrofracture modelling used to check that there is sufficient factor of safety; • use of a drilling fluids engineer to design and monitor the fluid properties; • ensure that the tunnel bore is sufficiently clean of cuttings during drilling; • monitoring fluid pressures in the bore, and returns to the entry pit during drilling; and • the use of “spotters”, personnel stationed above the drill line to look for any frac out or break out. **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Processes** notes that all drilling fluids used, such as bentonite, will be selected from the OSPAR List of Substances/Preparations Used and Discharged Offshore (2021) which are considered to ‘Pose Little or No Risk to the Environment’ (PLONOR). Additionally, where entry/exit points are in the intertidal area (i.e. at the southern landfall) drilling fluid will be captured where possible (control measure LVS05 in **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**). **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** sets out measures for control of break outs and frack outs. These are considered to be suitable to limit any potential impacts on heritage assets. A review of ground investigation data was undertaken as part of the desk-based assessment phase with information included in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage** and the associated appendices. This did not identify any well-preserved palaeo-environmental remains, although archaeological evaluation trenching did identify archaeological remains in a number of areas. Any areas of preservation in situ will not be disturbed through works such as stockpiling and bunding. If impacts are identified as a result of works such as stockpiling, etc., archaeological mitigation will be required. Any further requirement for geo-archaeological mitigation will be agreed with stakeholders as part of the preparation of the detailed Overarching Written Scheme of Investigation (**Application Document 7.5.4.1 Outline Onshore Overarching Written Scheme of Investigation (OWSI) - Suffolk**). which will include all mitigation.

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		Cultural heritage, coordination with other projects, geology and hydrogeology	6.21 Given the interaction with the EA1N/2 scheme there is a need to include the results from these projects within assessments, especially for those areas where the schemes overlap or are in close proximity, given the results directly relate to the archaeological potential of this scheme. The EA1N/2 geophysical survey data and trial trenching results are publicly available as part of the relevant examinations and the SCCAS are also happy to advise on the findings where reports are not yet available. These surveys illustrate how much information is added to HER data through systematic survey, realising archaeological potential, as a significant number of archaeological sites have been defined which were not previously recorded on the County HER, or associated with finds scatter or cropmark evidence. 6.22 There should not be an assumption that data within the Historic Environment Record (HER) is of local significance. The Historic Environment Record includes non-designated assets of national importance and regionally significant assets. Sites of archaeological potential which have not yet been subject to systematic assessment (and are therefore currently of unknown significance) should also be considered.	N	National Grid acknowledges this feedback. The Proposed Project Cultural Heritage team have obtained information from the East Anglia ONE North and East Anglia TWO teams including the result of geophysical survey and evaluation trenching. This was used to inform the data gathering and assessment undertaken as part of the Proposed Project. The information gathered was used to inform the baseline report, as well as help define the significant of cultural heritage assets and assess impacts. In areas where the projects overlapped, the East Anglia ONE North and East Anglia TWO data was used by the Proposed Project. This has included data being used to inform evaluation trenching. Surveys and investigations specific to the Proposed Project were undertaken in areas where the projects did not overlap. Significance has been assigned through consultation with stakeholders and through professional judgment. This has been based on data collected through the evaluation trenching, where possible, as well as comparing unexcavated assets to other examples in the local area where possible. No assets of national significance have been identified. **Application Document 6.3.2.3.F ES Appendix 2.3.F Phase 1 Archaeological Trial Trenching Report (Draft)** contains further information on the trenching. Data has been used and/or referenced in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage** and associated appendices.
		Cultural heritage, geology and hydrogeology	**Comments on Preliminary Environmental Information Report Volume: 1 Part 2 Suffolk Onshore Scheme Chapter 4 Cultural Heritage** 6.23 The potential for extensive and yet unknown archaeological is not adequately recognised by the supplied documentation and current proposals for assessment are not sufficient to fully understand the archaeological impacts of proposals and to enable informed decisions to be made. 6.24 Having said this SCCAS welcomes that this document notes the need to do further assessment with the intention that: 6.25 “The ES will be further informed by results of other data gathering exercises that are currently being undertaken or are proposed before the submission of the ES. These include a review of aerial photographs and LiDAR data, geophysical survey, archaeological walkover survey, documentary research (including a map regression exercise), and archaeological monitoring of Ground Investigation works.” (2.4.4.9,) (essentially a full desk-based assessment enhancing on the PIER) 6.26 Paragraph 2.4.3.6 also notes that to inform the ES process geophysical survey and evaluation trenching will be undertaken. This is necessary and it must be completed at an early stage to define archaeological mitigation that may be required. If delayed, results from trial trenching (and other investigative methods) have	N	National Grid acknowledges this feedback. Further information obtained through non-intrusive and intrusive works have been used to input into design where possible. These surveys have included a review of aerial photos and LiDAR data, geophysical survey, and archaeological evaluation trenching. Full details of these surveys are included in the **Application Document 6.3.2.3.D ES Appendix 2.3.D Geophysical Survey Report; Application Document 6.3.2.3.E ES Appendix 2.3.E Aerial Photography and LiDAR Report; Application Document 6.3.2.3.F ES Appendix 2.3.F Phase 1 Archaeological Trial Trenching Report (Draft)**, with the information synthesised in **Application Document 6.3.2.3.A ES Appendix 2.3.A Cultural Heritage Baseline Report**. **Application Document 6.3.2.3.F ES Appendix 2.3.F Phase 1 Archaeological Trial Trenching Report (Draft)** contains further information on the trenching. Where assets cannot be avoided, full mitigation has been developed in consultation with stakeholders. See **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage** for full assessment of impacts and mitigation. Additional topic and site-specific mitigation measures that have been applied to mitigate or offset any likely significant effects are included in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured

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			the potential to become a point of objection when we get to examination if not yet undertaken. 6.27 2.4.6.2, "The extent of the proposed study area is the standard for these types of projects," (The developer needs to reference the source regarding standards for 'this type of project'). SCCAS requires that HER (and other methods) searching should be at least 1000m in rural setting (for the DBA) and 3000m for designated monuments and please include Parish codes alongside MSF/MSX UIDs in future documents utilising HER data.		through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Mitigation for cultural heritage includes but is not limited to: • Construction of the Proposed Project would employ the use of track matting for construction plant, where practicable, as opposed to topsoil stripping for the creation of haul roads. This measure would avoid permanent impacts to buried archaeological remains that may be present. • Locations of known archaeological interest/value to be preserved *in situ*, or areas where archaeological work is planned, would be signposted/fenced off to avoid unintentional damage. • Archaeological Watching Brief to be undertaken in pre-agreed areas of archaeological potential/features. Scope of works to be agreed with the Archaeology Advisor for SCC, and any other relevant heritage stakeholders prior to works commencing in the relevant area and detailed in **Application Document 7.5.4.1 Outline Onshore Overarching Written Scheme of Investigation (OWSI) - Suffolk** or a site specific WSI. Other mitigation measures are detailed in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage.** There are no significant residual effects to cultural heritage during construction, operation or maintenance for Suffolk. A revised HER data search was undertaken for Design Freeze 3 and Design Freeze 4 and the study area for this was agreed with stakeholders including SCCAS at the Scoping Stage, and was reaffirmed with SCCAS after the PEIR response. The HER data has been used to inform the baseline provided in **Application Document 6.3.2.3.A ES Appendix 2.3.A Cultural Heritage Baseline Repor.t**
		Cultural heritage, onshore mitigation	6.28 2.4.8.3 All of the archaeological mitigation options (H0-H6) will require extra specific detail when included in the OWSI. Strip map and excavate and watching brief will need to be defined and described further (i.e. controlled strip, continuous monitoring, frequency of visit etc) as will protection methods and regulations if H01 is appropriate.x 6.29 2.4.9.1 – preliminary assessment of NDHAs is generally fine as all mention mitigation, however there is potential in some circumstances for micro siting (i.e. measure H02) but this would only be based on new information from survey/trenching etc. 6.30 1.4.A.2.97 We would need more details of all "trenchless" construction methods in archaeological assessments (DBA) to better understand impact.	N	National Grid acknowledges this feedback. Further information obtained through non-intrusive and intrusive works have been used to input into design where possible. Where assets cannot be avoided, full mitigation has been developed in consultation with stakeholders. Further details regarding construction methods, such as trenchless methods, have also been included in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage** provides details of the full assessment of impacts and proposed mitigation measures. This includes a detailed assessment for assets

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			6.31 Figure 2.4.1 is in error – it only shows event records on the HER not Monument records. 6.32 We support co-location, but regardless, DBAs need to highlight works done in advance of other schemes and areas where cable routes or others such permanent or temporary structures overlap. 6.33 The various assessments detailed from 2.4.12 to 2.4.26 are in general sound, although .13m (Gorse Hill), .17 (Hazelwood Aerodrome) .21 (Decoy Pond) need much more specific detail re: effects, investigation, and mitigation. 6.34 For all the= identified assets detailed from 2.4.12 to 2.4.26 further detail on management/mitigation Is necessary but this should be available when the various mitigation option H0-H6 are better defined and detailed in the OWSI.		where there is the potential for impacts including Gorse Hill, Hazelwood Aerodrome, and the Decoy Pond. All supporting figures have been updated to include all previously recorded assets on the Suffolk HER, as well as previously recorded assets identified through works such as geophysical survey and archaeological evaluation trenching. **Application Document 6.3.2.3.F ES Appendix 2.3.F Phase 1 Archaeological Trial Trenching Report (Draft)** contains further information on the trenching. Please also refer to **Application Document 7.5.4.1 Outline Onshore Overarching Written Scheme of Investigation (OWSI) - Suffolk** for an overview of the main mitigation types, which includes further details regarding how mitigation will be undertaken. Further detailed information about mitigation will be included in the individual WSIs that will be required for the various mitigation areas. These will be agreed post-consent.
		Cultural heritage, construction, onshore mitigation	6.35 Decommissioning work also has the potential to have an impact, but this is not currently recognised within documentation. This overlooks the potential for remains which are being preserved in situ and therefore need to be protected from disturbance throughout all phases (including during any maintenance works). Also, the compounds and access etc. associated with this work also have the potential to impact upon below ground remains if located in areas which have not already been subject to archaeological mitigation.	N	A full assessment of potential impacts are detailed in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**, and these include impacts resulting from associated infrastructure, etc. It is acknowledged that the decommissioning phase could result in impacts, as described in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The decommissioning phase will comprise temporary site compounds and other enabling works similar to that needed during construction. It is anticipated that the temporary site compounds required for decommissioning of the Friston Substation and Converter Station sites would be located in the same location as required during construction. Due to the anticipated reduced workforce required for decommissioning of the overhead line and underground cables, the locations of the temporary construction compounds should be reviewed at the time of decommissioning. The working hours for decommissioning activities would be similar to those for construction with a total estimated duration of decommissioning of two years. If decommissioning resulted in potential impacts on any areas where archaeological remains had been preserved in situ, or works outside of the Proposed Project Order Limits, further assessment would be required. Assets where mitigation consist of preservation in situ will remain protected during the operation phase to avoid accidental damage during works such as maintenance.
		Cultural heritage	6.36 SCCAS welcomes the preliminary assessment of impacts on the setting of various listed buildings, however it is possible that further unknown yet visible assets are identified (e.g. through Arial photography, earthwork survey or cartographic investigation) that may require inclusion into such reports.	N	No additional assets requiring an assessment of impacts on their setting were identified as part of the data collection and review process, or through fieldwork. These surveys have included a review of aerial photos and LiDAR data, geophysical survey, and archaeological evaluation trenching. Full details of these surveys are included in the **Application Document 6.3.2.3.D ES Appendix 2.3.D Geophysical Survey Report; Application Document 6.3.2.3.E ES Appendix 2.3.E Aerial**

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					Photography and LiDAR Report; Application Document 6.3.2.3.F ES Appendix 2.3.F Phase 1 Archaeological Trial Trenching Report (Draft), with the information synthesised in **Application Document 6.3.2.3.A ES Appendix 2.3.A Cultural Heritage Baseline Report**.
		Terrestrial ecology, habitat screening regulations	**7 Ecology** **Sea Link Ecology Comments:** 7.1 These comments have made reviewed those made during the previous non- statutory consultation phase, the Ecology chapter of the current statutory consultation, the Phase 1 Habitat Survey and attended a Local Planning Authorities briefing presented by the Applicant. I have also had an opportunity to join a site visit hosted by the Applicants.	N	National Grid acknowledges the Council's comments.
		Terrestrial ecology, onshore mitigation	**Summary** 7.2 The Applicant has prepared helpful and useful documents that (with only one or two comments as set out below) have been prepared to a good standard. There is, however, the critical point that survey work is on-going, and it is only when the actual data – as a result of the survey work is compiled and presented – is available that we shall be able to make more constructive comments. 7.3 Critically, it is the Applicants' assurance that an Ecology Working Group will be set up in the near future which will enable the Local Planning Authorities and the other key natural environment stakeholders to make an informed contribution to this matter. 7.4 The County Council now await: • The survey information and data. • The setting up of the Ecology Working Group. • Appropriate mitigation, compensation, and enhancement to be set out in a Construction and Environment Management Plan (or similar document).	N	All survey work has now been completed. A series of meetings have been held bringing together key stakeholders including Suffolk County Council, Natural England and East Suffolk Council, constituting an ecology thematic meeting group. National Grid has shared survey outcomes, discussing impact assessments, ecological mitigation and enhancement with Suffolk County Council and other statutory bodies in Suffolk, in addition to other organisations such as RSPB. This began with the PEAs and the 2022-23 wintering bird surveys and 2023 breeding bird surveys. The Kent vantage point surveys and collision risk reports were shared. Other survey reports were not completed in time to be shared prior to DCO submission but summaries of findings were provided in thematic meetings (which effectively consisted of a Working Group and which provided very useful feedback). Mitigation, compensation and enhancement measures in relation to ecology are included within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan – Suffolk**.
		Terrestrial ecology, inter-project cumulative effects	**Previous Comments:** 7.5 In response to the non-statutory consultation, our initial comment was that "The ecological information provided with this consultation is limited…." That still remains the case. 7.6 The County Council also expressed concern about how this proposal will impact upon biodiversity in combination with every other NSIP or other relevant proposal at this part of East Suffolk. The County Council is concerned that this does not appear to have been addressed in detail	N	A series of meetings were held with key stakeholders including Suffolk County Council Natural England and East Suffolk Council all discussing the Proposed Project together. National Grid has been sharing survey outcomes, discussing ecological mitigation and enhancement with Suffolk County Council and other statutory bodies in Suffolk, in addition to other organisations such as the RSPB. Full ecological surveys have been undertaken and their results and an impact assessment are set out in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. **Application Document 6.6 Habitat Regulations Assessment** includes a cumulative assessment of the impact of the Proposed Project with other

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					projects. **Application Document 6.6 Habitat Regulations Assessment Report** states that the Proposed Project will not result in an adverse effect on the integrity of any European sites either alone or in combination with other plans or projects. Data sharing began with the PEAs and the 2022-23 wintering bird surveys and 2023 breeding bird surveys. The Kent vantage point surveys and collision risk reports were shared. Other survey reports were not completed in time to be shared prior to DCO submission but summaries of findings were provided in thematic meetings (which effectively consisted of a Working Group and which provided very useful feedback).
		Terrestrial ecology, onshore environmental impact, consultation	**The Current Consultation:** 7.7 The statutory consultation has set out a lot of the "how" and "why" of the survey work required and the approach to obtaining the essential survey information seems satisfactory. It is only upon the reports and analysis being available to the environmental stakeholders that we can carry out a meaningful interrogation of the data. 7.8 One of the critical tools to allow the stakeholders to do this will be the establishment of an Ecology Working Group. This was touched upon at the recent engagement session by the Applicants for LPA Officers and, in the view of the County Council, this should be established at the earliest opportunity in order to ensure that the appropriate bodies are represented and agree terms of reference. 7.9 The current consultation has narrowed down the proposed areas for the cable corridor and converter station site(s) (e.g., land east of Saxmundham) and confirmed that there will not be any new overhead power lines. This is welcome as the land in question can be thoroughly surveyed for biodiversity interest and potential. 7.10 The County Council also welcomes the Applicants' policy to: • Minimise ecology and biodiversity effects. • To avoid significant adverse effects. • To deliver positive enhancement required (BNG). 7.11 The Applicants also state that, where the Environmental Impact Assessment (EIA) identifies opportunities to enhance biodiversity, this will be dealt with in the Planning Statement. Opportunities will be sought for "nature inclusive design" and there will be a "Biodiversity Management Strategy." All these points are most welcome, and the County Council looks forward to engaging with the Applicants vis the Ecology Working Group to gain an understanding of what this will mean on the ground.	N	A series of meetings were held bringing together the Suffolk Councils' and Natural England into ecology thematic meetings, effectively consisting of a working group. National Grid is in the process of sharing survey reports and outcomes and discussing ecological mitigation and enhancement with the Council and other statutory bodies in Suffolk, in addition to other organisations such as the RSPB. These meetings include discussions on Biodiversity Net Gain. A Biodiversity Management Strategy has not been produced but the requirements identified in 5.4.36 of NPS EN-1 are addressed in **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk, Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan, Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice, or Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**. The oLEMP effectively constitutes the Biodiversity Management Strategy for the DCO and among other provisions sets out biodiversity awareness training (using the standard term 'toolbox talks'). Nature inclusive design consists of including temporary features on hedgerow sections to enable continued bat usage at night; avoiding lighting of commuting features for bats and minimising permanent lighting; using a clear span bridge across the River Fromus; ensuring any culverts are passable by riparian mammals; maintaining a 40 m stand off from the identified badger setts; creation of 6 ha of acid grassland secured for 10 years, and securing favourable management for farmland birds of 12 ha of arable land secured for the lifetime of the Saxmundham Converter Station and Friston Substation. More details are provided in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity** and mitigation measures are outlined in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured by Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Terrestrial ecology	**Scoping Out of Invertebrate Surveys:** 7.12 PINS has agreed with the Applicant that Notable Invertebrate Surveys should be scoped out of the data required.	N	As discussed with the Council in meetings, a decision has been taken to include terrestrial invertebrate and riparian mammal surveys in the scope of the assessment work, where suitable habitat exists (e.g. acid

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			The County Council would like to see this reconsidered in the light of any encounters during the on-going walk over surveys that have taken place during the warmer months. The County Council does accept that the techniques being described to deliver the cable corridor may obviate the necessity for those surveys but would prefer to wait until the walkovers are complete before completely dismissing the necessity for these surveys. 7.13 **Scoping Out Riparian Mammals** Surveys:Similarly to the above, the County Council would like the up-to-date walkovers to inform this decision.		grassland for terrestrial invertebrates). Full ecological surveys have been undertaken and their results and an impact assessment are set out in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**.
		Terrestrial ecology, legislation and policy	**Rivers and Streams Generally:** 7.14 Should it appear necessary that any dam and pump work is required, The County Council would expect that it will be compliant with The Eels (England and Wales) Regulations 2009.	N	National Grid acknowledges the Council's comment. Full ecological surveys have been undertaken, including for fish, and their results and an impact assessment including consideration of the eel regulations are set out in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity and Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**.
		Terrestrial ecology	**Badgers:** 7.15 The County Council accepts the need to keep records confidential. The County Council would add that Badgers in East Suffolk are very successful and highly mobile. Alertness to Badger signs and constant monitoring of the entire development are essential.	N	National Grid acknowledges the Council's comment. Full ecological surveys have been undertaken, including for fish, and their results and an impact assessment including consideration of badgers are set out in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity and Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan – Suffolk** sets out requirements for monitoring of ecology during construction.
		Terrestrial ecology	**Survey Data:** 7.16 The County Council would be most grateful for confirmation that all biological data gained as a result of the surveys informing this proposal is sent to Suffolk Biodiversity Information Service (https://www.suffolkbis.org.uk/).	N	National Grid acknowledges the Council's comment. Data will be shared with Suffolk Biodiversity Information Service.
		Terrestrial ecology, legislation and policy	**Phase 1 Habitat Survey:** 7.17 This is a comprehensive document which has been thoughtfully and well prepared although the Applicants' surveyors acknowledge the incompleteness of the work through, e.g., lack of access. The County Council has the following queries: • Some trees that the Applicants' surveyors thought of as having low potential for bats should be climbed and inspected (by suitably licensed surveyors) if they are likely in any way to experience disturbance and in any event if they are to be cut back or removed. • Ponds that may or may not be suitable for Great Crested Newts could be eDNA tested? In any event, the County Council would anticipate HSI studies (as per: https://www.arguk.org/info-	N	Bat roost investigations were undertaken in line with the latest guidance. It has been agreed with Natural England that great crested newt surveys are not required as the Proposed Project will be making use of the district level licensing scheme for Suffolk. Access issues during 2023 were largely resolved during later survey seasons. If access was an issue in some areas this has been noted in the limitation's sections of survey reports and a precautionary approach taken to impact assessment.

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			advice/advice-notes/9-great-crested-newt- habitat-suitability-index-arg-advice-note-5/file). • When will it be possible for those areas not yet accessed to be surveyed?		
		Terrestrial ecology, inter-project cumulative effects, onshore mitigation	**Conclusions:** The Applicants have provided a good starting point in both the Ecology and Biodiversity Chapter and the Phase 1 Habitat Survey of the Statutory Consultation. It has been helpful to see the options narrowed down. What will now be helpful (in terms of Ecology and Biodiversity) will be: • The full suite of survey data as a result of the on-going ecological survey work (and including the comments made above). • The establishment of an Ecology Working Group consisting of the Applicants' experts and key stakeholders (including from LPAs). • Consideration of the in-combination impacts of this proposal with others in the area. • Flexibility of approach to surveying (and then mitigation, compensation, and enhancement measures) informed by comprehensive walkovers and other means of obtaining biological data. • Consulting (and working with) the key stakeholders to prepare a Construction and Ecology Management Plan (CEMP) or similar document showing how successful mitigation will be implemented and achieved.	N	A series of ecology thematic meetings were jointly held with key stakeholders including Suffolk County Council, East Suffolk Council and Natural England, throughout preparation of the DCO, specifically to discuss ecology matters and results. National Grid has been sharing survey outcomes, discussing ecological mitigation and enhancement with Suffolk County Council and other statutory bodies in Suffolk, in addition to other organisations such as the RSPB. **Application Document 6.6 Habitat Regulations Assessment Report** includes a cumulative assessment of the impact of the Proposed Project with other projects. Data sharing began with the PEAs and the 2022-23 wintering bird surveys and 2023 breeding bird surveys. The Kent vantage point surveys and collision risk reports were shared. Other survey reports were not completed in time to be shared prior to DCO submission but summaries of findings were provided in thematic meetings (which effectively consisted of a Working Group and which provided very useful feedback).
		Traffic and transport, coordination with other projects, inter-project cumulative effects	**8 Highways** The County Council as Highway Authority makes the following high-level comments on the PEIR and supporting documents: - 8.1 Co-ordination of this project with LionLink would reduce the overall impacts in terms of transport. 8.2 The authority is not content with the suitability of a number of the routes proposed for construction access. 8.3 Further information is required to assess the positive and negative impacts of each of the three proposed new access routes including the permanence or otherwise of the three new access roads and potential legacy benefits for the area. 8.4 AIL routes need to be surveyed to prove that there is a viable route to the convertor and sub stations.	N	National Grid acknowledges these high level comments, and these comments have been responded to separately below within this table and subsequently addressed in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport, Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** and **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk** where appropriate. Assumptions and the reasoning for the assumptions made are included within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**.

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			8.5 The methodology and findings of the environmental assessment require further detailed examination. To assist this more precise labelling and description or links and junctions is required. 8.6 Where assumptions are made, they should be evidenced. This includes the estimation of HGV, worker numbers and profiles, assumptions made for the sensitivity of receptors. 8.7 Regrettably, the County Council has had insufficient resources available at this time to full examine the preliminary assessment of impacts. 8.8 Additional surveys and data collection is required to inform the Environmental Statement and Transport Assessment. 8.9 The cumulative impacts of this project with Sizewell C (SZC) have been underestimated, particularly on the A1094 corridor. 8.10 Repeated projects in the same area have a sequential impact on communities such as repeated disruption due to road closures. 8.11 The reliance on energy projects to use shift patterns to avoid worker trips during network peaks may in combination result in new peaks at the time workers arrive and depart. 8.12 Further assurance is required regarding the embedding of controls within management documents and the subsequent monitoring and enforcement of these. 8.13 If a local port is proposed for the offshore elements of this project a Port Traffic Management Plan may be applicable. 8.14 Whilst accepting that the operational and decommissioning phase is scoped out of the ES and TA the latter should be managed through a requirement.		
	Traffic and transport, consultation	**Highway Comments** Reference should also be made to the County Council's comments during the Non- Statutory Consultation in December 2022.	N	National Grid acknowledges this feedback. These have been picked up in the liaison trackers/ statements of common ground where necessary (i.e. where comments remain applicable or have not been superseded by more recent feedback or design changes).
	Traffic and transport, coordination with other projects	**PEIR Non-Technical Summary** 8.15 Table 3-1 estimates construction during 2026-2030. This will coincide with SZC Peak Year and may coincide with SPR EA1(N) and EA2 dependant on their start date (potentially late 2024, early 2025). 8.16 The County Council would strongly support co-location and co-ordination with LionLink (3.6.2) both during the DCO process and construction phase (if consented). This would hopefully reduce the overall transport impact on Suffolk.	N	It is acknowledged that the Proposed Project will be under construction alongside other projects in the area which has been considered in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** for each discipline, including Traffic and Transport. Please refer to this Chapter for the full assessment. No additional mitigation is expected to be required to that already outlined within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**, **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk** and **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**.

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			8.17 The County Council encourages the developer to engage with the authority as the Local Highway Authority and East Suffolk as the Local Planning Authority to discuss and where possible the methodology including scoping of surveys for the EIA (4.3).		While National Grid will not seek powers for the Proposed Project to consent and deliver elements of NGV projects, it is committed to maintaining dialogue with NGV with a view to co-locating new infrastructure and coordinating delivery. Transport thematic meetings have been held with Suffolk County Council and East Suffolk Council to review and agree the methodology for the ES including the scoping of traffic surveys. These traffic surveys were carried out in 2024 based on the agreed survey specification and form the basis for the assessment set out within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**.
		Traffic and transport, landscape and visual	8.18 It is unclear if consideration access tracks will include visual and landscape impacts of any permanent or temporary bridges and earthworks associated with these tracks (5.1.4).	N	The landscape and visual effects arising from the temporary and permanent access tracks have been assessed as part of the Landscape and Visual Impact Assessment at all Proposed Project stages. This includes their impacts on the landscape character and also visual amenity. Such effects have been considered as part of the Suffolk Onshore Scheme as a whole and not separately. Further information can be found within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. A range of likely significant and non-significant effects on both landscape character and visual amenity are detailed within **Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment** and **Application Document 6.3.2.1.D ES Appendix 2.1.D Visual Amenity Baseline and Assessment**.
		Traffic and transport, construction	8.19 The number of vehicles quoted in 5.7.1 appears to be for two-way journeys and thus there will be a maximum of 946 single direction trips of which 258 will be single direction HGV movements. It is unclear how many Abnormal Indivisible Loads (AIL) movements there will be. In 5.7.2 such vehicles will access the substation site north of Friston (Figure 2.9.3) although for SPR construction vehicles are intended to use a haul road from the B1069 south of Knodishall. The scope of the Pier as shown in Figure 2.93 does not show the highway network impacted by access to the Aldeburgh / Thorpeness Landfall nor the Friston Sub-Station, areas that are of concern to the authority.	N	Further details have been provided as part of **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** based on the latest design, including in terms of study area, construction vehicle movements and AIL movements. The Proposed Project is not expected to result in any impacts on Thorpe Road at the point of landfall, as additional traffic movements are expected to be minimal.
		Traffic and transport, air quality	8.20 It is noted in 5.8 that no air quality baseline surveys are proposed for the B1121 through Benhall or Kelsale and just a single location in Saxmundham. the County Council would be interested to understand if these areas have been scoped out of the assessment.	N	The villages of Benhall and Kelsale screen out of the construction vehicle emissions assessment, as traffic flows associated with the Proposed Project along the B1121 do not screen in against the IAQM criteria. There is considered to be sufficient existing monitoring along the A12 and B1119 to inform the assessment such that no further monitoring was deemed necessary.
		Health and wellbeing, walking, cycling and horse-riders	8.21 In 5.10.2 it would appear that Public Rights of Way (PRoW) aspects are included in Social-Economic, Recreation and Tourism an also in Health and Wellbeing (5.11.2). the County Council has a strong preference that PRoW's are considered as their own unique topic.	N	National Grid acknowledges the concern raised by the Council and has been in touch directly regarding this matter. It is proposed to continue to assess PRoW following established practice in EIA. It is not conventional for an ES to have its own PRoW topic chapter. It is recognised that Sizewell C has a separate Amenity and Recreation chapter focusing on

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					PRoW, but it is noted that most other local EIA schemes in Suffolk (East Anglia ONE North, East Anglia TWO and BTNO) also adopt the same approach as the Proposed Project EIA. It is important for an EIA to remain proportional in approach and remain focused on assessing the likelihood of significant environmental effects, and by introducing a PRoW chapter it would risk double counting of effects already being reported somewhere else in the ES. It is National Grid's view that the structure of the ES as submitted allows for a full assessment of all potential impacts on PRoW where there is the potential for significant environmental effects. Across the Landscape and Visual, Traffic and Transport, Socio-Economics, Recreation and Tourism and Health and Wellbeing topic assessments the aspects mentioned by the Council will be covered. The concern that when considered individually, an impact might be assessed as not significant, but if the impacts had been considered collectively for that receptor, could be significant has been addressed within **Application Document 6.2.2.12 Part 2 Suffolk Chapter 12 Suffolk Onshore Scheme Intra-Project Cumulative Effects**, which has considered the combined effects on PRoW and their users, that have been identified across the various topic chapters. Importantly, it is not felt that a separate PRoW topic would result in any difference in the outcome of the assessment of overall impacts on PRoW, and the required mitigation. **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan - Suffolk** has been prepared which provides details of PRoW closures and diversions. The proposed methodology covers all of the specific assessment criteria that Suffolk County Council include on PRoW in their Public Rights of Way and Green Access Supplementary Guidance Document, albeit presented in a different way. Continued liaison with the Council on this topic is ongoing.
	Traffic and transport	8.22 The County Council would refer NG to the SZC DCO and Deed of Obligation to see the definitive list of highway schemes associated with this project https://infrastructure.planninginspectorate.gov.uk/projects/eastern/the-sizewell- c-project/ . Similarly, the Construction Traffic Management Plan and Access Management Plan gives details of highway mitigation schemes associated with the SPR EA1(N) and EA2 projects https://infrastructure.planninginspectorate.gov.uk/projects/eastern/east-anglia- one-north-offshore-windfarm/ . the County Council has recently secured funding for the A12 Major Road Network (MRN) Scheme between the A12/A14 Seven Hills Interchange and the A12/A1152 Woods Lane Roundabout north of Woodbridge https://www.suffolk.gov.uk/council-and-democracy/council-news/government-backs-a12-road-improvements-with-funding-	N	These schemes have been considered as part of the future baseline within the **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**, as well as **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**.

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			commitment This is anticipated to be delivered between mid-2025 and mid-2027.		
		Inter-project cumulative effects, socio-economic, recreation and tourism, onshore mitigation	8.23 The County Council notes that the sequential delivery of NSIPs on the east coast i.e. EA1, EA3, EA1(N), EA2, SZC and potentially Sealink and LionLink will impact communities on a recurring basis. This will create sequential impacts at the same locations and could be highly detrimental to, for example, tourism and PRoW users besides local residents. the County Council considers these Sequential Project Effects should also be considered or at least require enhanced mitigation or deliver legacy projects that offset this impact.	N	National Grid is maintaining ongoing dialogue with the County Council, including thematic workshops covering socio-economic impacts which have been addressed in the ES. **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Inter Project Cumulative Effects** details the cumulative socio-economics impact of the Proposed Project in combination with other local projects. It is concluded that there are no anticipated significant socio-economic effects. National Grid supports the delivery of community benefits associated with transmission infrastructure, and already has a number of established programmes which deliver this. National Grid is waiting for the Government's position on the provision of community benefits associated with transmission infrastructure. This will determine its future approach.
		Traffic and transport, DCO process	**Design Drawings** 8.24 Noted that Figure 2.9.3 does not show the order limits to the coast nor the Suffolk Road Network to be used to access this part of the scheme.	N	National Grid acknowledges the Council's comments and has addressed these issues in the ES. The order limits and access information is contained within the associated figures of **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**.
		Traffic and transport, coordination with other projects, design	8.25 Drawings S42_S/TDD/SS/0013 and 14 clearly show one of the main advantages in terms of reduced impact of combined construction of the ducts in that only a single haul road is required for all three projects yet if delivered separately each project would need construction and removal of a haul road. It is noted that the drawing refers to future ducts. The County Council would prefer that the ducts are install in any case allowing later installation of the cable, the same as for EA1 and EA3.	N	National Grid acknowledges these comments and is maintaining ongoing dialogue with NGV to identify opportunities for project coordination, including colocation and construction requirements. Please refer to **Application Document 7.10 Coordination Document** for further details.
		Traffic and transport, design	**Bellmouth Drawing** 8.26 Existing highway presumed to be a wide two-lane road. This is not the case with most Suffolk roads which are generally not this wide nor straight. Drawings show the use of temporary traffic signals, a matter not yet discussed with The County Council. No visibility splays are provided for the accesses nor forward visibility to traffic signals noting that both are dependent on the speed of vehicles using the highway. In the County Council's opinion the design of a bell mouth is a specific operation as a generic design cannot account for the characteristics of each location.	N	Specific bellmouth designs have been shared with the Council on multiple occasions for feedback on location, visibility splay and proposed mitigation and these include site specific vehicle tracking. These designs are set out in **Application Document 2.13.1 Design and Layout Drawings – Suffolk** and described within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**.
		Traffic and transport, construction, onshore mitigation	**PEIR** 8.27 Table 2.8.4 states that the operational phase is scoped out from further assessment but would raise the matter of access to this and other adjacent energy sites in terms of HGVs and AILs if required during the operational phase. The County Council is	N	Whilst an assessment of the operational phase is scoped out of **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** (as agreed with SCC), National Grid is maintaining ongoing dialogue with the County Council in its capacity as the Highways

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			concerned that the locations are not accessible by large vehiclParticularly if highway mitigation, for example haul roads, have been removed post construction.		Authority, including thematic workshops covering traffic and transport impacts which have been to be addressed in the ES. Details relating to permanent access points are also provided within the Transport Assessment Note which has been prepared for Suffolk (**Application Document 6.2.2.7.A ES Appendix 2.7.A Transport Assessment Note**).
		Traffic and transport	8.28 Whilst the study area for transport was agreed with SPR for the EA1(N) DCO this was revised when considering the in combination impacts of the SPR projects and SZC. This resulted in the scope being widened in Figure 2.2 in the EA1(N)& EA2 Sizewell C Cumulative Assessment Note https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010077/EN010077-004035-ExA.AS-6.D6.V2%20EA1N&EA2%20Sizewell%20C%20Cumulative%20Impact%20Assessment%20Note %20(Traffic%20and%20Transport).pdf.	N	National Grid acknowledges this feedback. The proposed study area for the traffic surveys and assessment within the ES has been agreed with the Council as part of the transport thematic meetings. The agreed study area and traffic surveys which were carried out in 2024 based on the agreed survey specification form the basis for the assessment set out in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**.
		Traffic and transport, inter-project cumulative effects	8.29 The County Council is concerned that the cumulative impact of this project with the consented EA1(N), EA2 and SZC when combined with this project and potentially LionLink may have significant impacts on the A12 as far south as the A12/A14 Seven Hills Roundabout. 8.30 As a minimum a sensitivity test should be undertaken to ensure that traffic from the three combined connector schemes do not exceed 30% (2.8.4.7), nor should this value of 30% be taken as definitive as uncertainties are built into the original base surveys and increase as assumptions are applied within the methodology. the County Council would expect the IMEA Rule 1 and 2 to form the starting point for assessment • Rule 1 Include highway links where traffic flows will increase by more than 30% (or the number of heavy goods vehicles will increase by more than 30%) • Rule 2 Include highway links of high sensitivity where traffic flows have increased by 10% or more	N	It is acknowledged that the Proposed Project will be under construction alongside projects schemes in the area which have been considered in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** for each discipline, including Traffic and Transport. This Chapter is based on **Application Document 6.3.1.5.C ES Appendix 1.5.C Inter-Project Cumulative Effects Short List** which includes more than 25 developments including Sizewell C Nuclear Power Station, LionLink, East Anglia ONE North Offshore Windfarm and East Anglia TWO Offshore Windfarm. The traffic and transport cumulative assessment includes the A12 to the north and south of the study area and the additional traffic to be generated on this part of the network by the Proposed Project and other cumulative schemes, based on the same Institute of Environmental Management and Assessment (IEMA) Guidelines for the Environmental Assessment of Traffic and Movement thresholds and assessment criteria, which have informed the assessment within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**.
		Traffic and transport	8.31 It would be helpful to define the meanings of primary general traffic, LGVs and HGVs (2.8.4.9), for example is an HGV considered to be >3.5 tonnes or >7.5 tonnes?	N	Noted, this clarification has been provided within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**.
		Traffic and transport	8.32 When considering sensitivity (2.8.4.16) reliance should be placed on data rather than using professional judgment as the latter is open to challenge.	N	National Grid acknowledges this feedback. Sensitivity levels have been based on data where possible (such as queue lengths for driver delay and collision data for road safety), and supported by (rather than relying on) professional judgement where necessary. The sensitivity levels are

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					set out within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**.
		Traffic and transport, intra-project cumulative effects	8.33 The identified peak year of construction of 2029 (2.8.4.14) would mean that this project will be being constructed as Sizewell C reaches its peak construction year. Therefore, the County Council considers that the SZC peak year traffic data should be used in the cumulative impact assessment.	N	National Grid acknowledges this feedback. This has been considered in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** for traffic and transport, which has been informed by peak year traffic data for Sizewell C.
		Traffic and transport, walking, cycling and horse-riders	8.34 The County Council would welcome discussions regarding the sensitivities proposed in table 2.8.6 to table 2.8.10 with a view to agree these. For example, the County Council considers that the length and duration of diversion has an impact on delay and that the use for PRoWs (table 2.8.10) should be based on evidence rather than judgement.	N	As part of thematic meetings, the assessment approach to PRoW has been discussed and agreed with stakeholders. The thresholds for impacts on PRoW diversions and closures are set out within assessment criteria assessed within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. This considers the additional journey lengths and durations associated with any proposed PRoW diversions. **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan - Suffolk** has been prepared which provides further details of management and mitigation including PRoW closures and diversions.
		Traffic and transport, construction general	8.35 The road links referred to in 2.8.6.3 do not include that on the B1122 from Yoxford through Leiston to the B1353 at Aldrington, noting that this is shown going through the centre of Leiston. Grove Road north of Friston (2.8.7.4) is not considered by the County Council as suitable for any construction traffic. In addition to the junctions listed in 2.8.6.4 the County Council would consider that the A1094 /B1069 / C 247 Sternfield Road crossroads adjacent to Snape Church should be included as the SZC Transport Assessment noted that this was close to capacity in the peak year and concerns have been raised locally about road safety, particularly traffic exiting from the side roads into gaps in the traffic on the A1094. For clarity, the B1121 between the A12 at Sternfield and Friston (2.8.7.5) is subject to speed limits varying from 30mph to derestricted.	N	The construction vehicle routing has been designed to minimise impacts across the highway network (including the A1094, B1122 and B1069), as set out within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**. For example, the B1122 from Yoxford through Leiston to the B1353 at Aldringham will only be used by abnormal vehicles under careful management. Otherwise, this route will not be used by HGVs and the Proposed Project is not therefore expected to have any impacts on this route. This management plan has been informed by feedback received from Suffolk County Council, the design of the Proposed Project including and access and routing strategy as assessed within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. The traffic and transport assessment within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** includes the A1094/B1069/C247 Sternfield Road crossroads as requested, and does not identify any significant impacts on the highway network during the construction phase with the proposed embedded mitigation and control and management measures in place, including for the parts of the network identified (A1094, B1122 and B1069).
		Traffic and transport	8.36 The baseline traffic data listed in table 2.8.18 relies on DFT traffic counts are extrapolated for years between actual surveys and is dated (i.e. 2009). It is presumed the further surveys will be undertaken to show the current traffic flows and fill, in any gaps in coverage. Whilst using growth factors such as those in table 2.8.19 may be acceptable at this stage it would not be for the Transport Assessment / Environmental Statement.	N	The baseline traffic data within the **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** is based on recent traffic surveys which were carried out in accordance with the agreed survey methodology as reviewed and agreed with the Council.

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		Traffic and transport, safety	8.37 Further explanation is necessary regarding the data presented in Table 2.0.24 such as a more accurate description of the links (e.g. A12 (south of A104 junction), how far does this extend? The national averages in terms of collisions also require explanation particularly the selection of 'urban roads' and 'all roads other roads.' Both have high averages which appear to be related to roads within major built up areas as opposed to these roads which are part urban in minor settlements but predominately albeit sometimes with speed restrictions. the County Council would dispute the claims in 2.8.7.22 that the roads are less sensitive to changes in traffic. the County Council is concerned that the number of collisions on the B1119 between the B1121 at Saxmundham and the junction to Grove Road in Knodishall has been under-estimated. There appear to be 3 slight injury crashes in Saxmundham, three more at or near the Give Road junction and another two slight and one severe injury related collision between, a total of nine.	N	The collision review has been updated within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** and is based on full Personal Injury Collision data obtained from the Council. Further clarification has also been provided where requested.
		Traffic and transport, socio-economic, recreation and tourism	8.38 In addition to bus routes referred to in 2.8.7.25 and 26 the applicant should be aware that there is a significant bus network for transporting school children in this rural area. Such routes are sensitive to road closures.	N	Noted, this has been acknowledged in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. No road closures are planned as part of the proposals other than to accommodate abnormal loads or the construction of bellmouths if required.
		Traffic and transport, onshore mitigation	8.39 It is unclear if the permanent access routes are considered as embedded mitigation (2.8.8.2) in Volume 2, Part 1, Appendix 1.4.B, Outline Construction Traffic Management Plan (Suffolk Onshore Scheme) or Volume 2, Part 1, Appendix 1.4.F, Outline Schedule of Environmental Commitment and Mitigation Measures. Although referred to in 1.4.B.6.5 in the former it is unclear if this is as mitigation or as a practical measure to gain access?	N	The proposed permanent access routes will provide a practical measure to gain access during the operational phase.
		Traffic and transport	**Appendix 2.8.B Receptor Sensitivity Levels** 8.40 Due to high levels of workload the County Council associated with examination and delivery of DCOs have been unable to review the information available to meet the deadline for response.	N	National Grid acknowledges this feedback. Transport thematic meetings have since be held with the Council to review/ discuss any related-matters as necessary.
		Traffic and transport	**Appendix 2.8.C Baseline Traffic Flows** 8.41 the County Council notes that the date of the historical data falls between 2009 and 2019 and is dated. Extrapolation from these dates to 2023 introduces uncertainty and additional surveys should be undertaken prior to the application.	N	The baseline traffic data in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** is based on recent traffic surveys which were carried out in accordance with the agreed survey methodology as reviewed and agreed with the Council.
		Traffic and transport	**Appendix 2.8.D Preliminary Highway Impact** 8.42 Due to high levels of workload the County Council associated with examination and delivery of DCOs have been unable to review the information available to meet the deadline for	N	National Grid acknowledges this feedback. Transport thematic meetings have since be held with the Council to review/discuss any related-matters as necessary.

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			response. It is unclear how the development traffic flows have been derived. **Appendix 3.8.E Magnitude of Impact** 8.43 Due to high levels of workload the County Council associated with examination and delivery of DCOs have been unable to review the information available to meet the deadline for response. **Appendix 2.8.F Preliminary Assessment** 8.44 Due to high levels of workload the County Council associated with examination and delivery of DCOs have been unable to review the information available to meet the deadline for response.		
		Traffic and transport, inter-project cumulative effects	**Chapter 14 Suffolk Onshore Scheme Inter-Project Cumulative Effects** 8.45 With reference to Table 2.14.6 Seven Hills FMF. The FMF will still be operational in 2029, indeed approaching its peak use as the Sizewell C project reaches its peak in terms of HGV deliveries. Similarly, Table 2.14.8 Northern Park and Ride and table 2.14.9 Southern Park and Ride will both be operating close to or at their peak capacity as the SZC workforce reaches its maximum. 8.46 Tables 2.14.11 and 12 SPR EA1(N) and EA2 are expected to commence in the next few years but a date has not been confirmed. There remains a risk that some overlap in transport impacts may occur if the schemes are delivered sequentially over 5 years, particularly as transport peaks are expected at the end of the construction phase as the haul roads and site compounds are removed. 8.47 Table 2.14.17 Brightwell Lakes. The site access on the A12 is completed but the improvements at the Foxhall Roundabout are conditioned against a quantity of dwellings that can be occupied. There is uncertainty when this will be realised and hence when the highway improvements will be completed. Note that some of the other off site highway improvements will be incorporated in the A12 MRN scheme. 8.48 Table 2.14.45 the County Council does not recognise the traffic flows presented in this table as they appear to underrepresent the movements associated with the Sizewell C development. Table 8.7: 2028 peak construction – forecast daily (24-hour) AAWT traffic flows in https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010012/EN010012-005601-The%20Sizewell%20C%20Project%20-	N	It is acknowledged that the Proposed Project will be under construction alongside other schemes in the area which has been considered in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** for each discipline, including Traffic and Transport. Based on the inter-project cumulative effects indicative screening matrix, no significant cumulative effects on traffic and transport receptors are expected as a result of construction traffic associated with the Suffolk Onshore Scheme when combined with construction/ operational traffic associated with each of the other developments in isolation. In addition, no significant cumulative effects are expected when considering construction/ operational traffic associated with all committed developments combined on the same basis. In terms of PRoW closures/ diversions, these will be coordinated with other committed developments where necessary (as identified above) to reduce the potential for significant cumulative effects. In view of the above, no additional mitigation is expected to be required to that already outlined within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**, **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk** and **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**. This Chapter is based on **Application Document 6.3.1.5.C ES Appendix 1.5.C Inter-Project Cumulative Effects Short List**, which includes more than 25 developments including Sizewell C Nuclear Power Station, LionLink, Nautilus, East Anglia ONE North Offshore Windfarm and East Anglia TWO Offshore Windfarm. The traffic and transport cumulative assessment considers the additional traffic to be generated across the highway network (within the study area) by the Proposed Project and other cumulative schemes, based on the same assessment criteria assessed within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**.

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			%20Consolidated%20Transport%20Assessment.pdf shows greater traffic movements associated with SZC peak year.		Robust assumptions have been made with respect to adopting peak construction traffic flows associated with Sizewell C and the SPR schemes. In terms of operation, the highway improvements identified would increase the capacity of the highway network to accommodate construction traffic associated with the Suffolk Onshore Scheme. Nonetheless, for the purposes of **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** it has been assumed that none of these improvements would be in place for robustness.
		Traffic and transport	**Structural Capacity of Bridges** 8.49 In its capacity as Local Highway Authority SCC regularly reviews weight restrictions on bridges it maintains. Following a review of structures in the Saxmundham area there have been a number of changes that are detailed below. SCC would encourage discussions with any developers with regard to these restrictions. [See Table and Figure page 35-36]	N	National Grid is aware of the weight restriction recently placed on the road over rail bridge on the B1121. This could impact on the use of the bridge for AIL movements. Further assessment of the bridge and or the installation of temporary works to facilitate the crossing of this structure will be undertaken at detailed design in consultation with the Council's structures team.
		Traffic and transport	**Appendix 1.4.B Outline Construction Traffic Management Plan (Suffolk Onshore Scheme)** 8.50 Little mention is made of the A12 which would form the main access road between the project and the SRN, noting that the A12 north of Seven Hills is maintained by the County Council and is not part of the SRN (1.4.B.2.6). Whilst the SZC highway improvements will aid congestion at those specific locations on the A12 (1.4.B.3.2) other locations remain of concern to the County Council. Funding has been secured to develop a scheme to improve the A12 between Seven Hills and the A12/A1152 junction north of Woodbridge but this itself will not resolve all areas where congestion or road safety may be of concern.	N	National Grid acknowledges this feedback. The study area for **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** has been agreed with the Council based on the parts of the highway network where impacts may arise as a result of the proposals (which includes localised sections of the A12). An assessment of Driver Delay and Road Safety is carried out in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** for the surrounding highway network, which includes the A12 within the agreed study area. The study area excludes areas where no impacts are expected as a result of the proposals (such as parts of the A12 further afield). Nonetheless, considerations relating to the Strategic Road Network (SRN) including the A12 corridor between the A14 and Lowestoft are set out in the Transport Assessment Note (TAN) which has been prepared for Suffolk (**Application Document 6.3.2.7.A ES Appendix 2.7.A Transport Assessment Note**) in support of the traffic and transport chapter. Details relating to the improvements to be implemented on the A12 as a result of other projects (such as Sizewell C), and potential localised improvements which may be required on the A12 to accommodate Abnormal Indivisible Loads (AILs) associated with the Proposed Project are included in **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**.
		Traffic and transport, construction, inter-project	8.51 Table 1.4.B.1 indicates that workers will arrive between 0700-0800 and leave between 1800-1900, presumably to avoid the network peak. the County Council notes that all NSIPs are applying this approach and there is a significant risk that in combination this will result in the peak being displaced to the shift hours. In any	N	Noted, these shift patterns/ worker movements will be secured as part of **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**. **Application Document 6.2.2.7 Part 2 Suffolk Traffic and Transport** includes assessments of both the network peaks and the development

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		cumulative effects	case, the County Council notes that this shift pattern and hence workers movement is not secured in the CTMP.		peaks. There are no significant effects following implementation of the **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk** and no additional mitigation measures are therefore required. It should be noted that overlapping worker shift patterns have also been considered as part of the Traffic and Transport cumulative assessment within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Inter-Project Cumulative Effects**.
		Traffic and transport	8.52 The length given in 1.4.B.5.27 for AILS but not weight. A feasible AIL route will need to be provided in terms of dimensions (width, length, height) and weight.	N	The exact dimensions and weights of the AILs will be provided at detailed design and coordinated through the AIL movement planning procedure set out by the Council. It is anticipated that the transformer AIL movements will be in the order of 350T whilst the cable drums would be approximate 80-100T.
		Traffic and transport	8.53 Some of the routes proposed in 1.4.B.6.3 are not considered appropriate by the County Council for significant volumes of construction traffic. Section 1 (Thorpe Road), Section 3 (B1353 Aldringham Lane, B1122 Aldeburgh Road), Section 8 (B1121 Aldeburgh Road), Section 9 (Grove Road), Section 9 (B1121 Church Hill, The Street), Section 12 (B1121 and B1119 from A12 through Saxmundham), Section 14 (B1119 and Mill Road Saxmundham) are all of concern due to their evolved nature, narrow width, and frequent bends. Details on many have been provided in the LIR for SPR EA1(N), EA2 and SZC. It is unclear which road Section 13 refers to as the B1110 is not a road in Suffolk.	N	In response to Council's review of individual routes, the following list sets out the intended use of each link made reference to as detailed within **Application Document 6.2.2.7 Part 2 Suffolk Traffic and Transport** and **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**: Thorpe Road - light vehicles only for monitoring purposes during the drilling process; Aldringham Lane - Cable drum movements under controlled conditions, no other construction access; B1121 Aldeburgh Road - access to existing overhead line infrastructure only, limited HGV movements less than 10 HGVs per day over a short period; Grove Road - monitoring access only for operational phase; no construction traffic; B1121 Church Hill/ The Street - monitoring and maintenance access only for operational phase; no construction traffic; B1121 and B1119 through Saxmundham - construction traffic HGVs limited to less than 10 per day to enable construction of the proposed western access only; B1119 and Mill Road - not proposed as an access for the works; and Section 13 was the B1119 between BM10 and BM08; this section is no longer required as the northern access has been removed from the Proposed Project. Please note, the reference to the B1110 within the PEI Report was a typo, and has been corrected to the B1119. As above, the proposals for each route are set out in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** and reflected within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**. The construction

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					vehicle routing has been designed to minimise impacts across the highway network and no significant impacts are expected as a result.
		Traffic and transport	8.54 The County Council notes there is an intention to use the B1122 Leiston Road to access the construction site north of Aldeburgh. The geometry at the A1094 / B1122 Roundabout was matter discussed in detail at the EA1(N) and EA2 examination where it was considered that use by articulated vehicles was a significant concern. The B1353 Aldringham Lane also has constrained geometry and is narrow for a B road.	N	Feedback received on both these points has led to a restriction on their use. By the nature of the works that will be undertaken using these routes, the flow of construction vehicles through Aldeburgh will be limited to less than 10 per day and the B1353 Aldringham Lane is only to be used by cable drum delivery vehicles following good practice in the Plan referenced below. Further details of construction vehicle routing and the limitations of construction traffic vehicle movements on these parts of the network are set out within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**. Should any commitments be required to limit HGV movements on any specific parts of the highway network, then this will be reviewed with SCC Highways and set out within the Detailed CTMTP if necessary.
		Traffic and transport, construction	8.55 The SPR EA1(N) and EA2 projects judged that the B1121 through Friston was inappropriate for use by construction vehicles and proposed access to the substation and converter stations were to be accessed via a haul road from the B1069 south of Knodishall. The applicant does not appear to be following this approach (1.4.B.5.26) which is of concern to the County Council. Similarly, the County Council argued in the SPR that the B1119 between Saxmundham and Leiston is also unsuitable for construction traffic but is proposed for use by NG (1.4.B.5.32 and 33).	N	The B1121 through Friston is only being used to access the existing overhead line towers where minimal alteration works and scaffold works would be required along the existing overhead line on the approach into the proposed substation. All Substation construction traffic would access the Substation via the haul road. The use of the B1119 for construction is only to facilitate the construction of the new access (enabling bridging of the Fromus to be constructed); this access is key in removing the majority of construction traffic from the B1119.
		Traffic and transport, onshore mitigation, consultation	8.56 The County Council welcomes the proposal to provide permeant access roads to the substation and convertor stations as we consider this is an acknowledgement of the challenging access to the convertor and substation sites via the local road network. Prior to commenting further, the authority would need more information to consider the impact of such permanent access routes and any legacy or other positive impacts associated with a well-considered route. Where field accesses are considered as permanent (1.4.B.6.6) due attention must be made to provide suitable visibility at junctions with the local road network.	N	National Grid acknowledges the Council's comments. The proposed permanent routes which will be used during the operational and maintenance phase are shown in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. Further details of the permanent access points including visibility splays are shown within **Application Document 2.13.1 Design and Layout Drawings – Suffolk**. The Proposed Project is not expected to have any traffic and transport impacts during the operational phase with respect to maintenance/ operational vehicles using permanent access points, as detailed within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**.
		Traffic and transport	8.57 The County Council acknowledges the use of DMRB for determining visibility splays for access roads (1.4.B.6.23). Many of the proposed access are on derestricted roads and therefore a y distance of 215m appropriate although only 120m is shown on the drawings in Annex A. Even a visibility splay of 120m will require significant removal of vegetation and the impacts of this should be included within the ES. Of concern are comments within drawing SEAL-MMD- SEAL-ENG-DWG-0356 that it may be difficult to achieve the visibility required by DMRB. This echoes our concerns that without highway boundary and topographic data it is unclear if the necessary visibility can be delivered within the order limits.	N	**Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk** includes details on visibility splays and states that vegetation clearance will be carried out to achieve appropriate levels of visibility, subject to agreement with the local highway authority. This is secured by Requirement 6 of Schedule 3 to the draft DCO (**Application Document 3.1**). Where visibility splays to DMRB standard cannot be met, mitigation will be implemented as agreed with the local highways authority. This could include reduced speed limits for the duration of the use of the proposed accesses.

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					Habitat loss, such as vegetation removal from the creation of necessary visibility splays, is considered in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**.
		Traffic and transport	8.58 We would refer NG to Appendix F of Suffolk Design for the County Council's visibility guidance https://www.suffolk.gov.uk/asset-library/imported/5647-21- Suffolk-Design-Street-Guide-v26.pdf	N	National Grid acknowledges the Council's comments. This guidance, along with guidance within the Design Manual for Roads and Bridges, has been applied for the preparation of the access designs. These are set out in **Application Document 2.13.1 Design and Layout Drawings – Suffolk**. The visibility splays have been informed by 85th percentile speeds based on traffic survey data where available.
		Traffic and transport	8.59 Vehicle swept paths are dependent on the existing road layout not just a generic bell mouth design and need to be treated with caution if being proposed to show that access layouts are feasible.	N	Specific bellmouth designs have been shared with the Council on multiple occasions for feedback on location, visibility splay and proposed mitigation and these include site specific vehicle tracking. These designs are set out in **Application Document 2.13.1 Design and Layout Drawings – Suffolk** and described within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**.
		Traffic and transport, design	8.60 Trenchless crossings are preferred to trenched crossing of the public highway (1.4.B.6.27) to reduce disruption to road users and damage to the fabric of the highway. Where road widths are less than 7.4m is not usually feasible to trench across a road under two-way traffic control due to the required safety clearances.	N	Trenchless crossings will be utilised where viable e.g. the landfall will be completed via trenchless techniques so only light vehicle access is required for monitoring purposes. Where roads are narrower than 7.4 m it is proposed to have road closures and local diversions to undertake the works. These can be programmed to minimise impacts and will be discussed further with the local highways authority. The measures in respect of potential road closures and diversions are set out in **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**.
		Traffic and transport	8.61 During the SPR examination all parties were advised that Network Rail had placed a 100-tonne weight limit on the rail bridge on the A104 at Farnham (Table 1.4.B.12).	N	National Grid is aware of the weight restriction on the A1094 Network Rail structure and was identified as a constraint by National Highways' website portal Electronic Service Delivery for Abnormal Loads (ESDAL) and is acknowledged in **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**. It is expected that the contractor will review all access constraints in more detail at a later stage and carry out additional assessments where necessary, alternative routes will be used if necessary.
		Traffic and transport, consultation	8.62 No details have been provided with regard to the extent of the highway improvements proposed at the A1094/B1121 junction at Friston (1.4.B.7.6), presumably these will be to allow turning from the A1094 eastbound to the B1121 northbound and vice versa. It is unclear what junction is referenced as the A1096/ Snape Road, but it may reflect the authorities concerns regarding the safety and capacity of the A1094/B1069 junction adjacent to Snape Church.	N	No improvements are now planned at the A1094/B1121 junction as only limited construction traffic is required to access existing overhead line assets. The A1094/ Snape Road junction is the A1094/B1069 junction where localised widening is proposed to enable the movement of HGVs and cable drums AILs through this junction. Information regarding the potential for localised widening is set out in **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk.** The Detailed Plan will include the specifics of any carriageway widening, or improvement works if required.

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		Traffic and transport, construction	8.63 The County Council welcomes the draft management and control measures but notes that these measures will need to quantify and secure a number of key elements such as maximum HGV movements to ensure that the impacts assessed in the TA and ES are not exceeded. Regarding workers movements, if reliance is placed on shift patterns to avoid workers or visitors travelling in the network peak (1.4.B.7.38) this should be secured within the management plans.	N	Noted, these shift patterns/ worker movements will be secured as part of **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**. This document contains details of measures, monitoring and compliance processes in respect of HGV movements. Should any additional commitments be required, such as to limit HGV movements on any specific parts of the highway network, then this will be reviewed with Suffolk County Council Highways and secured within the detailed Construction Traffic and Travel Management Plan if necessary.
		Traffic and transport	8.64 In terms of enforcement, it is unclear what actions will be taken to ensure compliance (1.4.B.8.5).	N	Section 8 of **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk** outlines the details of the actions to be taken to ensure compliance.
		Traffic and transport	**Highways Non-Statutory Consultation Response** **Availability of Information** 8.65 NGET will be aware that a number of recent NSIPs have been submitted and given consent for the local area. Most notably: • The Sizewell C Project: https://infrastructure.planninginspectorate.gov.uk/projects/eastern/the-sizewell-c- project/ • East Anglia One North Offshore Windfarm https://infrastructure.planninginspectorate.gov.uk/projects/eastern/east-anglia-one- north-offshore-windfarm/ • East Anglia Two Offshore Windfarm https://infrastructure.planninginspectorate.gov.uk/projects/eastern/east-anglia-two- offshore-windfarm/ 8.66 A large amount of information and data is available from these projects, and this should be considered as part of the development of the NGET proposals. We would recommend that there is close collaboration between NGET, SPR, Sizewell C Co., East Suffolk Council and Suffolk County Council. The Sizewell C project in particular contains a significant amount of new or improved transport infrastructure that, if the project is completed, will provide more suitable access in the north parts of Suffolk being considered by Sea Link.	N	It is acknowledged that the Proposed Project will be under construction alongside other projects in the area which has been considered in the inter-project cumulative effects chapter of the ES for each discipline, including Traffic and Transport. The full assessment is available within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Inter Project Cumulative Effects**. Based on the inter-project cumulative effects indicative screening matrix, no significant cumulative effects on traffic and transport receptors are expected as a result of construction traffic associated with the Suffolk Onshore Scheme when combined with construction/ operational traffic associated with each of the other developments in isolation. In addition, no significant cumulative effects are expected when considering construction/ operational traffic associated with all committed developments combined on the same basis. In terms of PRoW closures/ diversions, these will be coordinated with other committed developments where necessary (as identified above) to reduce the potential for significant cumulative effects. In view of the above, no additional mitigation is expected to be required to that already outlined within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**, **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk** and **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**. National Grid has engaged with other project developers, seeking to identify opportunities for co-ordination whilst maintaining its obligations to facilitate network connection agreements by providing the required network reinforcement. National Grid as part of its submission has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and local communities (see **Application Document 7.10 Coordination Document**.
		Traffic and transport,	8.67 As set out in the consultation documentation, NGET are also aware of proposals associated with the LionLink HVDC project and	N	National Grid acknowledges this feedback. National Grid will maintain ongoing dialogue on this matter.

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		coordination with other projects	have considered options for a coordinated approach to the sites. NGET should continue discussions with these projects to minimise highway impacts on the local communities, such as requirements for materials and associated HGV movements, workforce numbers and traffic management on the highway network. All efforts should be made to reduce traffic impacts via a coordinated approach to site location.		
		Traffic and transport, construction	8.68 As no information is provided on vehicle or construction workforce forecasts, nor on exactly how traffic movements may be reduced through the use of haul roads, the ability for The County Council to comment is limited and so The County Council's position on impacts at locations may be subject to change.	N	National Grid acknowledges this feedback. Further clarity on construction vehicle and workforce forecasts have been provided within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** and **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**. This ES chapter includes details of the proposed access strategy and use of haul roads as part of the delivery of the Proposed Project. For example, the accesses on Grove Road (S-BM05 and S-BM06) will be accessed via the internal haul road and used as a vehicle crossover only to prevent the requirement for construction vehicles to use and turn to/ from Grove Road to use these access points.
		Traffic and transport, inter-project cumulative effects	**General Comments** **Assessment Methodology** 8.69 As set out above, a considerable amount of work on traffic impacts has already been undertaken for the local area, and due regards should be paid to the impacts identified within any assessment NGET undertakes, including the potential for cumulative and contiguous impacts and appropriate assessment scenarios. Given the complexity of the impacts in the area (e.g. a number of different projects with different timings for mitigation) assessment scenarios should be agreed with the relevant authorities to ensure impacts are captured. The contiguous impacts we consider relevant are the repeated closure or diversion of public highways including public rights of way and the increased duration of the impacts that residents, businesses, and highway users will endure as each NSIP follows the previous one with a constrained geographical area.	N	It is acknowledged that the Proposed Project will be under construction alongside other projects in the area which has been considered in the inter-project cumulative effects chapter of the ES for each discipline, including Traffic and Transport. The full assessment is available within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. This Chapter is based on **Application Document 6.3.1.5.C ES Appendix 1.5.C Inter-Project Cumulative Effects Short List**, which includes more than 25 developments including Sizewell C Nuclear Power Station, LionLink, East Anglia ONE North Offshore Windfarm and East Anglia TWO Offshore Windfarm. The traffic and transport cumulative assessment considers the additional traffic to be generated across the highway network (within the study area) by the Proposed Project and other cumulative schemes, based on the same assessment methodology assessed within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. This therefore applies a higher level of sensitivity to receptors where sensitive land uses are present nearby, such as schools, play areas, care/retirement homes, hospitals, places of worship, historic buildings and residential properties. Robust assumptions have been made with respect to adopting peak construction traffic flows associated with Sizewell C and the SPR schemes. Furthermore, cumulative considerations relating to PRoW diversions and closures have been included as a result of the Proposed project. Masterplanning is also being undertaken in order to ensure effective coordination takes place with regard to the impacts on PRoW, the co-location illustrative masterplan information can be found within **Application Document 7.10 Coordination Document**. For example, the Order Limits in the vicinity of Saxmundham Converter Station is crossed by two PRoW running north-south (PRoW E-491/005/0) and east-west

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					(PRoW E-491/006/0). Whilst PRoW diversions are required, these have been designed and co-ordinated with other projects in this area (e.g. LionLink) to minimise additional journey distances, re-join existing routes and improve route connectivity. The permanent diversions have been embedded into the master planning of the Proposed Project (including in consideration of temporary construction compounds), to fully consider the long-term future of the site and to avoid the need for subsequent diversions.
		Traffic and transport, inter-project cumulative effects, coordination with other projects	8.70 Consideration should be given to the assessment methodology for environmental effects, as set out in the Sizewell C Project 'Fourth Environmental Statement Addendum' [REP7-030] and [REP7-032], which was agreed between SZC Co. and The County Council, including categorisation of links and magnitude of impacts. Consideration should also be given to the scope of the assessed network as part of the East Anglia Projects.	N	National Grid acknowledges this feedback. Consideration has been given to the Sizewell C assessment methodology where necessary, i.e. where this does not contradict the Proposed Project EIA methodology. However, the assessment methodology for environmental effects (including the categorisation of links and magnitude of impacts) within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** primarily follows best practice guidance from the 2023 IEMA Guidelines for the Environmental Assessment of Traffic and Movement. The study area of the ES Traffic and Transport Chapter has been agreed during the transport thematic meetings with the Council and is detailed in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**.
		Traffic and transport, onshore environmental impact	8.71 As part of any submission, a Transport Assessment and a separate Environmental Assessment of road traffic should be submitted. We consider that early consultation with the Local Highway Authority to determine the scope of such an assessment will be of benefit to the Applicant.	N	Transport thematic meetings have been held with the Council to review the scope of the Transport Assessment Note. An ES Traffic and Transport chapter has also been prepared and is contained within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**.
		Traffic and transport	8.72 Discussions will be needed over issues around traffic forecasting and the reliability of current traffic data due to Pandemic and Post Pandemic traffic volumes.	N	The baseline traffic data within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** is based on recent traffic surveys (2024) which were carried out in accordance with the agreed survey methodology as reviewed and agreed with the Council.
		Walking, cycling and horse riders, traffic and transport	8.73 Assessment of the impacts on Public Rights of Way should be treated as a specific topic area rather than encompassed within landscaping, social economic or transport sections. This enables a full appreciate of the impacts on the PRoW to be evaluated.	N	The approach to where PRoW are assessed follows EIA established best practice and the structure is considered typical of most EIAs. The proposed methodology covers all of the specific assessment criteria that Suffolk County Council include on PRoW in their Public Rights of Way and Green Access Supplementary Guidance Document, albeit presented in a different way. Thematic meetings held with Suffolk County Council have discussed this matter further and National Grid has provided a technical note setting out their robust approach to assessing PRoW in the EIA.
		Construction, inter-project cumulative effects, traffic and transport	**Work Force** 8.74 NGET should bear in mind that due to the number and scale of projects in the area, the availability of the workforce is likely to be limited, and any assumptions around workforce origins would affect the development's traffic impacts. It is important to agree the method for assessing these effects early in the project.	N	**Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism** study area section sets out that employment generation during the construction phase will be assessed within a 60 minute travel area, based on research by the Chartered Institute of Personnel and Development. **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism** also sets out the additional assumptions applied to the assessment which

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					have been informed by professional judgment and experience on comparable DCO schemes.
		Inter-project cumulative effects, programme, traffic and transport	8.75 The proposed timings of this project places delivery close to the peak of the Sizewell C construction work force (2028). Hence, there will be considerable pressure on securing workers for these energy projects. It is likely that the demand will require robust assumptions to be made in the workforce assessment model such as distances workers will travel. This, the relatively limited public transport in East Suffolk and location of project elements away from towns will provide a challenge to delivering a Travel Plan to facilitate sustainable travel patterns. Without some innovative measures it is likely that the result will be more, longer journeys by local workers on the local transport network.	N	**Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** is based on the worst-case assumption that all staff will travel by vehicle as it is acknowledged that the potential to access the Site by other means such as public transport will be limited. Nonetheless, **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk** includes measures to encourage construction workers to travel by sustainable travel modes where possible, such as walking, cycling and using public transport. This also includes other measures to reduce vehicle trips on the surrounding highway network such as a Car Share Scheme and an internal minibus service to transport construction workers around the Site. The cumulative assessment, which takes account of the development of Sizewell C is available within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. The cumulative assessment of the Sizewell C main development site includes construction traffic during the peak construction phase. The trip generation forecasts have been taken from the Consolidated Transport Assessment which informed the DCO submission for Sizewell C, including Tables 8.7 and 8.8 (of the Consolidated Transport Assessment) which identified forecast traffic flows across the network during the peak construction phase for the weekday peak hours and across the day. These vehicle trips also include other elements of Sizewell C during the construction phase, including the Northern park and ride and Southern park and ride. It is therefore considered that a robust assessment has been carried out for the Sizewell C main development site by considering additional vehicle trips associated with the peak construction phase of the development which include other elements of Sizewell C.
		Traffic and transport	8.76 The SPR and Sizewell Projects relied heavily on data from the 2011 census although it was recognised at the time that this data was dated and hence treated with caution. All data should be as recent as practical and where assumptions are made these are clearly explained and where possible evidenced.	N	Noted, it has not been necessary to use Census data to inform the staff vehicle trip distribution within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** as this has been determined based on a first principles approach. It has been assumed that all vehicles would travel to/ from the site via the A12 (north and south) and then via the most logical route to/ from each construction access.
		Traffic and transport, geology and hydrogeology, cultural heritage	**Pre-commencement** 8.77 Most NSIPs provide exemptions in the form of permitted works that can occur before commencement of the project. Typically, this includes site investigations, archaeology, and some elements of site clearance. As management plans typically only operate from commencement this has caused issues controlling transport impacts during these pre-commencement works with resultant complaints from local residents. The NGET should be mindful of this when considering the structure and implementation	N	National Grid has considered this comment in preparing **Application Document 3.1 draft Development Consent Order**, in particular Schedule 3, Requirements. A description of the enabling works are included within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. National Grid has considered the approach to and definition of 'commencement' and the controls applicable including via management plans. For example, **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk** and **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk** include management and mitigation measures relating to the construction

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			of plans, or for example if pre- commencement works should have separate management plans, as in EA1(N).		phase of the Proposed Project, including pre-commencement activities such as mobilisation works where these details are known. Should there be a requirement to prepare specific pre-commencement management plans, then this can be reviewed post-submission.
		Onshore route location, coordination with other projects, traffic and transport	**Reducing Disruption** 8.78 NGET will need to give strong consideration to how to minimise disruption on the local communities; their potential cable corridor might share its route with other projects and again how to minimise impacts on the local communities and the highway network needs to be fully considered, including where appropriate the use of a haul route along the corridor.	N	National Grid acknowledges this feedback. Haul roads along the route have been provided to minimise construction movements on the local network. This is described within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**. For example, the accesses on Grove Road (S-BM05 and S-BM06) will be accessed via the internal haul road and used as a vehicle crossover only to prevent the requirement for construction vehicles to use and turn to/ from Grove Road to use these access points. Coordination amongst the several energy projects planned for Suffolk in the years ahead features as a significant theme of statutory consultation feedback. Coordination is a key consideration for the Proposed Project. The Proposed Project has therefore been designed to allow space for the future delivery of other projects. The Proposed Project is coordinating with other large scale infrastructure projects in Suffolk, noting that those other Projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are contained in **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.
		Coordination with other projects, inter-project cumulative effects, traffic and transport	8.79 Due regards should be paid to the Management Plans and Travel Plans submitted as part of the Sizewell C and East Anglia Projects above, as these will give an indication of the expected management measures, controls, and monitoring for managing freight and workforce traffic to be included within relevant management plans. Where NSIPs overlap this should include measures to coordinate theses with other developers so that cumulative impacts are minimised.	N	**Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk** includes complimentary management measures, controls and monitoring information to those set out within the management plans for Sizewell C and East Anglia Projects where applicable. National Grid is coordinating with other developers of large scale infrastructure projects in Suffolk, noting that those other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are contained in **Application Document 7.10 Coordination Document**.

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					This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise. The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with the LionLink and Nautilus projects in Suffolk where it is feasible. The assessment of inter-cumulative effects with these other proposed developments is also considered within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. The assessment of inter-cumulative effects with other proposed developments is also considered in the ES within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
		Construction, traffic and transport	**Traffic Impacts** 8.80 The County Council will need to understand impacts associated with all traffic during construction, operation, maintenance, and decommissioning, including freight and workforce movements, and the profile of traffic movements. In accordance with national planning guidance consideration must be given to achieving as sustainable a transport strategy as possible.	N	National Grid acknowledges this feedback. Details of forecast traffic movements associated with construction, operation, maintenance and decommissioning are set out within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. An assessment of the forecast impacts on the road network as a result of the Proposed Project during the construction and decommissioning phases is set out in Section 7.9 of this ES chapter. Traffic and transport effects associated with the operational and maintenance phase are scoped out of the assessment as this is likely to only include up to four daily car/Light Goods Vehicle (LGV) trips associated with two staff members who will be on-site or on-call at all times for the proposed Saxmundham Converter Station and monthly substation inspections and annual maintenance visits for Friston Substation and Saxmundham Converter Station. **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** is supported by the **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk** which includes measures to promote sustainable travel for construction workers where possible, such as walking, cycling and using public transport. This also includes other measures to reduce vehicle trips on the surrounding highway network such as a Car Share Scheme and an internal minibus service to transport construction workers around the Site.
		Construction, traffic and transport	8.81 Due regards should be paid to those areas where mitigation has been identified for the above projects, including the potential for complementary mitigation to these schemes.	N	**Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk** includes similar management measures, controls and monitoring information to those set out within the management plans for Sizewell C and East Anglia Projects where relevant, including for example in relation to HGV movements and

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					controlling their timings and routes to minimise impacts on the surrounding highway network.
		Inter-project cumulative effects, walking, cycling and horse-riders, traffic and transport	8.82 Particular key areas of concern that should be considered on the local highway network are: • Additional traffic through Leiston, Coldfair Green, Knodishall and Aldringham (B1069). • Additional traffic through Saxmundham (B1069, B1119, B1122). • Additional traffic on the A12 corridor e.g. Marlesford and Little Glemham (mitigation is proposed as part of both of the East Anglia projects and the Sizewell C project). • Additional traffic on the B1069 through Snape (mitigation is proposed as part of both of the East Anglia projects). • Additional traffic on the A12 through Farnham and Stratford St Andrew, either prior to or in the absence of the SZC Co. Two Village Bypass scheme depending on the progress of that project. • Additional traffic through Yoxford (A12/B1122/A1120) either prior to or in the absence of the SZC Co. Sizewell Link Road (and consideration of local improvements along the B1122 proposed as part of the East Anglia projects and the Sizewell C project). • A12 / A1094 junction either prior to or in the absence of the SZC Co. roundabout, which forms part of the Two Village Bypass scheme or in the absence of the A12 / A1094 traffic signal scheme, which forms a road safety measure for the junction, but would only be delivered due to delays to the delivery of the aforementioned roundabout scheme. • Additional traffic through Blythburgh (A12/B1125). • Additional traffic through Westleton and Middleton (B1125). • A1094 / B1069 western junction. • A1094 / B1069 eastern junction, which includes some minor road safety mitigation as part of both of the East Anglia projects and the Sizewell C project. • Increased use of the whole A12 corridor between the A14 Seven Hills Interchange and Lowestoft. • Impacts on local C and unclassified roads used for access to the cable corridor or landfalls • Impacts on the Rights of Way Network. • Potential interaction between delivery of mitigation and the Project's traffic (see the Sizewell C Implementation Plan).	N	The description of the route and the assessment as detailed within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** sets out all of the road links, junctions and PRoW (including national walking and cycling routes) that may be subject to potential effects as a result of the Proposed Project. This includes reference to routes raised by Suffolk County Council as key areas of concern. For example, the southern access on the B1121 has been taken forward, which will minimise construction vehicles passing through Saxmundham. In addition the B1122 is proposed as an AIL access only; it has not been used as a construction access due to the potential impact of routing construction traffic through Leiston and Coldfair Green. A robust assessment has also been carried out for the A12 and associated junctions (the HGV trip distribution for the A12 has been informed by the HGV distribution adopted for Sizewell C). The construction vehicle routing has been designed to minimise impacts across the highway network (including the A1094, B1122, B1069 and B1119), as set out within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**. The traffic and transport assessment within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** does not identify any significant impacts on the highway network during the construction phase with the proposed embedded mitigation and control and management measures in place, including for the parts of the network identified (A1094, B1122, B1069 and B1119). The proposed management and mitigation relating to PRoW is set out within **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**.

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		Walking, cycling and horse-riders, traffic and transport	8.83 Location of the onshore elements within an area poorly served by public transport and limited pedestrian and cycle infrastructure. 8.84 The list above should not be treated as being a definitive list of the authority's concerns as these may change as more details of the project are made available. 8.85 National Highways opinion should be sought regarding potential impacts on the Strategic Road Network.	N	National Grid acknowledges this feedback. Further discussions have been held with the Council based on the final design to inform the assessment of the local highway network within the **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** based on the updated construction vehicle routing strategy. The cycle and public transport infrastructure is also addressed within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk** which includes measures to promote sustainable travel for construction workers where possible, such as walking, cycling and using public transport. This also includes other measures to reduce vehicle trips on the surrounding highway network such as a Car Share Scheme and an internal minibus service to transport construction workers around the Site. National Highways has also been consulted following feedback received during Statutory consultation. Further to this, considerations relating to the SRN including the A12 corridor between the A14 and Lowestoft are set out in the TAN which has been prepared for Suffolk (**Application Document 6.3.2.7.A ES Appendix 2.7.A Transport Assessment Note**) in support of the traffic and transport chapter.
		Onshore route location, construction, traffic and transport	**Access Arrangements** 8.86 The highway authority will need to understand the proposed access arrangements for constructing the cable corridor. This includes understanding of required visibility and vehicle swept paths in order to provide safe turning movements in/out of each access. This may require relevant speed surveys to understand visibility requirements or potential temporary speed limit changes to reduce impacts on hedgerows etc. NGET should identify what highway powers they will be incorporating within the application so that it is clear how permanent and temporary restrictions on the highway (including rights of way) are to be implemented.	N	The design of the accesses has been informed by traffic and speed surveys (including 85th percentile speed data where available), and swept path analysis, as set out in **Application Document 2.13.1 Design and Layout Drawings – Suffolk**, and described within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**. Details relating to these matters are provided within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk** including in Section 7 which outlines that the site access layouts have been designed to accommodate HGVs as shown by the vehicle swept paths displayed in **Application Document 2.13.1 Design and Layout Drawings – Suffolk**. A hardstanding surface will be provided at the proposed accesses to ensure the weight of the HGVs can be accommodated. Also, Section 7 of **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk** outlines localised traffic management measures, where Temporary Traffic Management measures will be required to accommodate the construction of each of the access points, which could entail temporary traffic lights or stop/go signage, lane closures and diversions, and restrictions to pedestrian access and car parking. A number of highways provisions are incorporated within the draft DCO and the draft DCO has been shared with Suffolk County Council and National Grid has had regard to the comments raised by the County Council (see Section 20 of **Application Document 5.1.7 Appendix F Targeted Consultation**.
		Safety, traffic and transport	8.87 Details of the connection of the access tracks or crossing points will need to be provided to show that they are safe to use,	N	These details are provided within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk** and as

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			with the need for an adequate length of access road that is of a suitable width to allow two vehicles to pass safely and that this is not obstructed by gates preventing vehicles leaving the public highway. The access roads will need to be designed to prevent trafficking of mud and debris or the flow of water onto the public highway.		part of the bellmouth drawings which have been supplied as part of the DCO. This Plan also includes measures that will need to be implemented by the construction contractors for wheel washing and site drainage. A Stage 1 Road Safety Audit will be carried out as part of the technical approval process for the preliminary design of the proposed site access points and crossovers for the Proposed Project.
		Construction, traffic and transport	**Abnormal Indivisible Loads (AIL)** 8.88 Further clarification will be needed over the potential for and number of Abnormal Indivisible Loads or abnormal loads that are expected to be generated by the proposed development. Including by relevant categorisation as follows: • STGO Category 1 • STGO Category 2 • STGO Category 3 • Special order movements.	N	AIL movements will be required for the Saxmundham Converter Station transformers these will either be routed via the B1121 Main Road or from the Snape Road Access (via Leiston). No AIL movements are required for the Friston Substation element of the project. The cable delivery drums may meet the AIL requirements depending on the detailed design and proposed section length to be used on the project, the number of cable drum movements will be defined at detailed design stage but it is assumed that approximately 40 vehicles will be required (22 for the HVDC and 18 for the HVAC). Details on the AIL are set out in **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**. The exact dimensions and weights of the AILs will be provided at detailed design and coordinated through the AIL movement planning procedure set out by the council. It is anticipated that the transformer AIL movements will be in the order of 350T whilst the cable drums would be approximate 80-100T.
		Traffic and transport	8.89 As part of the East Anglia One (North) an assessment of the local AIL routes was undertaken, and this should be considered by NGET, along with the work required to understand any structural improvements that are necessary along the corridor.	N	National Grid acknowledges the Council's comments. Details on the likely routes to be used by abnormal loads and the constraints along these routes are contained within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**. It is expected that the contractor will review all access constraints in more detail at a later stage and carry out any additional assessments (including structural assessments) where necessary. Alternative routes or temporary works will also be used if necessary.
		Coordination with other projects, construction, traffic and transport	8.90 In previous NSIPs, The County Council has highlighted the lack of coordination at all levels to provide and secure suitable permanent access for AILs. The current DfT preferred routes for high and heavy loads are out of date and in any case do not consider AILs that are not special-order movements. While some projects (e.g. EA1(N)) provide access to substation sites via haul roads during the construction phase these are not available for other projects nor in the operational phase. With the concentration of energy projects in East Suffolk The County Council consider it is not unreasonable for such infrastructure to be provided to support the industry.	N	National Grid acknowledges the Council's comments.
		Intra-project cumulative effects, onshore	8.91 The cumulative impacts of the energy proposals concentrating sub stations and convertor sites within the Saxmundham – Aldeburgh – Leiston triangle would, unless significant improvements are made to the highway infrastructure,	N	Principal accesses for the Proposed Project will be A12 via A1094 to B1069 and A12 to B1121; both are considered suitable for the proposed construction traffic requirements. All other accesses are limited to reflect the nature of the roads and their constraints.

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		mitigation, traffic and transport	result in these facilities only being accessible by low standard minor rural roads.		**Permanent access routes:** Permanent access routes (taking access from the highway network) would be established to allow for the future maintenance of the Substation, the Converter Station, and the buried HVDC cable. To facilitate future replacement of the transformer, if needed, permanent access routes to the Substation and Converter Station would need to account for abnormal transformer and pick-up truck access. **Permanent field access routes:** Access to the cable routes would be needed and would be in the form of permanent field access routes, whereby an agreement with the relevant landowner is established to allow for access to the former construction swathe in each field that the cable passes through, following existing tracks and field entrances where possible. All field access routes have been designed to accommodate a 16.5 m articulated lorry, in the event that vehicles of this type are required for more significant repairs along the cable alignment during the operational period. Further information on access routes is provided in **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**. Based on the inter-project cumulative effects indicative screening matrix, no significant cumulative effects on traffic and transport receptors are expected as a result of construction traffic associated with the Suffolk Onshore Scheme when combined with construction/ operational traffic associated with each of the other developments in isolation. In addition, no significant cumulative effects are expected when considering construction/ operational traffic associated with all committed developments combined on the same basis. In terms of PRoW closures/ diversions, these will be coordinated with other committed developments where necessary (as identified above) to reduce the potential for significant cumulative effects. In view of the above, no additional mitigation is expected to be required to that already outlined within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**, **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk** and **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**.
	Traffic and transport, construction	**HGVs and LGVs** 8.92 The Applicant must provide clear definitions of the following: • HGV, LGV in terms of size. • Traffic movements i.e. a trip (single movement from an origin to a destination) or delivery (a movement from the origin to the destination and return to the origin). 8.93 Such terms should be used consistently in all documents and reflect relevant controls within the management plans.	N	National Grid acknowledges this feedback. Clear and consistent definitions have been provided within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** and supporting documents such as the **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**.

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		Walking, cycling and horse-riding, terrestrial ecology, onshore mitigation	**Net Gains on Public Rights of Way** 8.94 Significant discussions will be needed with the County Council PRoW team to minimise disruption and to identify relevant enhancements to the network. 8.95 Consideration should be given towards whether the linear nature of electricity networks infrastructure allows opportunities to connect people to the environment, for instance via footpaths and cycleways created in tandem with biodiversity enhancements.	N	Regular discussions have taken place prior to submission of the DCO application with the County Council PRoW team. Impacts on PRoW have been assessed, with appropriate mitigation set out where required within the design and as reported within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**.
		Traffic and transport, legislation and policy	**Maintenance** 8.96 The County Council will look to protect its role to enable it to discharge its legal duties and protect itself against future liabilities. This may be through legal agreement with the applicant, planning obligations, requirements, specific clauses of the management plans or by inclusion of protective provisions.	N	National Grid has considered this comment in preparing **Application Document 3.1 draft Development Consent Order**. National Grid has, as part of that drafting, reviewed the position in respect of maintenance provisions and controls. The draft DCO has an article dealing with maintenance of the authorised project, and requirement 6 of Schedule 3 of **Application Document 3.1 draft Development Consent Order** requires Host Authority approval of management plans dealing with highway matters.
		Legislation and policy, traffic and transport	8.97 It is expected that an agreement will be reached that will allow The County Council to recover reasonable costs including but not limited to: 8.98 Additional costs of routine, cyclic and emergency highway maintenance resulting from the Applicants' occupation or use of the highway. 8.99 Visual and structural condition surveys of the highway and contributions towards structural repairs. 8.100 Surveys and assessment of highway structures to facilitate AIL movements. 8.101 Damage to the Highway (in accordance with the provisions of Section 59 Highways Act 1980). 8.102 Creation of temporary traffic regulation orders (including The County Council consultation and issue of permits). 8.103 Relocating / removing street furniture and all other highway infrastructure to facilitate AIL movements. 8.104 Technical approval and inspection of highway accesses and cable crossings as detailed in the approved construction traffic management plan; and 8.105 Review of submitted materials for monitoring the final management plans.	N	National Grid has considered the position in respect of such costs and has and will continue to engage with the Council in its role as highway authority in respect of such matters.
		DCO process, legislation and	8.106 Agreements with Local Highway Authorities 8.107 The County Council considers it reasonable, and of benefit to the Applicant, to secure appropriate agreements to develop and	N	National Grid has considered this comment in preparing **Application Document 3.1 draft Development Consent Order**.

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		policy, traffic and transport	implement any highway works and recover its reasonable costs to do so. 8.108 Discharge of requirements relating to highways, including PRoW should be discharged by the LHA after consultation with the LPA.		107 - National Grid has considered the position in respect of such controls (and costs) and has and will continue to engage with the Council in its role as highway authority in respect of such matters. 108 - National Grid has considered the draft requirements and the wider order drafting, in light of this comment.
		Traffic and transport, intra-project cumulative effects	**Regional Access** 8.109 The main regional access route is the A12. The County Council are currently developing proposals to improve the A12 corridor between A14 'Seven Hills' and A1152 at Woodbridge; however, the proposal is subject to an application for Government funding. Separately, Sizewell C are proposing a bypass of Stratford St Andrew and Farnham; however, these improvements are subject to the project progressing. Despite these potential improvements on the A12 corridor there are a number of areas where transport impacts may occur. Examples would be between Woodbridge and Wickham Market Bypass (congestion / road safety), Marlesford and Little Glemham (traffic impacts on local communities, noise, air quality, vibration, and safety), between Yoxford and Lowestoft (single carriageway roads, road safety).	N	National Grid acknowledges this feedback. The study area for **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** has been agreed with the Council based on the parts of the highway network where impacts may arise as a result of the proposals (which includes localised sections of the A12). The study area excludes areas where no impacts are expected as a result of the proposals (such as parts of the A12 further afield). The traffic and transport assessment within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** does not identify any significant impacts on the highway network (including the A12) during the construction phase with the proposed embedded mitigation and control and management measures in place including those identified within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**. Considerations relating to the SRN including the A12 corridor between the A14 and Lowestoft are set out in the TAN which has been prepared for Suffolk (**Application Document 6.3.2.7.A ES Appendix 2.7.A Transport Assessment Note**) in support of the traffic and transport chapter. Information regarding the potential for localised highway improvements, including at the A12 junctions within the study area, is set out in **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**. The detailed plan will include the specifics of any carriageway widening, or improvement works if required.
		Construction, traffic and transport	8.110 Limited road widths on the B1069 through Snape and the poor alignment of the junction of the B1069 and the B1078 at Tunstall make this route unsuitable for construction traffic. There are several aged structures at Snape that will need careful consideration regarding their load carrying capacity. Further south on the A1152 the level crossing and traffic signalised junction in Melton are both considered to be constraints on the local highway network in terms of capacity in peak periods. 8.111 There are several cross-country routes to the north of Ipswich that link to the A14 and / or A140. These are typically narrow winding minor A, B or C class roads (such as the A1120 or B1079) that pass through scattered communities. Some locations such as Coddenham have specific problems (very narrow road through buildings fronting the highway). These routes are unsuitable for construction traffic as has been recognised in recent NSIPs.	N	8.110 - It is not proposed to route construction traffic through Snape or Tunstall. The construction routing strategy is set out in **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**. 8.111 – National Grid acknowledges this feedback. These routes are excluded from the routing strategy for the Proposed Project. Details of the construction routing strategy are included in **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**.

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		Converter station location, construction, traffic and transport	**Converter Station** 8.112 The B1119 provides the only existing access to this convertor station. For access from the west all traffic would have to pass through Saxmundham and from the east through Leiston. Both have significant geometric constraints besides the impacts of construction traffic on the community. The B1119 between the towns has several sharp bends and occasional narrow pinch points making it unsuitable for construction traffic, again a matter discussed and agreed in recent DCOs.	N	National Grid acknowledges the Council's comments. The construction vehicle routing has been designed to minimise impacts across the highway network, as set out within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**. For example, the access on the B1121 will minimise construction vehicles passing through Saxmundham. Construction traffic travelling through Saxmundham and to/ from the access on the B1119 will be limited to mobilisation works only, where there will be a limited number of construction vehicles (fewer than ten HGVs per day). In addition, the B1122 from Yoxford through Leiston to the B1353 at Aldringham will only be used by abnormal vehicles under careful management as set out within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**. Otherwise, this route will not be used by HGVs and the Proposed Project is not therefore expected to have any impacts on this route.
		Converter station location, traffic and transport, safety	8.113 Whilst access via a haul road may be possible this can only realistically be from the A12 or B1122 (or Sizewell Link Road if constructed). The latter however would require significantly longer journeys to reach the site. The River Fromus Valley, East Suffolk Line (and potentially weight limits on the B1121 bridge over it) and Leiston Branch Line are constraints to the north, west and south. Access from the west would require a temporary bridge over the River Fromus. The use of the A12/B1121 junction at Benhall would be of concern to The County Council in terms of road safety with large vehicles turning across a dual carriageway, albeit one limited to 50mph speed limit.	N	The Proposed Project will use the B1121 / A12 junction as the access from the A12 for Converter Station traffic. National Grid would welcome further discussion on any concerns the Council has with the junction arrangement or use. The Proposed Project team currently deem this junction suitable for use. An assessment of road safety and hazardous/large loads is carried out within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** which includes the A12/B1121 junction and has been informed by personal injury accident data obtained from Suffolk County Council. The assessment does not identify any potential significant effects on this junction as a result of the Proposed Project. It is acknowledged that the weight limit on the road over rail bridge on the B1121 will need to be assessed further for AIL movements. Given the low number of movements required (7 transformer movements) it is proposed that temporary works to bridge the structure could be used to enable delivery of the transformers. This would require a road closure of the B1121 to facilitate the works and vehicle movements. The routing strategy, which includes a proposal for a bridge over the River Fromus, is set out in **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**.
		Converter station location, traffic and transport, design	8.114 It is noted that when selecting sites, the Applicant has committed to considering the traffic and access opportunities, nature of adjacent roads and avoiding settlements, residential properties or	N	National Grid acknowledges the Council's comments.
		Coordination with other projects, traffic and transport, construction	**Co-ordination with other projects** 8.115 The County Council would strongly support co-location of landfalls, cable corridors and convertor station sites provided that suitable transport access can be provided during the construction and operational phases. Where possible this should also take	N	National Grid acknowledges the Council's support for its efforts to coordinate and co-locate infrastructure required for the Proposed Project with the infrastructure requirements of other projects. Coordination is a key consideration for the Proposed Project. Coordination amongst the several energy projects planned for Suffolk in the years ahead, features as a significant theme of Statutory consultation

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			advantage of transport improvements proposed for consented applications in the area.		feedback. While National Grid will not seek powers for the Proposed Project to consent and deliver elements of other projects, it is committed to maintaining dialogue with other developers, with a view to co-locating new infrastructure and coordinating delivery. Information on how National Grid is coordinating with other developers is contained in **Application Document 7.10 Coordination Document**.
		Coordination with other projects, traffic and transport, onshore mitigation	8.116 The proposed new access road from the B1122 / Eastbridge Road junction eastwards to Goose Hill could potentially form a corridor linking the S5 landfall to the converter site 3 alternative (option 2) although it is realised that there would be significant difficulties co-ordinating this proposal if delivered during construction of Sizewell C. It would however remove the cable corridor from the SSSI and environmental mitigation areas either side of Lovers Lane.	N	This cable route has been removed as an option for the Proposed Project. **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered** and **Application Document 8.2 Options Selection and Design Evolution Report (October 2023)** contain further information on this.
		Landfall location, traffic and transport, walking, cycling and horse-riders	**Landfall Specific Comments** 8.117 In the absence of a haul road, the landfall area can only be accessed from a narrow C road passing through parts of Aldeburgh or Thorpeness. This minor road although straight is narrow and used by significant numbers of cyclists.	N	The landfall will be completed via trenchless techniques so only light vehicle access will be required for monitoring purposes. The construction vehicle routing has been designed to minimise impacts across the highway network as set out in **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**. Following receipt of feedback, traffic through Aldeburgh has been restricted to less than 10 HGVs daily, the majority of construction traffic will access the landfall location via the new haul road being constructed. Therefore, the Proposed Project is not expected to impact local routes to/ from the landfall area.
		Traffic and transport, walking, cycling and horse-riders	8.118 The B1353 from the B1121 at Aldringham to Thorpeness is relatively narrow, with some bends and crossed by a significant number of PRoW. A popular cycle route and the Suffolk Coastal Path traverse the area between the road and foreshore.	N	National Grid acknowledges this feedback. No construction vehicles are expected to travel along the B1353 as a result of the Proposed Project. The construction vehicle routing has been designed to minimise impacts across the highway network, as set out within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**.
		Traffic and transport, socio-economic, recreation and tourism, walking, cycling and horse-riders	8.119 Thorpeness is a tourist destination and in holidays there is significant on-street parking reducing the road to a single lane width. As footways are limited pedestrians frequently use the road.	N	National Grid acknowledges this feedback. No construction vehicles are expected to travel to/from Thorpeness as a result of the Proposed Project. The construction vehicle routing has been designed to minimise impacts across the highway network, as set out within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**.
		Traffic and transport	8.120 Access to the B1121 from the south through Aldeburgh is difficult for large vehicles, a matter explored in detail during the SPR EA1(N) examination. To access the B1121 from the north though Leiston has similar issues of narrow widths and restrictive junction layouts.	N	National Grid acknowledges this feedback. The construction vehicle routing has been designed to minimise impacts across the highway network as set out in **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**. Following receipt of feedback, traffic through Aldeburgh has been restricted to less than 10 HGVs daily, the majority of construction traffic will access the landfall location via the new haul road being constructed. Therefore, the Proposed Project is not expected to impact local routes to/

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					from the landfall area. Furthermore, the B1122 from Yoxford through Leiston to the B1353 at Aldringham will only be used by abnormal vehicles under careful management as set out within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**. Otherwise, this route will not be used by HGVs and the Proposed Project is not therefore expected to have any impacts on this route.
		Traffic and transport	8.121 It is envisaged that the traffic impacts on the A1094 through Aldeburgh would be reduced compared to S1; however, there would be increased impacts along B1121 Leiston Road, including turning movements at the A1094 / B1121 roundabout; which due to the roundabout geometries and on-street parking presented challenges during the development of EA1 North traffic management.	N	The S5 landfall has been removed from the Proposed Project. **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered and Application Document 8.2 Options Selection and Design Evolution Report (October 2023)** contain further information on this.
		Traffic and transport, design, onshore route location	**HVDC Cable Corridor Specific Comments** 8.122 Blue and Purple Corridor (S3 or S4 landfall - Thorpeness/ Sizewell –North of Leiston) 8.123 To the north of Leiston there is greater opportunity for use of the B1122 and/or Sizewell Link Road and Lovers Lane / Sizewell Gap. It is noted in fig 9-2 that the order limits for the Sizewell Link Road are not shown and therefore any potential links between cable corridors and conversion stations to the new road.	N	Northern corridors have been removed from the Proposed Project
		Construction, traffic and transport, walking, cycling and horse-riders	8.124 The highway network around Eastbridge, including Eastbridge Road consists of narrow, bendy roads which form important pedestrian and cycle connections. Thus, they are not suitable for construction traffic.	N	Northern corridors have been removed from the Proposed Project.
		Traffic and transport, inter-project cumulative effects, onshore route location	8.125 The corridor appears to interact with land that is proposed for the Sizewell C 'Green Rail Route and the protected sites of Aldhurst Farm and the SSSI east of Lovers Lane. Depending on the delivery of the corridor this is likely to cause significant disruption to the materials strategy for Sizewell C proposals and we would recommend discussions are had with Sizewell C Co. at as early a date as possible over this. The Council would oppose impacts that affect the materials strategy for Sizewell C, particularly those that result in large increases in HGV movements on the local highway network due to the absence of the rail route. Additional concerns would also occur for where the route crosses over the B1122, Lover's Lane and Sizewell Gap and the resulting impacts on other consented NSIPs.	N	Northern corridors have been removed from the Proposed Project.
		Traffic and transport, inter-project	**Summary** 8.126 The project documents do not consider the impacts on the A12 corridor between the A14 and Lowestoft. Whilst this route has, with mitigation, been accepted for other NSIPs the impact on this	N	The consideration of cumulative effects as a result of committed developments is set out within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. This is based on **Application Document 6.3.1.5.C**

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		cumulative effects	corridor caused by this project partially when taken cumulatively with other consented or proposed schemes needs to be assessed.		**ES Appendix 1.5.C Inter-Projects Cumulative Effects Short List**, which includes more than 25 developments including Sizewell C Nuclear Power Station, LionLink, East Anglia ONE North Offshore Windfarm and East Anglia TWO Offshore Windfarm. The traffic and transport cumulative assessment includes the A12 to the south of the study area and the additional traffic to be generated on this part of the network by the Proposed Project and other cumulative schemes. In summary, no significant cumulative effects on traffic and transport receptors are expected as a result of construction traffic associated with the Suffolk Onshore Scheme when combined with construction/ operational traffic associated with other developments. Considerations relating to the SRN including the A12 corridor between the A14 and Lowestoft are set out in the TAN which has been prepared for Suffolk (**Application Document 6.3.2.7.A ES Appendix 2.7.A Transport Assessment Note**) in support of the traffic and transport chapter. This shows that there will be fewer construction vehicle trips on the SRN than the levels assessed within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** for the local highway network within the study area. Therefore, based on the main assessment in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**, which concludes that there are not expected to be any significant effects on the highway network as a result of the Proposed Project, the lower levels of forecast construction vehicle movements on the A14(T) are similarly not expected to have an impact on the SRN.
		Traffic and transport	8.127 Transport access to landfalls with the exception of S3 and S4 is poor.	N	Northern corridors have been removed from the project
		Construction, traffic and transport, design	8.128 The B1122 between Yoxford and Leiston is, with caveats regarding the impacts on Middleton Moor and Theberton, the only route suitable for significant volumes of construction traffic. This route would also be significantly improved if the Sizewell Link Road is constructed. The latter would benefit positioning of the converted site at location 4 and potentially site 3.	N	The B1122 is proposed as an AIL access only; it has not been used as a construction access due to the potential impact of routing construction traffic through Leiston and Coldfair Green. Further details have been provided as part of **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk** based on the latest design, including in terms of study area, construction vehicle movements and AIL movements. In terms of the Sizewell Link Road, National Grid is coordinating with other developers of large scale infrastructure projects in Suffolk, noting that those other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are contained in **Application Document 7.10 Coordination Document**.
		Construction, traffic and transport, onshore mitigation	8.129 The A1094 is the only realistic access route for the cable routes and convertor stations south of Leiston. Even so this route has significant issues if used for construction traffic that will need to be addressed. It is noted that even if mitigation is proposed there are limitations on delivering this within existing highway limits.	N	This is the route proposed, NGET would welcome feedback on potential limitations of this route as the Proposed Project team consider the A1094 to be a suitable access route. The construction vehicle routing has been designed to minimise impacts across the highway network (including the A1094), as set out within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**. The traffic and transport

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					assessment within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** does not identify any significant impacts on the highway network (including the A1094) during the construction phase with the proposed embedded mitigation and control and management measures in place. It should be noted that no improvements are now planned at the A1094/B1121 junction as only limited construction traffic is required to access existing OHL assets. Localised widening is proposed at the A1094/ B1069 Snape Road junction to enable the movement of HGVs and cable drums AILs through this junction. Further details are set out in **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**.
		Construction, traffic and transport	8.130 Other routes south and west of Leiston such as the B1119, B1121 B1122, B1069/A1052 and the local minor roads are considered wholly unacceptable as routes for construction traffic.	N	In response to Council's review of individual routes, the following list sets out the intended use of each link made reference to as detailed within **Application Document 6.2.2.7 Part 2 Suffolk Traffic and Transport** and **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**: • B1121 Aldeburgh Road – access to existing overhead line infrastructure only, limited HGV movements less than 10 HGVs per day over a short period; • B1121 Church Hill/ The Street - monitoring and maintenance access only for operational phase; no construction traffic; • B1121 and B1119 through Saxmundham – construction traffic HGVs limited to less than 10 per day to enable construction of the proposed western access only; • B1119 and Mill Road – not proposed as an access for the works; • B1122 from Yoxford through Leiston to the B1353 at Aldringham – only to be used by abnormal vehicles under careful management, otherwise, this route will not be used by HGVs; and • B1069 Snape Road – construction vehicles will only use the section of the B1069 between the proposed site accesses and the A1094, to the southwest of Knodishall Common and Coldfair Green. Construction vehicles will travel to/ from the A1094 to avoid passing through the villages. As above, the proposals for each route are set out in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** and reflected within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**. The construction vehicle routing has been designed to minimise impacts across the highway network and no significant impacts are expected as a result.
		Traffic and transport, inter-	8.131 The concentration of energy infrastructure in the Saxmundham – Leiston – Aldeburgh is not being supported by the	N	National Grid acknowledges the Council's comments.

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		project cumulative effects	provision of permanent transport access, for example secure AIL routes.		
		Traffic and transport, design, walking, cycling and horse-riders	8.132 With the possible exception of Convertor Station 3 all the project options are poorly accessible by means of sustainable transport modes (walking, cycling and public transport) in the construction and operational phases.	N	**Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk** includes measures to encourage construction workers to travel by alternative means to the single occupancy vehicle where possible. A Car Share Scheme will be implemented and managed by the Transport Co-ordinator, to match potential car sharers and to help staff identify any colleagues who could potentially be collected along their route to/from the Site. The car share database will be available to staff that have signed up, to allow them to identify their own potential matches. Car sharing staff will be given preferential parking provision as an incentive to reduce single occupancy (and therefore overall) car travel to the construction compounds.
		Traffic and transport, design	8.133 As the emerging preferences for site 1 and 3 include corridor routes south of Leiston, The County Council would express significant concern regarding access from the local highway network based due to the issues discussed above.	N	National Grid acknowledges the Council's comments. Measures relevant to the control and management of impacts during construction have been included within **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**. No additional mitigation measures are necessary to avoid or reduce likely significant effects on traffic and transport receptors. No significant effects are anticipated on traffic and transport receptors for Suffolk.
		Traffic and transport, design	8.134 Of the alternate routes site 1 alternative and site 3 alternative (option 2) could gain access at their eastern extremities near Sizewell but again rely on the poor highway network to the south of Leiston. Site 3 alternative (option 1) is the proposal best served by the existing highway network and likely to benefit most from the Sizewell C improvements if these are delivered.	N	These options have been removed from the Proposed Project and are discussed within **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022), Application Document 8.2 Options Selection and Design Evolution Report (October 2023), Application Document 8.3 Strategic Options Report (October 2023) and Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**.
		Needs case, coordination with other projects, climate change	**9 Landscape** 9.1 The County Council recognises the Climate Change Emergency and generally supports the provision of renewable energy infrastructure including, in principle, the use of Multi-Purpose Interconnectors, converter stations and other shared/combined infrastructure where suitable.	N	National Grid welcomes the Council's support for the drivers underlying the needs case for the Proposed Project and other projects generating and transmitting renewable energy.
		Coordination with other projects, inter-project cumulative effects	9.2 Project promoters connecting to National Grid onshore, in the same or similar locality, should seek to coordinate, co-locate, and consolidate infrastructure, both their own and other promoters' projects, wherever possible, to minimise the spatial extent of adverse effects on communities and the environment.	N	National Grid is coordinating with other developers of large scale infrastructure projects in Suffolk, noting that those other projects are outside the control of National Grid. National Grid will set out details of how it has coordinated with other projects as part of its DCO application (**Application Document 7.10 Coordination Report**). While efforts are being made to engage with other projects and identify appropriate ways of co-ordinating with different projects, covering several different geographical locations and on different timelines for delivery, it is not always possible to co-ordinate with all projects.

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					The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with the LionLink and Nautilus projects in Suffolk where it is feasible. The assessment of inter-cumulative effects with these other proposed developments is also considered within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
		Onshore route location, design	9.3 Based on the information provided by the applicant and two site visits to the general area during the Non-Statutory Consultation process (on 17/06/2022 and 10/11/2022), I offer the following comments without prejudice to any further comments I or any other Suffolk County Council Officer may wish to make, as further detailed information with regards to the project becomes available. **Suffolk Onshore Scheme** 9.4 From the 5 landfall search areas and 7 converter station site search areas identified for Suffolk within the Non-statutory Consultation Documents, the Applicant has the developed the proposals presented in the Statutory Consultation as the Suffolk Onshore Scheme. These comprise: • Proposed Friston 400kV substation and associated overhead line modifications or a connection into and works within the proposed Friston substation. • A connection from the existing transmission network via the proposed Friston Substation, including the substation itself. Friston Substation already has development consent as part of other third-party projects. If the proposed Friston Substation has already been constructed under another consent, only a connection into the substation would be constructed by the Proposed Project. • A high voltage alternating current (HVAC) underground cable of approximately 1.7 km in length between the proposed Friston Substation and a proposed converter station (below). • A 2 GW high voltage direct current (HVDC) converter station up to 26 m high plus external equipment (such as lightning protection & railings for walkways) near Saxmundham. • A HVDC underground cable connection of approximately 10 km in length between the proposed converter station near Saxmundham, and a transition joint bay (TJB) approximately 900m inshore from a landfall point where the cable transitions from onshore to offshore technology; and • A landfall on the Suffolk coast (between Aldeburgh and Thorpeness).	N	National Grid acknowledges the Council's comments.
		Design, coordination with other projects,	**Context**	N	National Grid welcomes the Council's comments on this matter.

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		onshore route location	9.5 The County Council welcomes the choices of the location for the landfall site, converter station site and for the cable corridor, as this combination does provide the opportunity to coordinate, co-locate and consolidate infrastructure, both the Applicant's own and other promoters' projects.		
		Landscape and visual, onshore mitigation, design	9.6 Notwithstanding this, the proposals are located in highly constrained landscapes and the application of Good Design principles (see Appendix 1 of this letter) as well as the full Mitigation Hierarchy (including compensation for adverse effects that cannot be mitigated) will be essential.	N	The indicative landscape strategy for the Suffolk Onshore Scheme (**Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**) has been developed in collaboration with various disciplines to maximise opportunities to minimise effects arising from the Scheme and this has included the application of Good Design principles. This was communicated to stakeholders in a thematic meeting held on 27 February 2024 including that it should relate to the landscape within which the infrastructure sits within. Regarding landscape compensation and the mitigation hierarchy, this has been discussed with stakeholders (including thematic meeting held on 25 June 2024) and it is National Grid's position that NPS EN-1 does not support this position.
		Landfall location, onshore environmental impact, socio-economic, recreation and tourism	*Landfall option between Thorpeness & Aldeburgh* 9.7 This search area is highly constrained as it is located within the Heritage Coast and the Suffolk Coast & Heaths Area of Outstanding Natural Beauty. It is close to the Sandlings Special Protection Area and North Warren RSPB Reserve, and within the Leiston-Aldeburgh Site of Special Scientific Interest (SSSI). The site also has high archaeological potential. In terms of tourism, the site is located within a tourism hotspot, the flat stretch of coastline between Aldeburgh and Thorpeness being a popular route for walks between the two settlements. The site would require access along the B1122 via Aldeburgh.	Y	Environmental impacts were a key part of the consideration of the route and siting work that has been undertaken for the Proposed Project. Further detail can be found in **Application Document 8.2 Option Selection and Design Evolution Report (October 2023)** and **Application Document 8.3 Strategic Options Report (October 2023)**. The approach to routeing and siting is also described in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered** and **Application Document 7.3 Design Development Report**. Since the selection of the landfall in this location and the design presented at Statutory consultation, the design has been amended taking into account the sensitive nature of the Sandlings SPA and North Warren RSPB Reserve, and the Leiston-Aldeburgh SSSI and other environmental constraints including the high archaeological potential of the site. The proposed construction compound in this location has been reduced in size and has been moved further away from the above mentioned designations. This has also helped to lessen the impact on relevant nearby environmental receptors and residential properties, and on the flood zone. This revised design was presented at the Targeted consultation. The EIA has considered the potential impacts of the Proposed Project on the Heritage Coast and AONB (in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**), on the SPA, RSPB Reserve and SSSI (in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**), on the archaeological potential of the location (in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**), and on tourism (in **Application Document 6.2.2.10**

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					Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism).
		Converter station location, cultural heritage, walking, cycling and horse-riders	*Converter Station Site at Saxmundham* 9.8 There are a number of listed buildings within the vicinity of this site. Wood Farmhouse and Hill Farmhouse, both Grade II listed, would potentially experience a detrimental impact to their setting. Saxmundham Footpaths 5 and 6 cross the site and would require diversion (see Figure 1.4.5).	N	An assessment of the potential for impacts on the setting of heritage assets has been undertaken as part of **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**. This included assessing the impacts on the setting of a number of designated assets which were agreed through consultation with stakeholders including East Suffolk Council and Historic England, and included the Grade II listed Wood Farmhouse (LB1231179) and Hill Farmhouse (LB1231296), as well as Hurts Hall (LB1268178). The visual impact of Saxmundham Converter Station on Wood Farm Grade II listed building at year 15 operation (summer), when the planting has achieved its full height, is illustrated in **Application Document 6.4.2.1 Landscape and Visual** (6.4.2.3.8-A Representative Viewpoint Visualisations). This demonstrates that Saxmundham Converter Station would not be visible from the farmhouse and would not change or detract from its rural setting. Glimpses of the Converter Station may be possible during the winter periods when there would be less dense vegetation, but this would not constitute a significant change to the visual component of the farmhouse's setting. The residual effect at year 15 operation is therefore assessed to be minor adverse, which is not significant. The visual impact of Saxmundham Converter Station on Hurts Hall Grade II listed building and its associated parkland at year 15 operation (summer) is illustrated in **Application Document 6.4.2.1 Landscape and Visual** (6.4.2.1.10-B Representative Viewpoint 2). This visualisation shows the level of change as experienced from the B1121, which is identified as a view of historical importance in Saxmundham Neighbourhood Plan (East Suffolk Council, 2023) . The visualisation for year 15 operation demonstrates the effectiveness of the native hedgerow and tree planting around Saxmundham Converter Station and the new permanent bridge over the River Fromus. The Converter Station is visible but not prominent in the view from the B1121, and is blended into the edges of the mature vegetation of Bloomsfield's Covert. The permanent bridge is no longer visible in the view. The experience and historical relevance of the view of Hurts Hall within its associated parkland is maintained and still appreciable, and the presence of the Converter Station in the background of views does not sever the connectivity of the hall to its landscape. The residual effect at year 15 operation is therefore assessed to be minor adverse, which is not significant. As set out in **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**, it is proposed to temporarily divert several PRoW, including Saxmundham Footpaths 6 and 5 (PRoW E-491/006/0 and E-491/005/0) which will be temporarily diverted and permanently diverted respectively. The permanent diversion will act in conjunction with the long-term temporary diversion route for E-491/006/0 which will feed east along the B1119 and rejoin the existing E-491/006/0 at the north east of the Converter Station location. The proposed PRoW closures and diversions are assessed within **Application Document**

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					6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport. No significant impacts are expected, following the mitigation set out within **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**. Further to the above, masterplanning is being undertaken in order to ensure effective coordination takes place with regard to the impacts on PRoW. These have been designed and co-ordinated with other projects in this area (e.g. Lion Link) to minimise additional journey distances, re-join existing routes and improve route connectivity. The permanent diversions have been embedded into the master planning of the Proposed Project (including in consideration of temporary construction compounds), to fully consider the long-term future of the site and to avoid the need for subsequent diversions.
		Landscape and visual, converter station location, terrestrial ecology	9.9 The land to the north and East of Bloomfield's covert is open arable land, from which all historic landscape features are absent. Prior to agricultural improvement works after 1945, this area had a locally characteristic field pattern and included a substantial Ancient Woodland known as Great Wood, as well as ponds and a small plantation typical of the Ancient Estate Claylands landscape type, of which this area is part. The current landscape is generally open, and a converter station would be prominent from the B1119. Whilst the provisional Agricultural land classification is slightly better than on alternative sites, the loss of landscape features would be minimal, and the potential for Green Infrastructure benefits and Biodiversity Net Gain would be greater.	N	The location of the site is noted. The historic features of the Converter Station site, including the woodland and ponds, have been taken into consideration within the iterative design process and the indicative landscape strategy (**Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**). The effects on visual receptors in the study area arising from the Proposed Project are detailed within **Application Document 6.3.2.1.D ES Appendix 2.1.D Visual Amenity Baseline and Assessment**. There would be localised significant effects for visual receptors, including those travelling along the B1119, as expected for the nature of this type of development. Mitigation design has been incorporated to reduce effects where possible, including hedgerow and tree planting along the B1119 close to the receptor to maximise the screening capabilities. The potential for Green Infrastructure benefits, Biodiversity Net Gain and details on mitigation planting have been considered within the indicative landscape strategy within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan – Suffolk**.
		Onshore route location, onshore environmental impact, walking, cycling and horse-riders	*Cable corridor* 9.10 The emerging preference for a cable route begins within the Heritage Coast, Essex and Suffolk Coast & Heaths Area of Outstanding Natural Beauty and is close to the Sandlings Special Protection Area. The construction of the cable route would affect the Sandlings Walk in several places, as well as other connected footpaths.	N	Within the Order Limits, Sandlings Walk runs along a bridleway (PRoW E-354/002/0) which runs east-west along a rural (lightly trafficked) access track serving agricultural uses. Measures and mitigation regarding this PRoW which will therefore also be implemented for Sandlings Walk are set out in **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**. It should be noted that the Proposed Project is not expected to affect other connected footpaths/ bridleways to the Sandlings Walk in this area, as PRoW E-354/004/0 to the west and PRoW E-354/003/0 and PRoW E-354/020/0 to the east fall outside of the Order Limits. Nonetheless, all PRoW which are expected to be affected by the Proposed Project are included within **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**. Following the above, Sandlings Walk has been included in the assessment of national/ regional walking and cycling routes in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. This considers the potential impact of the Proposed Project during the construction phase as a result of temporary diversions and

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					haul road crossing points. The likely impact of the Proposed Project on Severance, Pedestrian Delay, Non-Motorised User Amenity and Fear and Intimidation for Sandlings Walk as a result of construction traffic or temporary diversions is considered to be not significant based on the assessment criteria and the management/ mitigation set out in **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**. Potential impacts of the Proposed Project on the Heritage Coast and on the Suffolk Coast & Heaths AONB are considered in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. No likely significant effects on either receptor are identified for construction (including decommissioning), or for operation and maintenance (including years 1 and 15). Potential impacts on the Sandlings SPA are considered in the **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. Only one likely significant effect on the SPA is identified, relating to disturbance during construction. With the implementation of a seasonal restriction on compound set-up for the trenchless bore such that it occurs outside the February to August nesting season, the residual effect is deemed negligible (not significant).
		Landscape and visual, converter station location	**Landscape Strategy** 9.11 The County Council considers that a clear vision for landscape for the whole project, and in particular for the converter station site will need to be developed for the ES.	N	The indicative landscape strategy for the Suffolk Onshore Scheme (**Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**) has been developed in collaboration with various disciplines to maximise opportunities to minimise effects arising from the Proposed Project. This includes minimising effects on landscape character and visual amenity, as detailed within **Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment** and **Application Document 6.3.2.1.D ES Appendix 2.1.D Visual Amenity Baseline and Assessment**.
		Terrestrial ecology, walking, cycling and horse-riders	9.12 The Saxmundham Converter Station Indicative Landscaping Strategy with Co- location (Figure1.4.6) and the design principles for the landscape strategy (PEIR Volume: 1 Part 2 Suffolk Onshore Scheme, Chapter 2 Landscape and Visual, pages 74 and 75) are welcome, but will need to be augmented to reflect the requirements for ecology (habitat connectivity, Biodiversity Net gain) and recreation and public amenity (PRoW), as well as reflecting potential archaeological constraints.	N	The indicative landscape strategy for the Suffolk Onshore Scheme (**Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**) and co-location master planning (**Application Document 7.10 Coordination Document**) have been developed in collaboration with various disciplines, including ecology, heritage and recreation and public amenity to maximise opportunities to minimise effects arising from the Proposed Project. This includes minimising effects on landscape character and visual amenity, as detailed within **Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment** and **Application Document 6.3.2.1.D ES Appendix 2.1.D Visual Amenity Baseline and Assessment**.
		Converter station location, coordination with other projects,	9.13 The County Council considers it essential for any landscape strategy for the converter station site at Saxmundham to not only allow for, but proactively plan for successful co-location with other infrastructure projects on this site. It would be important that the functionality and appearance of the site (in terms of landscape,	N	The indicative landscape strategy for the Proposed Project only option (**Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**) has been developed in parallel to **Application Document 7.10 Coordination Document**. This has been

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		landscape and visual	visual amenity, Biodiversity Net Gain, and recreation) works equally well, whether or not the other two converter stations materialise.		developed in collaboration with various disciplines to maximise opportunities to minimise effects arising from the Proposed Project.
		Converter station location, landscape and visual, onshore mitigation	9.14 The County Council considers that a landscape masterplan should be developed for the whole site with a focus to minimise the harm to landscape and visual amenity resulting from this project and potential further converter stations, by seeking integration into the landscape through embedded mitigation such as using landform and landscape-led cut and fill, as well through mitigation in form of screen planting at a landscape scale.	N	The indicative landscape strategy for the Proposed Project only option (**Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**) has been developed in parallel to **Application Document 7.10 Coordination Document**. The indicative landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation (**Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual Amenity**) including screening in the form of proposed woodland, hedgerow and hedgerow tree planting, as well as responding to the local context in terms of the design of the landform. Regarding the landscape led cut and fill, as the design has developed, it is clear that there is limited material and limited availability to produce much cut that can be used in conjunction with the landscape proposals. The fill has been concentrated on the northern edge of the Saxmundham Converter Station as this is considered to be the most sensitive area. By year 15, generally for visual receptors, the landscape planting would have matured and part would be located on bunding which would provide some additional height and screening benefit. The planting would partially screen the lower parts of the permanent infrastructure and fencing; however, the upper extents and majority of the Saxmundham Converter Station would remain visible. By year 15, generally for landscape receptors, the landscape planting would have matured and would provide a degree of partial screening and landscape integration. The planting would also increase biodiversity through native planting and integration into the wider, currently fragmented, green infrastructure network.
		Water environment, landscape and visual	9.15 The surface water drainage strategy and permanent access option should be an integral part within the landscape masterplan and enable a creative and landscape-led approach to the required water attenuation, management, and access.	N	The landscape team has worked closely with the drainage team to incorporate the drainage and permanent access option into the indicative landscape strategy (**Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**). This has also involved input from other key disciplines including ecology and Biodiversity Net Gain to incorporate riparian habitats around attenuation ponds and to design such features to maximise opportunities for recreation and habitats. Management is detailed within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan**.
		Walking, cycling and horse-riders, community benefits/enhancements	9.16 The opportunities for recreation should be further developed. The loss of footpath connections will need to be addressed and assessed in visual terms; additional opportunities for recreation should be developed through pro-active community engagement. It is noted that the existing footpath connecting from the centre of the	N	The opportunities for recreation have been developed in collaboration with other key disciplines including traffic and transport and socio-economics (further details within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport and Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**). This has included a permanent PRoW diversion on the Converter Station site which has been designed to have a variety of

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			Converter station site southwards, appears to be missing from the Landscape Strategy.		experiences with some sections more open and others adjacent to woodland planting to aid screening of views towards the Suffolk Onshore Scheme. This has also included the provision of open access areas, as requested through stakeholder feedback. The existing footpath connecting southwards is shown on **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan - Suffolk**. National Grid supports the delivery of community benefits associated with transmission infrastructure, and already has a number of established programmes which deliver this. National Grid is waiting for the Government's position on the provision of community benefits associated with transmission infrastructure. This will determine its future approach.
		Walking, cycling and horse-riders, landscape and visual	**Landscape and Visual Assessment** *Methodology* 9.17 The assessment methodology could be more detailed, in particular regarding the derivation of visual sensitivity. It is, for example, not clear why some PRoW are considered to be of medium rather than high sensitivity.	N	The reasoning for the sensitivity judgement for each visual receptor is set out within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual Amenity**. This includes an explanation of visual value and susceptibility for each receptor, which combines to result in the visual sensitivity. There are two representative viewpoints that are judged to have a medium sensitivity, which results from a medium value and susceptibility (viewpoints 7 and 15). Since the PEIR, further information has been added to the methodology to detail the different levels of sensitivity, as set out within **Application Document 6.3.2.1.A ES Appendix 2.1.A Landscape and Visual Impact Assessment and Photomontage Methodology**.
		Landscape and visual	9.18 While it is appreciated that the threshold for considering an effect as significant includes moderate effects, The County Council considers that the bar for falling into this bracket is set too high. Slight minor adverse effects should result in no more than a small part of characteristic features to be lost. Where characteristic features are partially lost moderate adverse landscape effects may already occur.	N	There is a distinct difference between the non-significant minor adverse effect which states that 'characteristic features' would be partially lost, whereas the significant moderate adverse effect and major adverse effects note that 'valued characteristic' features would either be largely or wholly lost as a result of the Scheme. There is a difference between characteristic features that are lost, such as a hedgerow which may be typical in that landscape, compared with a hedgerow that forms part of a historic landscape feature, which National Grid may consider is a 'valued characteristic' feature in such landscape. As such, it feels that this distinction for a non-significant effect and significant effect is sufficient. It is important to note that the assessment methodology descriptors are there as a guide and the assessment of effects within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual** are supported by descriptive text to explain the effect attributed.
		Landscape and visual, onshore route location	9.19 Referring to paragraph 2.2.5.33, the County Council considers that the effects above the cable routes should also be assessed for year 15 and not be scoped out in the ES. Likewise, operational effects for the land fall should also be scoped in.	N	Significant operational effects are not expected to be permanent along the cable routes or at landfall. There will be full reinstatement of landscape elements along the cable route and landfall. It is acknowledged that acid grassland will take longer to reinstate as well as fully establishing hedgerows, as such there will be an acknowledgement of this in the Year 1 assessment. The operational assessment includes a sentence to confirm that by year 15 the cable corridor and landfall would

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					be fully reinstated as far as practicable and that effects would not be significant. Monitoring and management of the reinstatement is covered within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**.
		Landscape and visual	9.20 The Photomontage Methodology (Appendix 2.2.A) is broadly acceptable.	N	National Grid acknowledges the Council's comment.
		Landscape and visual, socio-economic, recreation and tourism	*Landscape and Visual Baseline* <u>District LCA Summary of description in published study relevant to the study area</u> • D4 Thorpeness to Aldeburgh (and other landscape character areas, such as J4 and K3); Although not strictly a landscape issue, but clearly linked, it may be worth mentioning that this area as a hotspot for tourism and recreation, rather than simply pointing out that there are opportunities for recreation.	N	Reference to tourism and recreation has been addressed for relevant LCAs D4, J4 and K3 within the landscape baseline, refer to **Application Document 6.3.2.1.B ES Appendix 2.1.B Landscape Baseline**.
		Landscape and visual	<u>Visual Baseline</u> *Viewpoints* 9.21 The proposals cover a considerable geographical area, and the County Council is concerned that 18 viewpoints may not be sufficient to convey the potential impacts and adverse effects on landscape and amenity. the County Council considers that an additional viewpoint should be provided from the PRoW passing Wardspring Farm to the north-east of the Converter Station site.	N	The representative viewpoints have been discussed within thematic meetings with the Council and other stakeholders as well as two specific meetings focusing on the topic. Since the production of the PEIR, five new viewpoints have been added, including one from the PRoW passing Wardspring Farm, which forms the basis for the visual assessment, as detailed within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**.
		Landscape and visual, walking, cycling and horse-riders	9.22 Further, it is considered that the permanent access options must be fully assessed, as they will have their own landscape and visual impacts and effects. In due course visualisations will need to be provided for the diverted PRoW. • The OHL mentioned in the baseline description for value do not seem visible in the viewpoint photographs for VP3 nor in VP4. Neither are there annotations in this respect. • The descriptions for the multi-directional VP6 are not clear enough with regards to the direction of view that is being described. • the County Council queries the attachment of value to views 14, 15 and 16. In view 14 there few detracting features (except for the Water tower) and the only justification for not giving a very high values to this view, may be that it is outside the AONB. It is however from within a Park and Garden of Historic or Landscape interest. Similarly, Views 15 and 16 are largely intact views, the railway line being well integrated into the landscape and the OHL at a distance	N	The temporary and permanent access tracks have been assessed as part of the Landscape and Visual Impact Assessment, as documented in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**, at all Proposed Project stages. This includes their impacts on the landscape character and also visual amenity. A range of likely significant and non-significant effects on both landscape character and visual amenity are detailed within **Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment** and **Application Document 6.3.2.1.D ES Appendix 2.1.D Visual Amenity Baseline and Assessment**. This assessment takes into consideration mitigation embedded within the landscape mitigation planting, including woodland planting, as set out on **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan – Suffolk**. The request for visualisations to be provided for the diverted PRoW has been discussed with stakeholders (including thematic meeting held on 27 February 2024). Difficulties with gaining winter photography was set out as the route diversion was not sufficiently developed during the winter 2023/24 season and subsequently difficulties with access due to the nature of the cropped field. A cross section has been prepared and is

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			that reduces their adverse effects. These views should be awarded a high value. • In View 17 the wood pole line referred to in the description is not visible in the photograph and the view of the OHL is filtered by a wooded landscape and at a distance that reduce its visual effects. View 17 should be awarded high value.		contained within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan – Suffolk**. Relating to Viewpoints 3, 4 and 17, the representative viewpoint photography presented within the PEIR only covers a 90 degree horizontal field of view and is presented to assist the reader centred on the principal part of the Proposed Project. The representative viewpoints are not there to fully represent everything visible from each visual receptor. Labelling on viewpoint photographs against the visual baseline text has been revisited within the production of the ES chapter and is included at **Application Document 6.4.2.1 Landscape and Visual**. Similarly the angle of view annotation for each viewpoint including those with multi-directional views have been updated. Details regarding the landscape and visual assessment methodology, including descriptions into how value judgements are determined are included within **Application Document 6.3.2.1.A ES Appendix 2.1.A Landscape and Visual Impact Assessment and Photomontage Methodology** and summarised within **Application Document 6.2.2.1 ES Part 2 Suffolk Chapter 1 Landscape and Visual.** The difference in the value judgement between Viewpoint 14 (high value) and Viewpoints 15 (medium value) and 16 (medium value) is that Viewpoint 14 is located within a locally designated Park and Garden of Historic or Landscape Interest. The methodology (**Application Document 6.3.2.1.A ES Appendix 2.1.A Landscape and Visual Impact Assessment and Photomontage Methodology**) should be referred to regarding the comment around the value of Viewpoint 14, which does not merit a 'very high' value relating to scenic qualities and towards a designated landscape. This is set out within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**.
	Landscape and visual	*Visualisations* 9.23 The Viewpoint photograph sheets contain useful technical details and are provide some annotations, which are, however, mostly generic. It would be helpful, if annotations would aid orientation, for example by naming landmarks and other built structures and indicating locations and names of roads, PRoWs, and woodlands/plantations.	N	The ES Chapter provides more annotations on the representative viewpoints to aid orientation, an enlarged viewpoint title and inclusion of a location map. These are included in **Application Document 6.4.2.1 Landscape and Visual**.
	Landscape and visual	9.24 The County Council would welcome it if the viewpoint title could be much more prominent on the page. There should also be a location map that references the viewpoint and the direction it is looking in at the bottom of the page.	N	The ES Chapter provides more annotations on the representative viewpoints to aid orientation, an enlarged viewpoint title and inclusion of a location map. These are included in **Application Document 6.4.2.1 Landscape and Visual**.
	Landscape and visual	9.25 There are currently no visualisations for year 15, which are expected to be provided in the ES.	N	The ES has provided year 15 visualisations, included in **Application Document 6.4.2.1 Landscape and Visual**.
	Landscape and visual, onshore mitigation	9.26 The visualisations provided are useful as a first indication as to where visual mitigation will be required.	N	National Grid acknowledges the Council's comment.

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		Landscape and visual	9.27 The LVIA is both a technical and a public facing document and one of its purposes is to communicate the visual impacts and effects during construction and operation to the public. In absence of a viewpoint at the landfall site and in addition to viewpoint analysis and assessment around the converter station site, the County Council considers that supporting material, such as photographs of existing projects and explanatory text, should be provided for joint bays, transition bays and the construction of converter stations to illustrate anticipated and potential effects.	N	A viewpoint location is included at the landfall site, included at **Application Document 6.4.2.1 Landscape and Visual**. **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** includes text explaining the construction of the various aspects of the Proposed Project such as the joint bays, transition bays and converter stations. This references appropriate design drawings submitted with the DCO application to aid understanding of the Proposed Project.
		Onshore mitigation, landscape and visual	*Mitigation* 9.28 While embedded mitigation will be essential to make the proposed scheme acceptable in landscape terms, the Mitigation Hierarchy will need to be applied in full, including compensation for impacts that result in adverse landscape and visual effects that cannot be avoided or mitigated through embedded measures.	N	Regarding landscape compensation and the mitigation hierarchy, this has been discussed with stakeholders (including thematic meeting held on 25 June 2024) and it is National Grid's position that NPS EN-1 does not support this position.
		Onshore mitigation, landscape and visual, combined effect of proposed project	9.29 Strategic landscape proposals which include on- and off-site mitigation planting are expected to be required. These should be brought together in an Environmental Masterplan around the Saxmundham site, integrating the requirements for of landscape and visual amenity with those of ecology, heritage (archaeology and settings of Listed Buildings) and recreation (PRoW).	N	The indicative landscape strategy for the Suffolk Onshore Scheme (**Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**) has been developed in collaboration with various disciplines to maximise opportunities to minimise effects arising from the Proposed Project, including ecology, heritage and recreation. Offsite planting is not considered to be required to further reduce effects on landscape character and visual amenity.
		Landscape and visual, onshore mitigation	9.30 To aid mitigation of the proposals an Environmental Colour Assessment (ECA) should be considered, to inform the choice of colours used for the built structures of the scheme.	N	National Grid is pursuing a collaborative approach to the design of built structures. Having consulted on design approach, a set of Design Principles for the Proposed Project will be provided with the application for development consent (**Application Document 7.12.1 Design Principles – Suffolk)**. The Design Principles will provide guidance regarding the design intent and design principles that will be adopted and embedded into the detailed proposals. National Grid will continue to engage with relevant stakeholders throughout the development of the Proposed Project design and in establishing masterplanning principles and is engaging with local design panels to further inform the design and development process.
		Landscape and visual, onshore mitigation	9.31 For any mitigation planting proposals, it will be essential to apply realistic expectations to annual growth rates.	N	Growth rates have been discussed with stakeholders in various thematic meetings, including the February and April 2024 meetings. Arboricultural specialists have prepared a report to evidence the growth rates and information has been provided by East Suffolk Council, both of which have been used to inform the planting heights as shown within the year 15 visualisations, included in **Application Document 6.4.2.1 Landscape and Visual**. The indicative species mixes reflect a variety of species to increase their resilience and to be adaptive to climate change and pests. Information on planting heights, maintenance and aftercare are provided in **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan – Suffolk and Application Document 6.3.2.1.A ES**

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					Appendix 2.1.A Landscape and Visual Impact Assessment and Photomontage Methodology.
		Landscape and visual, onshore mitigation	9.32 The aftercare and maintenance periods will need to be adaptive and will vary with the type of planting.	N	The monitoring and management of the planting proposals are detailed within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan** and are considered to be adaptive and vary with the type of planting proposed.
		Landscape and visual	**Arboricultural and Hedgerow surveys** 9.33 The PEIR states that Arboricultural Impact Assessments and Hedgerow Surveys will be provided in the ES. 9.34 Please find some guidance on hedgerow surveys and trees in Appendix 3.	N	National Grid acknowledges this feedback. Tree surveys have been undertaken in accordance with BS5837:2012 and further details are contained in **Application Document 6.10 Arboricultural Impact Assessment**. Important Hedgerow Surveys were undertaken in-line with the Hedgerow Survey Handbook (DEFRA, 2007) to assess hedgerows against the Hedgerow Regulations (HM Government, 1997). Details are contained in **Application Document 6.3.3.2.A ES Appendix 3.2.A Extended Phase 1 Habitat Survey Report**.
		Construction	**Control Documents** *Outline Code of Construction Practice* Working Hours 9.35 the County Council considers that further detail is required to clearly define and justify the exceptions to the standard working hours proposed. It should also be clarified whether the proposed working hours include the hour either side of the working day for setting out and winding down.	N	To give National Grid the flexibility to deliver the construction programme on time and incorporate standard industry working patterns, it has identified a need to include 7am to 5pm working on Sundays and bank holidays within the core working hours. The proposed construction core working hours (unless otherwise approved by the relevant Local Planning Authority) for all terrestrial works in Suffolk and Kent are: • Monday – Friday: 0700 to 1900; and • Saturday, Sunday and Bank Holidays: 0700 to 1700. These core hours exclude start up and close down activities up to 1 hour either side of the core hours. Requirement 7(4)(a) of Schedule 3 of the draft DCO (**Application Document 3.1**) states that the following operations may take place outside the core working hours referred to in paragraph (1): (a) trenchless crossing operations including at landfalls and beneath highways, railway lines, woodlands, nature reserves, Sites of Special Scientific Interest or watercourses; (b) the installation and removal of conductors, pilot wires and associated protective netting across highways, railway lines or watercourses; (c) the jointing of underground cables; (d) the continuation of any work activity commenced during the core working hours to a point where they can securely and or safely be paused; (e) delivery to the transmission works of abnormal loads and any highway works requested by the highway authority to be undertaken outside the core working hours; (f) the testing or commissioning of any electrical plant installed as part of the authorised development including undertaking of any identified corrective activities;

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					(g) the completion of works delayed or held up by severe weather conditions which disrupted or interrupted normal construction activities; (h) activity necessary in the instance of an emergency where there is a risk to persons or property; (i) marine works (all works below the mean high water springs line); (j) security monitoring; (k) intrusive and non-intrusive surveys; (l) mechanical and electrical installation works within buildings once erected and enclosed (m) any highway works requested by the highway authority to be undertaken on a Saturday or Sunday or outside the core working hours; and (n) activity necessary in the instance of an emergency where there is a risk to persons or property.
		Legislation and policy, consultation	<u>Community Engagement and Public Information</u> 9.36 A Government Policy Paper [Getting Great Britain building again: Speeding up infrastructure delivery - GOV.UK (www.gov.uk)] states that 'Developers are required to consult local communities before finalising their application, and we see instances of good practice in this area. But the desire to lower the likelihood of legal challenge may drive a tick box approach, rather than the effective engagement needed to get projects right.' And further, that 'Effective engagement and consultation allow developers and communities to work together to create development proposals that deliver benefits locally and for the country.'	N	National Grid acknowledges the Council's comment.
		Consultation, onshore mitigation, community benefits	9.37 The proposals for community engagement and public information are passive and reactive and do not provide any active engagement with the communities, such as regular updates via post and meetings or engagement with regards to community-led mitigation and landscape master planning, compensation, and wider community benefits. 9.38 The provisions of GG28 (notifications) should be reflected in the main text.	N	Community engagement for the Statutory consultation was undertaken in accordance with the SoCC, which was prepared in consultation with the County Council and other Host Authorities, having regard to the feedback they provided. National Grid has sought to keep the community informed of progress on the Proposed Project, publishing a further community newsletter in April 2024. National Grid has undertaken consultation in line with the standards required by statutory legislate and Planning Inspectorate guidance. Community relations activity includes engagement with key political stakeholders, residents and businesses. This may include further meetings with LPAs, parish, and ward councillors, and engaging with residents/businesses by letters/newsletters focusing on key topics of discussion such as master planning, community benefits, etc. The Proposed Project website will be kept up to date in order to publicise activities to the wider community and provide updates to stakeholders who have registered their interest, along with social media and other digital forms of engagement.

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					As construction begins, community organisations and charities will have access to The Community Grant Programme in areas where National Grid's work is impacting on local people through its operations and site activities. During the construction phase, the community relations methodology and approach will focus on keeping people informed about the start of the work - what National Grid is doing, why, preparatory work; and provide information regarding traffic movements, key milestones, other construction activity and Proposed Project completion. It is unclear what the provisos of GG28 include. National Grid has undertaken the Statutory consultation in line with the published SoCC (see Section 5 of **Application Document 5.1.5 Appendix D SoCC**) and has continued to engage with relevant stakeholders as set out above.
		Landscape and visual, design	<u>Lighting and visual intrusion</u> 9.39 The information provided by the Applicant does require further clarification, for example whether the inside lighting of cable jointing bays will at all be visible on the outside. A detailed Lighting Design Strategy will need to be agreed with the relevant planning authorities in due course.	N	National Grid acknowledges this feedback. It is likely that lighting would be visible outside the joint bay housing, and the scale would be dependent on the type of housing used. Further details relating to lighting and design are contained in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** sets out mitigation for lighting impacts, including the following: • GG22: Construction lighting will be of the lowest levels necessary to safely perform each task. It will be designed, positioned and directed to reduce the intrusion into adjacent properties, protected species and habitats. It is assumed that associated construction lighting is expected to be localised and limited to temporary task lighting. Associated operational lighting for Saxmundham Converter Station (and Friston Substation (under Friston Scenario 2)) is expected to be limited to external column and building mounted lighting. It would be controlled manually as required during low periods of light or darkness and has been designed to minimise light spill. Further information is contained within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. The likely effects of the proposed lighting on landscape character and visual amenity during construction, operation or maintenance phases are set out within **Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation** and **Landscape Character Assessment** and **Application Document 6.3.2.1.D ES Appendix 2.1.D Visual Amenity Baseline and Assessment**.
		Landscape and visual, onshore mitigation	<u>Clearance of Site on Completion</u> 9.40 1.4.A.2.68 Removal of trees, tree groups and hedges should be minimised and avoided for temporary structures such as compounds. A five-year aftercare plan will not be sufficient for all types of planting. While this may be sufficient for hedgerow	N	Minimising the removal of trees, tree groups and hedgerows has been a key part of the iterative design process. A post-construction monitoring programme and reporting procedure will be formalised, agreed with the relevant planning authority and included within a detailed Landscape and Ecological Management Plan, prior to construction works commencing. In addition to this, post-construction

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			reinstatement, it will not be sufficient for trees, tree groups and woodland planting.		monitoring and reporting programmes will be established for some habitats and species following completion of construction works, where agreed with the relevant planning authority. The monitoring and management of the planting proposals are detailed within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk** and are considered to be appropriate for the type of planting proposed. Additional details of monitoring during the construction phase are set out within **Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan**.
		Landscape and visual, DCO process	<u>Landscape and Ecological Management Plan (LEMP)</u> 9.41 It is highly likely that the level of detail known at submission and examination stage will not be sufficient to produce a final Landscape and Ecological Management Plan (LEMP). the County Council considers that it would be more useful to produce an Outline LEMP, with detailed LEMPs being produced and discharged as requirements post consent.	N	Details are contained in **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan**. As set out in the draft DCO (**Application Document 3.1**), a requirement will necessitate the submission and approval of a detailed Landscape and Ecological Management Plan, which must be in substantial accordance with the provisions set out in the Outline Landscape and Ecological Management Plan.
		Construction, noise and vibration. design	<u>Landfall Installation</u> 9.42 It should be clarified, for what period of time the 24-hour working will be required, and whether, together with associated noise, contingencies may be required to provide alternative accommodation for residents of the most affected receptors. It should be confirmed as early as possible that trenchless technology will be used, as this is considered to be essential to make the project acceptable.	N	Example criteria for noise levels and associated works durations for the provision of temporary rehousing is provided in BS 5228-1:2009+A1:2014 'Code of practice for noise and vibration control on construction and open sites – Part 1: Noise'. An assessment of likely construction noise impacts has been conducted as part of the ES (**Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration**) which did not identify any locations where noise level criteria for temporary rehousing are likely to be met during the works, including during night-time. A further detailed assessment will be conducted by the contractor based on their specific construction methodologies and mitigation and the potential requirement for temporary rehousing will be reviewed at that stage. As stated in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**, the construction of the marine cable would be a 24 hour operation. It is estimated that at the Suffolk and Kent landfall, construction would be required for 24 hours / 7 days for 120 days.
		Landscape and visual	<u>Control and Management Measures</u> 9.43 Many of control and management measures contain vague language, which means that the measures are not secure. the County Council considers that ambiguities need to be clarified for the ES.	N	The ES includes **Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan, Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice and Application Document 7.5.3.2 Appendix B Register of Environmental Actions and Commitments (REAC)**. There is also a separate **Application Document 7.5.2 Outline Offshore Construction Environmental Management Plan**. These documents have been developed further and now contain more detail than the version submitted as part of Statutory consultation and are secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).

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		Landscape and visual, construction, traffic and transport	GG03 An Outline Construction and Environmental Management Plan (CEMP), an Outline Landscape and Ecological Management Plan (OLEMP) and an Outline Construction Traffic Management Plan (OCTMP) should be produced for the ES.	N	The request for these three documents has been noted and all are included within the DCO application submission. The ES includes the following: • **Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan;** • **Application Document 7.5.2 Outline Offshore Construction Environmental Management Plan;** • **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan – Suffolk;** • **Application Document 7.5.7.2 Outline Landscape and Ecological Management Plan – Kent;** • **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk; and** • **Application Document 7.5.1.2 Construction Traffic Management and Travel Plan - Kent.**
		Landscape and visual	GG05 The abbreviation for the Environmental Clerk of Works should be EnvCoW to avoid confusion with an Ecological Clerk of Works (ECoW).	N	National Grid acknowledges this feedback. All final abbreviations have been made clear in the ES.
		Landscape and visual	GG07 It should be clarified where aerial photographs would be considered sufficient. To support hedgerow survey and tree record, photographs need to be taken in the field.	N	Publicly available aerial imagery has been utilised to inform indicative tree and hedgerow positional information. This has been used to inform **Application Document 6.10 Arboricultural Impact Assessment**. Where notable trees or tree features have been recorded photographs have been taken.
		Landscape and visual	GG08 Reinstatement will need to be agreed with relevant planning authorities.	N	National Grid acknowledges the Council's comment. Reinstatement is discussed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). This will be agreed with relevant planning authorities. Further details on reinstatement should be referred to within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan – Suffolk**.
		Landscape and visual	GG09 Sensitive features: it should be stated, how the appropriate protective area will be established, i.e. which standards and recommendations will be used.	N	National Grid acknowledges this feedback. Where sensitive features will be retained within or immediately adjacent to the Order Limits, an appropriate protective area will be established using appropriate fencing and signage and will be inspected, repaired and replaced as necessary as outlined in **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**. Further details regarding the protected areas are contained in the Retention and Reinstatement Plans within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**.

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		Landscape and visual	GG15-GG17 Root protection zones should be protected within these measures.	N	Root protection areas are fully considered within **Application Document 6.10 Arboricultural Impact Assessment**. They are also captured within **Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan** submitted as part of the DCO application. This will be development into a detailed Construction Environmental Management Plan in advance of construction commencing.
		Landscape and visual	GG22 Lighting should be designed, positioned, and directed to minimise intrusion.	N	National Grid acknowledges this feedback. Please refer to the control and management measures GG11 and GG22 within **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**. GG11: Any activity carried out or equipment located within a construction compound that may produce a noticeable nuisance, including but not limited to dust, noise, vibration and lighting, will be located away from sensitive receptors such as residential properties or ecological sites where practicable. GG22: Construction lighting will be of the lowest levels necessary to safely perform each task. It will be designed, positioned and directed to reduce the intrusion into adjacent properties, protected species and habitats. Further details on lighting are contained in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. **Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment** states that associated lighting during construction and operation is expected to be localised and it is not expected that lighting would affect the Suffolk Coast and Heaths AONB due to distance and intervening vegetation. The lighting associated with the Proposed Project would not be permanent. Associated lighting during construction and operation is expected to be localised to small parts of the LCAs and would only be on for short periods so would not noticeably affect the perceptual quality of the LCAs with some screened by intervening vegetation. Associated lighting during construction is expected to be localised and would have limited perceptual effects on the Seascape Character Type 3 due to intervening vegetation and landform. **Application Document 6.3.2.1.D ES Appendix 2.1.D Visual Amenity Baseline and Assessment** contains the assessment of viewpoints and lighting is considered amongst the impacts during construction and operation and mitigation is noted.
		Landscape and visual, agriculture and soils	GG26 Decompaction of subsoil may still need to be required.	N	**Application Document 6.10 Arboricultural Impact Assessment** details how retained trees will be protected to avoid direct or indirect damage. This includes information on the location of tree protection fencing to prevent the compaction of soil within root protection areas. Any requirement for decompaction works will be determined as required. This commitment is noted in **Application Document 7.5.10.1 Outline Soil**

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					Management Plan – Suffolk which is secured via Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**).
		Landscape and visual, onshore mitigation	LV01 All reinstatement planting and mitigation planting must be agreed with the relevant Planning Authority.	N	The reinstatement planting and mitigation planting has been communicated with the relevant Planning Authority and is detailed within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**.
		Landscape and visual	LV02 The language is unacceptably vague. In particular, the wording 'where such [tree protection] measures do not hinder or prevent the use of the relevant working width for construction,' is unacceptable. In addition to works to 'high grade' trees, all works within Root Protection areas will require details of special methods of construction to be submitted and agreed with the relevant planning authority and supervision by a suitably qualified Arboriculturist.	N	**Application Document 6.10 Arboricultural Impact Assessment** details how trees located within and immediately adjacent to the Order Limits will be protected, which includes the use of tree protection fencing. Where construction activities are required within root protection areas, the construction methodologies are detailed within the Arboricultural Method Statement within **Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan**.
		Landscape and visual, onshore mitigation, DCO process	LV03 A five-year aftercare period will not be sufficient for all types of planting. Other Control Documents are due to be provided in the ES, such as OCEMP and OLEMP and a Draft DCO.	N	This comment has been acknowledged and a longer aftercare period has been provided where relevant. This is detailed within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**. **Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan**, **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan – Suffolk** and **Application Document 3.1 draft Development Consent Order** will be submitted with the draft DCO.
		Landscape and visual, intra-project cumulative effects, inter-project cumulative effects	**Intra- and Inter-cumulative effects** 9.44 Any assessment of intra- and inter-cumulative effects with regards to landscape and visual sensitivity must consider that the receptors can move through the landscape (PRoW), that therefore sequential effects need to be assessed and that a series of non-significant effects can become significant in accumulation. The effects on the receptors are also not restricted to visual effects. Even, when the infrastructure is not seen, is the knowledge that the infrastructure is there (for example, behind screen planting) likely to affect how the landscape is perceived and valued.	N	The cumulative assessment for visual receptors considers sequential effects and is included within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. The routes included have been discussed with stakeholders, including the thematic meeting held on 23 April 2024. The landscape cumulative assessment covers indirect and direct effects on perceptual qualities so it is considered that landscape sequential effects have been covered, which was communicated to stakeholders within the thematic meeting held on 27 February 2024.
		Intra-project cumulative effects, landscape and visual	*Intra- cumulative effects* 9.45 The preliminary assessment of intra-cumulative effects is broadly acceptable. the County Council will provide more detailed comments at a later stage when more detailed assessments are available.	N	National Grid acknowledges the Council's comment and further details are contained in **Application Document 6.2.2.12 Part 2 Suffolk Chapter 12 Suffolk Onshore Scheme Intra-Project Cumulative Effects**.
		Inter-project cumulative effects,	*Inter-cumulative effects* 9.46 The preliminary assessment of inter-cumulative effects shows that there is some considerable potential for these types of	N	Inter-project cumulative effects resulting from the Proposed Development have been assessed within the ES and are reported within **Application**

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		landscape and visual	effects. These will have to be examined in greater detail when further information of this and other proposals will be available. the County Council will provide more detailed comments then.		**Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. Landscape and Visual In summary, based on the inter-project cumulative effects indicative screening matrix, significant cumulative effects on landscape and visual receptors are expected from the combined effects of the Suffolk Onshore Scheme with East Anglia ONE North and East Anglia TWO Offshore Windfarms and LionLink Offshore Interconnector at all project stages on landscape character and visual amenity. During the construction and decommissioning stages only, there is the potential for significant cumulative effects as a result of the combined effects of the Suffolk Onshore Scheme and the Saxmundham South Green Neighbourhood. When considering the total potential cumulative effect of all the other developments combined with the Suffolk Onshore Scheme, there is the potential for significant cumulative effects for a temporary period on the Suffolk Coast and Heaths AONB as a result of the potential simultaneous or sequential construction of the Suffolk Onshore Scheme, East Anglia ONE North and East Anglia TWO Offshore Windfarms and LionLink Offshore Interconnector. The concentration of construction activity associated with the landfalls and HVDC cable corridors within part of the Suffolk Coast and Heaths AONB has the potential to alter the perception of the AONB with construction of major energy projects becoming a temporary characteristic feature of the landscape. These total cumulative effects are unlikely to remain once all projects are operational, particularly once the cable corridors are reinstated and mitigation plantings become established over time. Total cumulative effects on LCAs only have the potential to be significant for LCA L1 [Heveningham and Knodishall Estate Claylands] as a result of the construction of additional converter stations and the connection at Friston associated with the LionLink Offshore Interconnector development. There would also be total cumulative effects for a temporary and limited duration for LCA K3 (Aldringham and Freston Sandlands) as a result of the construction of Saxmundham South Green Neighbourhood and the Suffolk Onshore Scheme. Similarly, for SCT 03 Nearshore Waters there would be significant temporary cumulative effects experienced during construction as a result of the combined effects of the construction of the Suffolk Onshore Scheme, Sizewell C, East Anglia ONE North and East Anglia TWO Offshore Windfarms and LionLink Offshore Interconnector. Total cumulative effects on representative viewpoints have the potential to be significant as a result of the combined effects of East Anglia ONE North and East Anglia TWO Offshore Windfarms during construction for viewpoints 6, 7, 8 and 22 with only viewpoint 6 remaining significant during operation and maintenance stages, and with LionLink Offshore Interconnector development (viewpoints 1 – 7, 15-17, 19 – 21) at all project stages.

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					Ecology and Biodiversity The potential for cumulative effects exists where multiple large schemes lie within 10 km of Minsmere-Walberswick SPA or 2 km of Alde-Ore Estuary SPA, through the potential for cumulative loss of functionally linked habitat associated with one or other SPAs. For those other developments located close to the Suffolk Onshore Scheme there is also potential for cumulative disturbance of nesting nightjar and woodlark at Sandlings SPA and cumulative disturbance or habitat loss relating to other locally important receptors such as breeding birds, bats and dormice. However, due to the embedded measures incorporated into the Suffolk Onshore Scheme (set out in **Application Document 7.5.7.1 Landscape and Ecological Management Plan – Suffolk** and **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**) no cumulative effects are predicted to arise. Historic Environment The assessment of total cumulative effects for cultural heritage has identified that there is the potential for four other projects to result in a cumulative impact on heritage receptors. These impacts include physical impacts on archaeological remains that potentially extend outside of the Proposed Project area, as well as impacts on the setting of heritage assets. However, the overall assessment of cumulative effects is currently assessed as 'not significant'. Water Environment Whilst each of the projects individually have the potential to have impacts on the watercourses and the land drainage regime within the study area, these impacts would expect to be reduced in magnitude by the adoption of embedded and control/management measures, secured against the individual consents, such that individually, and cumulatively, residual effects are not significant. Agriculture and Soils There is a likely significant cumulative effect in relation to soils and best and most versatile (BMV) land as a result of the temporary disturbance and the temporary and permanent loss of BMV land associated with each of the other developments in isolation and when combined. However, there is no additional mitigation available in relation to the permanent loss of BMV land to that presented in **Application Document 7.5.10.1 Outline Soil Management Plan- Suffolk**, and **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**. Traffic and Transport In summary, based on the inter-project cumulative effects indicative screening matrix, no significant cumulative effects on traffic and transport receptors are expected as a result of construction traffic associated with the Suffolk Onshore Scheme when combined with construction/

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					operational traffic associated with each of the other developments in isolation. In addition, no significant cumulative effects are expected when considering construction/ operational traffic associated with all committed developments combined on the same basis. In terms of PRoW closures/ diversions, these will be coordinated with other committed developments where necessary (as identified above) to reduce the potential for significant cumulative effects. In view of the above, no additional mitigation is expected to be required to that already outlined within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**, **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk** and **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**. Air Quality There are a number of projects which overlap with the air quality ZOI and therefore there is potential for cumulative effects from construction dust and NRMM emissions at shared receptors. However, providing recommended mitigation is implemented as outlined in **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**, this is unlikely to be significant. There are a few projects where associated construction / operation phase vehicle routes are the same as the construction vehicle routes for the Proposed Project. However, the overall assessment of cumulative effects has been assessed as 'not significant'. Noise and Vibration There are a number of projects which overlap with the noise ZOI and therefore there is potential for cumulative effects from construction noise at shared receptors. However, providing recommended mitigation is implemented, as outlined in **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** and **Application Document 7.5.8.1 Outline Construction Noise and Vibration Management Plan – Suffolk**, this is unlikely to be significant. The preliminary assessment of total cumulative effects for noise and vibration has not identified any significant cumulative effects. Socio-Economics, Recreation and Tourism The assessment of total cumulative effects for socio-economics, recreation and tourism has identified that there is the potential for six other developments to result in cumulative impacts upon shared socio-economic, recreation and tourism receptors. No significant cumulative effects on socio-economics, recreation and tourism are expected as a result of the Suffolk Onshore Scheme in combination with each of the other developments in isolation. In addition, no significant effects are expected when considering the impacts of the

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					cumulative schemes in aggregation and in combination with the Proposed Project. Health and Wellbeing The health and wellbeing CEA draws upon the conclusions of other relevant environmental aspects, including landscape and visual, traffic and transport, air quality, noise and vibration, socio-economics, recreation, and tourism, whereby no significant effects were identified within the respective CEAs of these relevant environmental disciplines. Therefore, the health and wellbeing CEA includes no anticipated significant adverse effects on mental health due to community severance, reduced visual amenity, noise disturbance, or physical health outcomes such as levels of physical activity or respiratory health. This assessment also considers vulnerable groups, such as children, the elderly, and individuals with pre-existing health conditions. In conclusion, the overall inter-project assessment of cumulative effects has been assessed as 'not significant'.
		Legislation and policy, landscape and visual	**Landscape Response Appendices** **Appendix 1 The importance of Good Design** The County Council notes that 4.6.5 of the emerging Draft Overarching National Policy Statement for Energy, EN-1 (March 2023), suggests that both the developer and the Secretary of State should consider taking independent professional advice on the design aspects of schemes.	N	National Grid is cognisant of the requirements of national policy and has given careful consideration to how it will approach infrastructure design at a project and strategic level across all Great Grid Upgrade projects. National Grid has developed design principles for the Suffolk project elements (**Application Document 7.12.1 Design Principles – Suffolk**). The scope of the principles is not limited to any one design discipline and instead reflect a multi-disciplinary approach for coordinated design in the round. As such the design principles cover several design disciplines including architecture, landscape architecture, ecology, hydrology, civil engineering, wider engineering disciplines, town planning, archaeology and heritage. The Design Principles will provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. The Design Principles for the Proposed Project will also reflect the principles set out in the National Infrastructure Commission's Design Group Project Level Design Principles. National Grid will continue to engage with relevant stakeholders including the County Council throughout the development of the Converter Station site design and in establishing masterplanning principles and will seek engagement with local design panels to further inform the design and development process. National Grid welcomes the County Council's views and concur that through a collaborative approach to design, involving other projects and local stakeholders, a coherent architectural and landscape design is achievable. Acknowledging that each project has its own independent consenting programme, there is a need to consider the cumulative impacts of co-locating infrastructure. This remains a matter of ongoing discussion amongst the relevant developers, with the respective design and landscaping teams from each project working together to achieve
		Legislation and policy, landscape and visual	Furthermore, the Council notes that in the National Infrastructure Strategy (November 2020) the government states its commitment to embedding good design in all infrastructure projects through: "Requiring all infrastructure projects to have a board level Design Champion in place by the end of 2021 at either the project, programme or organisational level, supported … by design panels"	N	
		Coordination with other projects, landscape and visual, design	the County Council considers there is the opportunity to achieve a coherent architectural and landscape design approach between all projects at a consolidated converter station site, and that this can be achieved at the proposed site near Saxmundham. Furthermore, this approach could be used to support the necessary modifications to the design and layout of the Friston site.	N	
		Coordination with other projects, landscape and visual, design	The Council would support the principle of a Design Champion being engaged sufficiently early in the development of the project, and the other projects that are anticipated to use any coordinated site, to oversee the design process. In practice, because this work will need to straddle both architectural and landscape disciplines, two key leads may be required to work in close collaboration.	N	
		Coordination with other	A Design Champion would have the potential to contribute to the consideration of sustainable design issues and to the integration of	N	

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		projects, landscape and visual, design	the proposals into the landscape at the detailed design, construction, and operational stages of the project. The Councils would also support the use of a design review panel, design code/design approach document, and an outline of the design process, setting out key stakeholders, consultees, and the community engagement processes.		design approaches that are tailored to address the impacts of the Proposed Projects and seeking to establish design principles that can be used consistently. The indicative landscape strategy for the Suffolk Onshore Scheme (**Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**) has been developed in collaboration with various disciplines to maximise opportunities to minimise effects arising from the Proposed Project and this has included the application of Good Design principles. This was communicated to stakeholders in a thematic meeting held on 27 February 2024 including that it should relate to the landscape within which the infrastructure sits within. National Grid has taken on board this feedback and has worked with the local design panel following good practice guidance from the National Infrastructure Commission. A project level Design Champion has been appointed as noted in **Application Document 7.12.1 Design Principles – Suffolk**.
		Landscape and visual	The skillset required of a Design Champion has not been clearly defined within the National Infrastructure Strategy. The Institution of Civil Engineers (ICE) and the National Infrastructure Commission Design Group (NICDG) have produced a useful working paper 'Defining and developing the design champion role', (August 2022), in this respect.	N	
		Landscape and visual	**Appendix 2 Comments of specific viewpoints** Comments on specific viewpoints Viewpoint the County Council (Landscape) comment 1 -- 2 The effects of the potential access route are currently not reflected. 3 Please clarify the location of the isolated residential property shown in the view. 4 -- 5 -- 6 -- 7 -- 8 Please check that the viewing angle is correct on the viewpoint map (looking at the photo it would appear that the view is towards north- west rather than west) 9 Viewing angle and location of viewpoint does not seem to fully align with photomontage. Please check. 10 -- 11 -- 12 -- 13 Here at least a wire frame of the landfall site should be considered.	N	The viewing angle, annotations on specific viewpoints and location of the viewpoints have been reviewed for all viewpoints in the preparation of material for the ES chapter following stakeholder comments. These are included in **Application Document 6.4.2.1 Landscape and Visual**. There is no wireframe provided for Viewpoint 13 as there would be no above ground infrastructure visible.

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			14 --		
			15 --		
			16 --		
			17 --		
			18 It appears that the viewing angle does need adjustment to align with the photopage.		
		Legislation and policy, landscape and visual	**Appendix 3 Guidance on Hedgerows and Trees** *Hedgerows and Important Hedgerows* It should be anchored in the ES and in the definitions of the DCO that “hedgerow” and “important hedgerow” have the meaning given in the Hedgerow Regulations 1997. Any important hedgerows that are to be removed should be listed in a Schedule (Removal of Important Hedgerows) and identified on an appropriate plan.	N	The DCO application includes **Application Document 2.12.1 Trees and Important Hedgerows to be Removed or Managed Plans – Suffolk and Application Document 2.12.2 Trees and Important Hedgerows to be Removed or Managed Plans - Kent**. **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity and Application Document 6.3.2.2.A ES Appendix 2.2.A Extended Phase 1 Habitat Survey Report** contain an assessment of Important Hedgerows. It is noted in **Application Document 6.3.2.2.A ES Appendix 3.2.A Extended Phase 1 Habitat Survey Report** that the hedgerows within and immediately adjacent to the Suffolk Onshore Scheme Order Limits typically acted as the margins for the arable fields present. Using the criteria set out in the Hedgerow Regulations 1997 the protected status of these hedgerows as well as their significance to the landscape were determined. Note that in addition to these criteria, Suffolk County Council also regard hedgerows with over 200 bat passes as “important hedgerows” where the main criteria of being older than 30 years is also met[1].
		Landscape and visual, terrestrial ecology, construction	No work should be allowed to commence until full and complete hedgerow surveys have been carried out. This is necessary to inform the baseline against which Biodiversity Net Gain and the success of the LEMP would be assessed and to agree replacements as part of the landscaping scheme.	N	A hedgerow survey assessment against the Hedgerow Regulations has been undertaken and the outputs can be found in **Application Document 6.3.2.2.A ES Appendix 2.2.A Extended Phase 1 Habitat Survey Report**.
		Legislation and policy, landscape and visual, terrestrial ecology	The County Council considers that important hedgerows for the purposes of this scheme should include: • Those meeting the Hedgerow Regulations, including the criteria for Archaeology, History, Wildlife and Landscape as listed in Schedule 1 of the Regulations. • If bat surveys identify 20 or more passes by bats the hedgerow should be considered important as a bat corridor. • All the hedgerows where one or more passes of a barbastelle have been recorded - due to the rarity of the species and margin for error in recording.	N	It has since been clarified with Suffolk County Council that 20 or more should say 200 or more, and one or more passes should be five or more passes. The important hedgerow criteria have been taken into account in all relevant assessments. The landscape team has discussed the fourth point at landscape and visual thematic meetings; however, no further information has been provided. Nonetheless, the assessment carried out is considered full and robust, with further detail provided in **Application Document 6.2.2.1 Part 2 Chapter 1 Landscape and Visual**. The Important Hedgerows under the Regulations have been considered within the landscape and visual impact assessment, refer to **Application**

[1] Suffolk Council personal correspondence / statutory consultee response.

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			• Those that perform an important visual function.		**Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment and Application Document 6.3.2.1.D ES Appendix 2.1.D Visual Amenity Baseline and Assessment**. They have also been considered within **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity** and are depicted in **Application Document 6.4.2.2.A Phase 1 Habitat Survey Report (including Badgers and Important Hedgerows**.
		Legislation and policy, landscape and visual, terrestrial ecology	Any required hedgerow removal will need to be compliant with the Wildlife and Countryside Act 1981 which restricts the timings of this in relation to nesting birds. Also, as hedges are an invaluable habitat resource the removal of hedges, if required, must have a degree of control, suitable assessment, and adequate mitigation, including that hedges can only be removed in accordance with any approved plans.	N	National Grid acknowledges the Council's comment. Restrictions around hedgerow removal (including Important Hedgerows) are set out in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**, **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk and Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**.
		Landscape and visual, design, construction	To enable full understanding and assessment of locations of important hedges, and areas, where either Horizontal Directional Drilling (HDD) needs to be undertaken, or offsetting of residual impacts needs to be agreed the County Council would ask the applicant to: • Append a column which identifies, by reference to the hedgerow regulations, why hedgerows are considered important. • Display the above hedges on a colour – coded map of an appropriate scale, distinguishing between the different criteria and include the additional hedgerows covered by points 2 (bat passes) and 3 (visual importance) above. • Confirm that the hedgerows in the cable corridor have been assessed against all the criteria in the hedgerow regulations, regarding, for example the presence of other protected species (Part II 6 (3)) and proximity to rights of way (Part II 8). • Provide photos of each of the hedgerows which fall within the definition of 1, 2 and 3 above as and in accordance with point C. This will provide a reference for the baseline. • Confirm which hedgerows the applicant is proposing to HDD. • Confirm how adverse impacts on hedgerows are minimised, for example by defining a minimum width for the cable corridor, when crossing hedges. This should be individual for each hedgerow (as circumstances may differ).	N	A hedgerow survey assessment against the Hedgerow Regulations has been undertaken and the outputs can be found in **Application Document 6.3.2.2.A ES Appendix 2.2.A Extended Phase 1 Habitat Survey Report** including the requested table. The table and associated figure deal with all the points requested. While colour coding the map against particular criteria was not possible due to the complexity, the table clearly identifies which criteria have been used to deem a hedgerow important and the map does discriminate by colour coding between ecologically and historically important hedgerows. The minimum width for the cable corridor is dictated by the minimum spacing that must existing between buried electricity cables. Where HVDC only traverses a hedgerow this minimum distance is 20 m, where HVDC and HVAC must traverse a hedgerow it is 39 m. No hedgerows will be crossed using trenchless solutions. The reasons for this, and an impact assessment regarding important hedgerows, is presented in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**.
		Legislation and policy, landscape and visual	*Trees* The Arboricultural Impact Assessment, which should be included in the ES, should provide full Tree Surveys in accordance with BS 5837:2012 Trees in relation to design, demolition, and construction. These Tree Surveys should then be used to inform the detailed	N	Tree survey information in accordance with BS5837:2012 is included within the **Application Document 6.10 Arboricultural Impact Assessment**. The Tree Constraints Plans were shared with the National Grid Design team and a meeting was held on 12 January 2024 to discuss

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			design stage and micro-siting of all works and required tree protection measures, such as protective fencing.		the tree related constraints within the order limits to inform the design for Design Freeze 3.
		Landscape and visual	Ancient and veteran trees and ancient woodlands are considered irreplaceable habitats and landscape features and any impacts on these should be avoided.	N	The locations of all recorded veteran and ancient trees and the locations of ancient woodland are shown within **Application Document 6.10 Arboricultural Impact Assessment**. Where identified buffer zones in accordance with standing advice have been implemented. No veteran and ancient trees or ancient woodland will be removed to facilitate the Proposed Project.
		Legislation and policy, landscape and visual	Post Consent, no works should be allowed to commence until a full Arboricultural Impact Assessment (including Tree Survey and Tree Protection Plan) and an Arboricultural Method Statement, (including location specific special construction method statements, where works are to be carried out within rootzones of trees that are to be retained) in accordance with BS 5837:2012 are submitted to and agreed with the relevant LPAs in writing.	N	The Arboricultural Method Statement will be secured via Requirement 8 of Schedule 3 of the draft DCO and will detail how sensitive operations are to be achieved in proximity to retained trees and detail the final protection measures for the Proposed Project.
		Landscape and visual, onshore mitigation, DCO process	No article in the DCO should automatically authorise any works to any tree subject to a tree preservation order. Such works, if demonstrated to be unavoidable, should be agreed with the relevant LPA on a case-to-case basis so that appropriate compensation can be agreed and secured.	N	The draft Order contains an article dealing with TPO trees, enabling works to TPO trees as listed in a schedule to the draft Order. This power will be discussed with relevant stakeholders and examined during the DCO examination.
		Water environment, construction	**10 Lead Local Flood Authority** **Landfall & cable corridor** 10.1 Given works at these locations are of a temporary nature, the County Council's focus is to ensure that surface water is adequately managed during the construction phase.	N	**Application Document 6.8 Flood Risk Assessment** has been undertaken which sets out measures to manage surface water drainage at construction sites and mitigate for any potential increase in flood risk from these sources. Commitments for the appointed contractor to prepare more detailed construction drainage plans are described within **Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan**, and secured within Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Water environment, onshore mitigation, construction	10.2 Where possible, works should avoid areas of existing pluvial flood risk, with suitable mitigation in place where this is not possible.	N	A detailed process of routing and siting (documented in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered** and **Application Document 7.3 Design Development Report**) has been undertaken with the aim of avoiding works within areas at risk of flooding where practicable. Where this cannot be avoided, **Application Document 6.8 Flood Risk Assessment** has been undertaken which sets out construction stage surface water drainage principles to mitigate for any potential increase in flood risk from these sources. Commitments for the appointed contractor to prepare more detailed construction drainage plans are described within the CEMP, and secured within Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Water environment, onshore	10.3 Consideration should be given to the return period to which construction drainage is designed, ensuring that there is sufficient space available within the Order Limits to accommodate such drainage provision.	N	National Grid has liaised regularly with Suffolk County Council in its role as LLFA and has agreed the return period to which construction stage surface water drainage measures are designed. This is documented within **Application Document 6.8 Flood Risk Assessment**. There is

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		mitigation, construction			sufficient space within the Order Limits to accommodate these requirements.
		Water environment, onshore mitigation, construction	10.4 Where works intercept overland flow paths, consideration must be given to how these flows will be managed, to ensure there is no increase in flood risk, ensuring there is adequate space available for any necessary mitigation within the Order Limits.	N	This aspect has been assessed within **Application Document 6.8 Flood Risk Assessment** that has been prepared for the Proposed Project. The assessment describes interactions with existing surface water flow paths and how these will be managed to prevent increases in baseline flood risk.
		Water environment, geology and hydrogeology	10.5 Design Drawings, Version A, S42_S/TDD/SS/0010, 0013, 0014 & 0018 and others – Indicative sections do not show any methods for surface water drainage and would present a barrier to overland surface water flows, which could increase offsite flood risk.	N	Overland flow cut off drains will be provided to divert surface runoff from the construction area, these will be connected to local water courses or allow for infiltration where ground conditions allow. Additional 'dirty' water drainage will collect runoff from compounds and haul roads, this will be attenuated through the use of attenuation ponds before being infiltrated or discharged to local water courses at attenuated green field run off rates.
		Water environment, onshore mitigation, construction	**Converter station** 10.6 Consideration should be given to the return period to which construction drainage is designed, ensuring that there is sufficient space available within the Order Limits to accommodate such drainage provision.	N	National Grid has liaised regularly with Suffolk County Council in its role as LLFA and has agreed the return period to which construction stage surface water drainage measures are designed. This is documented within **Application Document 6.8 Flood Risk Assessment**. There is sufficient space within the Order Limits to accommodate these requirements.
		Water environment, agriculture and soils, geology and hydrogeology	10.7 National mapping suggests that soils in this general area are Lowestoft Formation – Diamicton, this soil generally has poor properties for infiltration. We would encourage the applicant to explore opportunities for infiltration through compliant testing at their earliest opportunity. If infiltration is not possible, locations to discharge surface water (at greenfield runoff rate) should be identified. These systems should be part of a wider watercourse network.	N	The infiltration properties of the soils have been characterised by conducting compliant testing as part of the Proposed Project's ground investigations. The data has been used to inform the proposed surface water drainage designs of operational above ground infrastructure. Details of the drainage measures proposed are provided within **Application Document 6.8 Flood Risk Assessment**.
		Water environment, geology and hydrogeology	10.8 The County Council LLFA encourage the principle of water re-use and would welcome further discussions with the project promoter on this topic. However, it is noted that General Arrangement Plan Version A, Section 2, Drawing number S42_S/IGA/PS/0002 shows the proposed converter station discharging to a 'permanent attenuation pond', which in turn is shown to discharge within the Order Limits. The discharge location would appear to be a farm irrigation pond. This would not be a suitable location to discharge surface water as it cannot be guaranteed that it has capacity to receive flow when required. Whilst the option for some surface water to discharge to the farm irrigation pond could be retained, this should not be a primary outfall location.	N	Since preparation of the PEIR, through regular engagement with the LLFA, drainage designs have been modified to avoid discharges into farm irrigation ponds. Opportunities for water re-use have also been discussed, however, these are limited within the constraints of the Proposed Project.
		Water environment,	10.9 General Arrangement Plan Version A, Section 2, Drawing number S42_S/IGA/PS/0005 – Drawing denotes 'drainage connections works', but it is not clear what this is referring to.	N	'Drainage connections works' refers to overland flow cut off drains which will be provided to divert surface runoff from the construction area and will be connected to local water courses or allow for infiltration where

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		geology and hydrogeology			ground conditions allow. ‘Drainage connections works’ additionally refers to 'dirty' water drainage which will collect runoff from compounds and haul roads and will be attenuated through the use of attenuation ponds before being infiltrated or discharged to local water courses at attenuated green field run off rates.
		Water environment, geology and hydrogeology	10.10 General Arrangement Plan Version A, Section 3, Drawing number S42_S/IGA/SS/0008 – What confidence can be assigned to each of the proposed outfall locations? How have these been determined as suitable?	N	Site topography has been used to identify the location of attenuation ponds, ground investigation surveys have been undertaken to define where attenuation and outfall is required and where infiltration can occur. Outfall locations are predominately driven by the topography of the land and proximity of water courses for outfall. Attenuation has been applied in all cases to reduce discharge to green field runoff rates.
		Water environment, geology and hydrogeology, construction	**Friston sub-station** 10.11 Consideration should be given to the return period to which construction drainage is designed, ensuring that there is sufficient space available within the Order Limits to accommodate such drainage provision.	N	National Grid has liaised regularly with Suffolk County Council in its role as LLFA and has agreed the return period to which construction stage surface water drainage measures are designed. This is documented within Application Document 6.8 Flood Risk Assessment. There is sufficient space within the Order Limits to accommodate these requirements.
		Legislation and policy, water environment, geology and hydrogeology	10.12 General Arrangement Plan Version A, Section 2, Drawing number S42_S/IGA/PS/0003 10.13 Proposed substation located over existing ordinary watercourse. Land Drainage Consent will be required for such works, and we would not accept the piping of this watercourse for such a long distance. Therefore, whilst not part of the DCO (unless the DCO seeks to disapply the Land Drainage Act 1991), the project promoter will need to give due thought to how this ordinary watercourse will be diverted as an open channel.	N	The requirement to secure land drainage consent for works to ordinary watercourses is noted. The contractor would prepare these applications, informed by detailed method statements and design information and secure all relevant permits following grant of the DCO, as set out within **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured via Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**).
		Water environment, geology and hydrogeology	10.14 Proposed ‘permanent infiltration pond’ shown. Justification must be provided that such a feature can function as a standalone infiltration feature.	N	Drainage calculations following ground investigation results have been completed to identify where infiltration is acceptable in isolation. **Application Document 6.2.1.4 Description of the Proposed Project** contains details of drainage systems associated with the Proposed Project.
		Water environment, geology and hydrogeology	10.15 Proposed ‘permanent infiltration pond’ is also shown with a positive outfall to a nearby watercourse. However, this watercourse does not have onward connectivity and instead conveys water overland, down a farm track, until it enters the Main River in Friston. The Order Limits do not extend far enough south to provide a direct connection to the Main River in Friston.	N	The Order Limits have been amended in this area at the Statutory consultation stage having had regard to the feedback received. See **Application Document 2.14.1 Indicative General Arrangement Plans - Suffolk**, drawing number DCO/S/IGA/PS/1502. As such this matter should be regarded as having been resolved.
		Water environment, geology and hydrogeology, coordination with other projects	10.16 It is unclear what arrangement the proposed infrastructure would take if it were installed in addition to proposals as part of the Scottish Power Renewables (SPR) DCO. For example, would the National Grid sub-station consented through SPR need to increase in size? If so, in what direction? Would this impact SPR proposed attenuation basins? Where would Sea Link SuDS be located?	N	The substation proposed by SPR would not need to be expanded for the Proposed Project which could complete the required connections within the compound area proposed by SPR.

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		Water environment, geology and hydrogeology, legislation and policy	**PEIR Volume 1, Part 2, Chapter 5** 10.17 Existing flood risk and Land Drainage – fails to acknowledge historic surface water flooding downstream in Friston. This should include reference to multiple Section 19 investigations by Suffolk County Council as Lead Local Flood Authority under the Flood & Water Management Act 2010. The County Council LLFA have also produced a Surface Water Management Plan (SWMP) for the Friston catchment, which is available to the project promoter (should they not already have it), to enable them to assess existing surface water flood risk in the Friston catchment.	N	Since preparation of the PEIR, National Grid has liaised regularly with Suffolk County Council in its role as LLFA to gather information on flood risk sensitivities at Friston, including review of all relevant S19 Reports and data from the Friston Surface Water Management Plan. This information has informed **Application Document 6.8 Flood Risk Assessment** that has been prepared for the Proposed Project and has guided the measures embedded within the design to manage surface water runoff and land drainage.
		Water environment, geology and hydrogeology	10.18 2.5.8.2 – States that work is located in areas to avoid risk of flooding, but the proposed sub-station is located directly over an ordinary watercourse. A surface water flow path adjacent this watercourse has been identified as part of the SWMP developed by The County Council LLFA, which would directly impact the chosen site location.	N	The proposed substation designs have been progressed since the PEIR and the Proposed Project's interactions with watercourses and surface water flow paths in this location have been rationalised to avoid or reduce effects. Where effects have not been avoided, mitigation measures to reduce effects on flood risk and the land drainage regime are detailed in **Application Document 6.8 Flood Risk Assessment** that has been prepared.
		Water environment, geology and hydrogeology	**PEIR Volume 3, Part 2, Chapter 5 Figures – Figure 2.5.2** 10.19 Only high-risk surface water areas are shown in the legend. I assume this relates to the national mapping definition of high risk i.e. locations with >3.33% AEP. Why has only this risk level been used? The County Council LLFA recommend the use of the national mapping 'low risk' scenario as this is the most appropriate national scenario for the 1% + CC event. It is also worth noting that the 1% + CC event is included in the Friston SWMP.	N	**Application Document 6.8 Flood Risk Assessment** has been informed by the Friston SWMP dataset that defines 1% AEP plus climate change surface water flood extents, as well as having considered the national surface water mapping dataset, in terms of high, medium and low risk areas within the draft Order Limits.
		Construction, water environment, geology and hydrogeology	**Construction compounds** 10.20 Adequate surface water drainage must be provided for construction compounds. At present no surface water drainage infrastructure, such as attenuation ponds, are shown for construction compounds, in the same way that they are shown for permanent infrastructure. The return period for construction compound drainage should also be stated.	N	Proposed drainage principles for construction compounds are described in **Application Document 6.8 Flood Risk Assessment** prepared for the Proposed Project and design standards for construction drainage infrastructure have been agreed with the LLFA. This includes compound drainage design to accommodate runoff generated from the 1 in 100-year return period storm event in Suffolk. In Kent, the construction compound drainage systems would be designed to accommodate a 1 in 30-year return period storm event. This is in line with guidance nationally and from the relevant local planning authorities for enabling works. Commitments for the appointed contractor to prepare more detailed construction drainage plans are described within **Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Geology and hydrogeology, agriculture and soils	**11 Minerals and Waste** 11.1 The County Council as minerals and waste planning authority has responsibility for the safeguarding of planned and operational minerals and waste facilities as well as underlying minerals resources.	N	National Grid acknowledges the Council's comments.

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		Geology and hydrogeology, agriculture and soils	11.2 Reference to the Safeguarding plans attached to the Suffolk Minerals & Waste Local Plan indicate that there would be no conflicts with existing minerals and waste facilities. In general, there would potentially be a positive impact upon minerals and waste facilities arising from the demand for sand and gravel and waste disposal.	N	National Grid acknowledges the Council's comments.
		Geology and hydrogeology, agriculture and soils	11.3 In terms of the underlying sand and gravel resources the majority of the proposed development is not irreversible and although during the operational lifetime of the proposal, which would likely extend beyond the lifetime of anybody alive today, extraction within parts the area occupied by the underground cables would not be possible. Where minerals are excavated on site during the course of construction then they should be used in the construction of the proposed development where possible. Removal of the development following cessation of use should be required to restore access to mineral resources.	N	Mineral extraction would be unlikely given the limited amount of excavated material. However, National Grid will be looking to reuse the excavated material as far as reasonably practicable, as backfill where thermally suitable or in levelling the Converter Station and Substation sites, or within landscaping.
		Geology and hydrogeology, agriculture and soils	11.4 Waste created during construction, operation and decommissioning should be treated in accordance with the waste hierarchy of: - a) Prevention b) Preparing for re-use c) Recycling d) Other recovery e) Disposal	N	The waste hierarchy will be followed with a Material and Waste Management Plan to be developed and submitted to and approved by the local planning authority prior to construction. The ES includes references to applicable control and management measures for waste. Further detail can be found in **Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan**, **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice and Application Document 7.5.3.2 Appendix B Register of Environmental Actions and Commitments (REAC)**. There is also a separate **Application Document 7.5.2 Outline Offshore Construction Environmental Management Plan**.
		Design, converter station location, intra-project cumulative effects	**12 Public Heath** **Convertor Station Design** 12.1 2.4.2, 2.4.3 and 2.4.4, page 6: The County Council welcomes the prospect of a green roof that has potential to boost local ecology. Though noting the technical challenges presented in construction, it will be important for the developer to evidence the overall benefits to ecology and carbon reduction outweigh the impacts brought about by complex construction methods including sourcing of materials.	N	National Grid welcomes the support for the Converter Station design to incorporate a green roof and acknowledges the importance of balancing the perceived benefits of such an approach with the complexity of integrating this within the design and ensuring it is sustainable from construction and supply chain, through to maintenance when in operation. As part of the DCO submission, National Grid has prepared **Application Document 7.12.2 Design Principles – Suffolk**. These will be developed during the detailed design process and any ecological benefits will be determined at this stage.
		Health and wellbeing	**Part 2 Suffolk Onshore Scheme Chapter 12 Health and Wellbeing** 12.2 2.12.7.45-47, Future baseline, page 45 – The applicant may wish to consider referencing the Suffolk in 20 years resource	N	National Grid acknowledges the Council's comments. The assessment of effects on health and wellbeing is primarily informed by best practice guidance from the Institute of Environmental Management and Assessment. Additional guidance from the World Health Organisation, the Dahlgreen and Whitehead's model of the main

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			https://www.suffolk.gov.uk/asset- library/suffolk-in-20-years-2023.pdf		determinants of health, and the NHS Healthy Urban Development Unit (HUDU) Rapid Health Impact Assessment HIA Assessment Tool (2019) is also used to supplement a thorough assessment. It, therefore, should be noted that HUDU is only used as supplementary guidance to further substantiate a thorough assessment.
		Health and wellbeing	12.3 2.12.4.2, Guidance specific to the health and wellbeing assessment, Page 12 – The County Council note use of NHS Healthy Urban Development Unit (HUDU) Rapid Health Impact Assessment HIA Assessment Tool (2019) and question whether HUDU is the most appropriate HIA tool given Suffolk is a predominantly rural County (https://www.healthysuffolk.org.uk/asset-library/APHRs/core20plus5-aphr-2022.pdf, https://www.healthysuffolk.org.uk/asset-library/APHRs/core20- evidence-base.pdf)	N	
		Health and wellbeing, onshore mitigation	12.4 2.12.9.6, Preliminary magnitude, Page 52 quotes 'On the basis of the above, and with the mitigation measures listed above in place, the magnitude of impact is assessed to be low.' Mitigation measures are not listed in 2.12.9.6.	N	**Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing**, Section 12: Sensitivity Testing, outlines that the mitigation measures relevant to the technical chapters and that are drawn upon for the health and wellbeing assessment are detailed in the relevant chapters. Furthermore, to date no additional measures for health and wellbeing have been identified and hence are not listed. The mitigation measures referred to on Page 52 are detailed in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**.
		Health and wellbeing, socio-economic, recreation and tourism	12.5 2.12.9.12, Employment and income, Page 66. The section does not account for impacts to the existing local economy, but only additional jobs relating to the scheme.	N	**Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism** outlines in depth the impacts of the Proposed Project on the existing local economy.
		Construction, consultation	**Appendix 1.4.A Outline Code of Construction Practice** 12.6 1.4.A.2.14A, Page 6, Community Engagement and Public Information: 12.7 With respect to communications and signage, The County Council recommend neurodiverse friendly methods are used wherever possible.	N	These comments are noted. Neurodiverse communication and signage will be considered as appropriate and National Grid will seek further steer from the Council on this matter in the course of ongoing engagement.
		Construction	12.8 1.4.A.2.49, Page 11, Welfare: 'Welfare facilities will be kept clean and tidy.' How will this be monitored? i.e. will the Contractor undertake daily inspections and complete monitoring forms to ensure welfare facilities are kept clean and tidy? Perhaps this could be included in 1.4.A.2.69	N	Both **Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan** and **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** set out the good practice measures to reduce effects on people and local communities during construction and also include a commitment to communicate information about the Proposed Project to local communities. Commitment GG11 within **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** refers to a list of good housekeeping measures. However, this is not an extensive list and the full suite of measures will be outlined within the detailed CEMP which will be developed in advance of construction using

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					Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan as a basis.
		Legislation and policy, air quality	**Part 2 Suffolk Onshore Scheme Chapter 9 Air Quality** 12.9 Page 3 states 'It should be noted that the PM2.5 objective is a target value and is not in the 2010 regulations as a legal requirement to be achieved by local authorities. Please note the Environment Act 2021 established a legally binding duty on government to bring forward at least two new air quality targets in secondary legislation. This duty sits within the environmental target's framework outlined in the Environment Act (Part 1).	N	National grid acknowledges this feedback. With regard to the targets, it appears that based on the Regulations, compliance with the target will only be measured and assessed at $PM_{2.5}$ monitoring stations. There is as yet limited advice from Defra on how compliance with the $PM_{2.5}$ targets will be determined, and how the targets should be considered in the planning system. For the purpose of the assessment in **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality**, the Limit Value for annual mean $PM_{2.5}$ ($20\mu g/m^3$) has been used.
		Legislation and policy, air quality	12.10 The air quality targets set under the Act are: • Annual Mean Concentration Target ('concentration target') - a maximum concentration of 10µg/m 3 to be met across England by 2040 • Population Exposure Reduction Target ('exposure target') - a 35% reduction in population exposure by 2040 (compared to a base year of 2018). See Development of the Environment Act Targets - Defra, UK for more information.	N	National Grid acknowledges this feedback. This has been referenced in **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality**. The targets set under the Environment Act have been considered in the assessment following the interim Defra guidance. The assessment has identified key sources of $PM_{2.5}$ and taken appropriate action to minimise emissions as far as is reasonably practicable.
		Air quality	12.11 The County Council also recommend taking account of the World Health Organisations guidelines on Air Quality available at https://www.who.int/publications/i/item/9789240034228	N	The Air Quality Strategy (AQS) objectives are the national air quality objective levels which the local authorities need to meet in England. The World Health Organisation guidelines are not legally binding in the UK and are not the standards to which local authorities are held to. Therefore, for the assessment detailed in **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality**, AQS Objectives have been used.
		Air quality, onshore mitigation, intra-project cumulative effects	12.12 The County Council recommend more could be done to monitor and mitigate against PM2.5 implications deriving from the project. The data referred to in Part 2 Suffolk Onshore Scheme Chapter 9 Air Quality is from diffusion tubes which do not measure PM2.5 and both the construction traffic and dust from site will significantly increase levels. This is of particular concern as one of the 'receptors' mentioned in the document is a Primary School in 'close proximity' to one of the sites – children are more vulnerable to the effects of pollution and exposure in childhood can lead to life-long health conditions. The County Council recommend installation of live pollution sensors to accurately monitor levels of all pollutants not just NO2, particularly by the schools and residential developments identified.	N	Measure AQ02 in **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** recommends PM_{10} continuous monitoring prior to and during construction. National Grid has confirmed real-time monitoring of NO_2, PM_{10} and $PM_{2.5}$ during the construction phase will be undertaken at the locations agreed with the local authorities as detailed in the Air Quality Management Plan (**Application Document 7.5.6.1 Outline Air Quality Management Plan - Suffolk**).
		Walking, cycling and horse-riders	**13 Public Rights of Way (PRoW)** **Summary** **Assessment of Effects**	N	A separate PRoW ES chapter has not been prepared, given that PRoW are considered across multiple chapters and details relating to management and mitigation are set out in **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan - Suffolk**. As part of the socio-economics thematic meetings, the assessment

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			13.1 The County Council disagrees with the current approach of dividing the consideration of the effects on PRoW and their users across several chapters, none of which consider the actual experience of the PRoW users. It also makes it unnecessarily difficult for consultees to engage with the process. The County Council requires PRoW to be considered as a separate theme considering the effect on the physical resource, the amenity value, and the quality of the user experience.		approach to PRoW has been discussed with stakeholders and includes consideration of the quality of user experience. National Grid is confident that its desk based approach is sufficiently robust and incorporates best practice methodology used on comparable DCO schemes. Further details are contained in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. Amenity effects arising from changes in noise, air quality, transport and visual have been considered in **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing**. Impacts to PRoW as a physical resource, i.e. diversions and closures, have been considered in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**, while visual amenity effects have been considered in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**.
		Walking, cycling and horse-riders	**Labelling of PRoW** 13.2 Is inconsistent, confusing, contradictory, and unacceptable. the County Council is very disappointed that the labelling has not followed the standard expected by the County Council as owner of this digital data.	N	This is acknowledged and **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport and Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk** have been updated to retain the use of the correct PRoW labelling throughout. The correct PRoW labelling has also be used within **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan - Suffolk**.
		Walking, cycling and horse-riders, intra-project cumulative effects	**Robustness of information** 13.3 the County Council is concerned that the desk-based approach and the many assumptions being made in the various chapters that consider PRoW and their receptors, are not sufficiently robust or accurate and are therefore leading to inaccurate assessments of sensitivity, magnitude and ultimately underestimating the significance of the effect of the development.	N	Noted, these comments have been considered within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan - Suffolk** provides details of measures and mitigation to avoid any significant PRoW impacts. From a socio-economics perspective, as part of Thematic meetings, the assessment approach to PRoW has been discussed with stakeholders. National Grid is confident that its desk based approach is sufficiently robust and incorporates best practice methodology used on comparable DCO schemes.
		Walking, cycling and horse-riders, intra-project cumulative effects	**Assessment of effects** 13.4 the County Council is disappointed that Public Rights of Way & Recreation have not been considered as a separate topic in the PEIR. Dividing the effect of the development on PRoW and their users across several chapters, each with its own set of criteria for sensitivity and magnitude, results in individual assessments which do not reflect the importance of the local access network and the quality of the user experience and amenity value. The combined effects of all the aspects of the development, such as the severance and loss of the physical resource, construction traffic, noise, visual intrusion, and loss of tranquillity, all contribute to the quality of the user experience inherent in a recreational walk or ride.	N	National Grid acknowledges the concern raised by the Council and has been in touch directly regarding this matter. It is proposed to continue to assess PRoW, following established practice in EIA. It is not conventional for an ES to have its own PRoW topic chapter. It is recognised that Sizewell C has a separate Amenity and Recreation chapter focusing on PRoW, but it is noted that most other local EIA schemes in Suffolk (East Anglia ONE North, East Anglia TWO and BTNO) also adopt the same approach as the Proposed Project EIA. It is important for an EIA to remain proportional in approach and remain focused on assessing the likelihood of significant environmental effects, and by introducing a PRoW chapter it would risk double counting of effects already being reported somewhere else in the ES. It is National Grid's view that the structure of the ES as proposed allows for a full assessment of all potential impacts on PRoW where there is the potential for significant environmental effects. Across the Landscape and Visual, Traffic and Transport, Socio-Economics, Recreation and Tourism

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					and Health and Wellbeing topic assessments the aspects mentioned by the Council will be covered. The concern that when considered individually, an impact might be assessed as not significant, but if the impacts had been considered collectively for that receptor, could be significant has been addressed within **Application Document 6.2.2.12 Part 2 Suffolk Chapter 12 Suffolk Onshore Scheme Intra-Project Cumulative Effects**, which has considered the combined effects on PRoW and their users, that have been identified across the various topic chapters. Importantly, it is not felt that a separate PRoW topic would result in any difference in the outcome of the assessment of overall impacts on PRoW, and the required mitigation. **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan - Suffolk** has been prepared which provides details of PRoW closures and diversions. Continued liaison with the Council on this topic is ongoing.
		Walking, cycling and horse-riders, intra-project cumulative effects, legislation and policy	13.5 This fragmented approach gives rise to a weakness in the EIA process, as recognised in PINS advice note 9, that when considered individually, an impact might be assessed as not significant, but if the impacts had been considered collectively for that receptor, they could be significant. A walker, cyclist or horse rider using a public right of way or on open access land experiences the countryside, and hence any impacts, holistically; namely the quality and diversity of the views, wildlife and natural features, the sense of wildness, peace and quiet, the presence (and absence) of traffic, noise, lighting and air quality, and the connectivity of the network.	N	National Grid acknowledges the concern raised by the Council and has been in touch directly regarding this matter. It is proposed to continue to assess PRoW, following established practice in EIA. It is not conventional for an ES to have its own PRoW topic chapter. It is recognised that Sizewell C has a separate Amenity and Recreation chapter focusing on PRoW, but it is noted that most other local EIA schemes in Suffolk (East Anglia ONE North, East Anglia TWO, and BTNO) also adopt the same approach as the Proposed Project EIA. It is important for an EIA to remain proportional in approach and remain focused on assessing the likelihood of significant environmental effects, and by introducing a PRoW chapter it would risk double counting of effects already being reported somewhere else in the ES. PINS advice note 9 addresses the use of a ‘Rochdale Envelope’ approach to EIA. It states that applicants who follow a parameters-led assessment should clearly set out the parameters assessed in order to ensure that interactions between individually assessed impacts are taken into account relevant to the established worst case scenario. **Application Document 6.2.1.5 Part 1 Introduction EIA Approach and Methodology** describes the Proposed Project EIA’s use of the Rochdale Envelope approach, which National Grid considers to be in accordance with PINS advice note 9. It is National Grid’s view that the structure of the ES as proposed allows for a full assessment of all potential impacts on PRoW where there is the potential for significant environmental effects. Across the Landscape and Visual, Traffic and Transport, Socio-Economics, Recreation and Tourism and Health and Wellbeing topic assessments the aspects mentioned by the Council will be covered. The concern that when considered individually, an impact might be assessed as not significant, but if the impacts had been considered collectively for that receptor, could be significant has been addressed within **Application Document 6.2.2.12 Part 2 Suffolk Chapter 12**

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					Suffolk Onshore Scheme Intra-Project Cumulative Effects, which has considered the combined effects on PRoW and their users, that have been identified across the various topic chapters. Importantly, it is not felt that a separate PRoW topic would result in any difference in the outcome of the assessment of overall impacts on PRoW, and the required mitigation. **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan - Suffolk** has been prepared which provides details of PRoW closures and diversions. Continued liaison with the Council on this topic is ongoing.
		Walking, cycling and horse-riders, intra-project cumulative effects	13.6 Therefore, the County Council's position remains that the impact on both the physical resource and the amenity value of the public rights of way and access network should be addressed as a separate theme within an Environmental Assessment. This should include both the effect on the physical resource from temporary or permanent closures and diversions, as well as the quality of user experience and amenity value.	N	National Grid acknowledges the concern raised by the Council and has been in touch directly regarding this matter. It is proposed to continue to assess PRoW, following established practice in EIA. It is not conventional for an ES to have its own PRoW topic chapter. It is recognised that Sizewell C has a separate Amenity and Recreation chapter focusing on PRoW, but it is noted that most other local EIA schemes in Suffolk (East Anglia ONE North, East Anglia TWO, and BTNO) also adopt the same approach as the Proposed Project EIA. It is important for an EIA to remain proportional in approach and remain focused on assessing the likelihood of significant environmental effects, and by introducing a PRoW chapter it would risk double counting of effects already being reported somewhere else in the ES. It is National Grid's view that the structure of the ES as proposed allows for a full assessment of all potential impacts on PRoW where there is the potential for significant environmental effects. Across the Landscape and Visual, Traffic and Transport, Socio-Economics, Recreation and Tourism and Health and Wellbeing topic assessments the aspects mentioned by the Council will be covered. Impacts to PRoW as a physical resource, i.e. diversions and closures, have been considered in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**, while changes to user experience have been assessed in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism** and visual amenity effects have been considered in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. Amenity effects arising from changes in noise, air quality, transport and visual have been considered in **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing**. The concern that when considered individually, an impact might be assessed as not significant, but if the impacts had been considered collectively for that receptor, could be significant has been addressed within **Application Document 6.2.2.12 Part 2 Suffolk Chapter 12 Suffolk Onshore Scheme Intra-Project Cumulative Effects**, which has considered the combined effects on PRoW and their users, that have been identified across the various topic chapters. Importantly, it is not felt that a separate PRoW topic would result in any difference in the outcome of the assessment of overall impacts on PRoW, and the required mitigation. **Application Document 7.5.9.1 Outline Public Rights of**

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					Way Management Plan - Suffolk has been prepared which provides details of PRoW closures and diversions. Continued liaison with the Council on this topic is ongoing.
		Walking, cycling and horse-riders, intra-project cumulative effects	13.7 the County Council welcomes that PRoW have been taken forward to the stage 3 -Intra-project effects assessment but this should focus on more than just visual intrusion.	N	National Grid acknowledges the Council's comment. With regard to PRoW, **Application Document 6.2.2.12 Part 2 Suffolk Chapter 12 Suffolk Onshore Scheme Intra-Project Cumulative Effects** reports the consideration of changes to user experience and local travel patterns, and traffic and transport effects, alongside visual amenity effects.
		Walking, cycling and horse-riders	**Labelling of PRoW** 13.8 This is completely unsatisfactory and contradictory throughout all the PEIR documents and infuriating for consultees to attempt to know which PRoW is being referred to. For example, Chapter 8, Traffic and Transport has listed each PRoW in 2.8.66 with the correct label E-460/001/0 together with a shorter 4 number label (8622) and a third reference label (S-P25), but then proceeds to use the latter two in most other sections, before resorting solely to the third reference label in the preliminary assessment section. The PRoW Figure 2.8.4 (plan of all PRoW) only uses the 4 number reference. This point was raised in the County Council response to the Non-Statutory Consultation, and it is frustrating that it has been ignored.	N	This is acknowledged and **Application Document 6.2.2.7 Part 2 Suffolk Chapter 2 Traffic and Transport and Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk** have been updated to retain the use of the correct PRoW labelling throughout. The correct PRoW labelling has also be used within **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan - Suffolk**.
		Walking, cycling and horse-riders	13.9 Labelling of PRoW should be consistent and standard across all documents and follow the same convention as depicted on the Definitive Map, the legal record for PRoW. The applicant was advised of this correct convention when acquiring the digital data from the County Council. PRoW are identified by the parish (which has a code) and the path number, for example E – 354/007/A is East/parish code (Knodishall=354)/path number =7A, i.e. Knodishall 7A. Currently a variety of labels are used in different chapters of the PEIR, some correct, some not, and it is confusing and impenetrable making consultation much more difficult for statutory bodies and the public. It is unacceptable to use any other label in the consultation documents without at least being accompanied by the correct Definitive Map label.	N	
		Legislation and policy, onshore mitigation, intra-project cumulative effects	**Local Planning Policy** 13.10 Suffolk County Council Green Access Strategy 2020-2030 (Rights of Way Improvement Plan) should be included as relevant local planning guidance. The plan sets out the council's commitment to ensuring and promoting sustainable travel options for all. The strategy focuses on walking and cycling for commuting, accessing services and facilities, and for leisure reasons. Specifically, 2.1 "Seeks opportunities to enhance public rights of way, including new linkages and upgrading routes where there is a need, to improve access for all and support healthy and	N	Suffolk County Council's Supplementary Guidance Document on Public Rights of Way and Green Access has been considered as part of the management and mitigation proposed within **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**. No new 'green' routes are proposed as part of the Proposed Project, as this is not required mitigation based on the assessment of PRoW diversions and closures within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. Any enhancements such as this fall outside of the DCO. Nonetheless, National Grid is coordinating with other developers of large scale infrastructure projects in Suffolk, noting that

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			sustainable access between communities and services. Funding to be sought through development and transport funding, external grants, other councils, and partnership working." The council will expect enhancements to the network in addition to mitigation, compensation, and management strategies that will ensure that the public; residents and tourists alike, retain the quantity and quality of access provision.		those other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are contained in **Application Document 7.10 Coordination Document**.
		Walking, cycling and horse-riders, DCO process	**Volume 2 Part 1 Appendix 1.4.A Outline Code of Construction Practice** 13.11 the County Council welcomes the commitment to produce a PRoW Strategy as part of the CoCP and looks forward to working with the applicant on the development of the outline PRoW Strategy prior to the DCO application.	N	The PRoW strategy for the Proposed Project has been the subject of discussion at multiple thematic meetings with Suffolk County Council. The DCO application includes **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan - Suffolk and Application Document 7.5.9.2 Outline Public Rights of Way Management Plan - Kent**.
		Walking, cycling and horse-riders, design, traffic and transport	**Control and management measures** **GG07** 13.12 The general project commitment regarding pre-condition surveys (Table 1.4.A.2 Ref GG07) should explicitly include all PRoW within the working areas, crossing points, haul routes and used as access roads and include any pre- construction/pre-commencement activities. Note that the County Council is the landowner as regards the surface of the public highway.	N	As documented in **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**, secured by Requirement 6 of Schedule 3 of the draft DCO, National Grid will undertake pre-commencement condition surveys of all directly affected PRoW prior to the commencement of construction. At this stage this is expected to be limited to any PRoW to be crossed by the temporary haul road or directly affected by installation of works, as summarised within the document.
		Walking, cycling and horse-riders, construction, traffic and transport	**TT03** 13.13 The County Council would like to see a commitment to keeping PRoW open and available during the construction period through the use of management measures such as controlled crossing points, traffic marshals and signage. If temporary closures are required, then the County Council expects the number and duration to be kept to a minimum with alternative routes provided and has included the principles it would expect to be followed in the Addendum: PRoW Guidance.	N	National Grid acknowledges this feedback. Diversion routes have been identified where any temporary PRoW closures will be required. These details are set out in **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan - Suffolk**. It is proposed to temporarily divert several PRoW during the construction phase. The proposed diversion routes will be designed to be of equivalent nature and connectivity to the existing sections of the routes to be closed, whilst minimising the additional journey length as far as practical. Short term temporary diversions will last four weeks, and long term temporary diversions will be the full construction phase.
		Walking, cycling and horse-riders, traffic and transport, construction	**Terrestrial enabling works, access, and site preparation.** 13.14 An onshore preparation works /pre commencement management plan and accompanying figure should be produced that outlines any PRoW affected by site preparation and early works, together with the management measures necessary to protect the PRoW and public users. Note that Figure 1.4.19 describes traffic routes during construction and operation but no information provided for pre-construction activities.	N	**Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk** covers the construction (decommissioning) and operational phases. Pre-commencement/ mobilisation works are expected to be similar to construction both in terms of methodology and diversion routes, albeit over a shorter duration. The mitigation and management measures identified for the construction phase will be applied during preparation/ mobilisation works where there are any interactions with any PRoW. This commitment is made within **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**, which is secured

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					through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Walking, cycling and horse-riders, construction	13.15 the County Council notes that the proposed access tracks and working areas would be fenced with 1.2m high stock fencing with gates to maintain access to PRoW. However, the County Council oppose the gating of PRoW as an unnecessary barrier to some users of the network, particularly those with limited mobility and equestrians on bridleway. There should be a presumption against installing gates unless this could be justified to the County Council for a specific site. Any gate would need to comply with current BS 5709-2018.	N	As stated in **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**, gates would be provided on the haul road with the priority access provided to the PRoW user. Construction traffic using the crossing would open the gates (closing off the PRoW temporarily for safety) move through the crossing point and then close the gate to return priority to the PRoW.
		Walking, cycling and horse-riders, traffic and transport	**Volume 2 Part 1 Appendix 1.4.B Outline Construction Traffic Management Plan** 13.16 The PRoW which are impacted by this scheme have been identified and described through a high-level desktop review considering surfacing, signage, width, potential obstructions when referring to route quality. (Appendix 1.4B Outline CTMP 1.4.B.2.16). the County Council are very concerned that this is introducing false assumptions and significant errors at this early stage. For example, describing a public footpath as an alternative route for a public bridleway shows a lack of understanding of the different classes of user, namely equestrians and cyclists, which are legally entitled to use the bridleway compared to a footpath. Route E-460/001/0 (8622) is described as expected to be lightly used with limited alternative routes available, whereas in fact, this is the only public footpath from the northeast side of Saxmundham linking to the quiet lanes and public footpath network in Kelsale, is locally well used and there are no alternative routes available.	N	National Grid acknowledges this feedback. These comments have been considered as part of **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**, which includes an assessment of PRoW diversions and closures. **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan - Suffolk** sets out measures to manage PRoW through the construction and operational phases of the Proposed Project.
		Walking, cycling and horse-riders, traffic and transport	13.17 the County Council welcome the commitment to retaining access to all existing PRoW with a limited number of temporary diversions to be used. (Appendix 1.4B Outline CTMP 1.4.B.7.10)	N	National Grid acknowledges the Council's comment.
		Walking, cycling and horse-riders, onshore mitigation, landscape and visual	**Mitigation Measures** 13.18 the County Council welcomes the opportunity to discuss the additional mitigation required for any of the permanent diversions of PRoW at the substation and converter sites. (E-354/006/0 (7975), E-491/005/0 (8903) and E- 491/006/0 (8904). (Appendix 1.4B Outline CTMP 1.4.B.7.13) 13.19 the County Council welcomes working with the applicant regarding the outline PRoW Management Plan to identify the management and mitigation measures to be implemented to avoid any significant effect on PRoW during all phases of the project. the County Council asks that this should also include any onshore preparation/early works. (Appendix 1.4B Outline CTMP 1.4.B.7.14) and those PRoW used as construction accesses where additional	N	Thematic meetings with the local planning authorities have taken place between the PEIR and ES stages of the DCO application process. The thematic meetings have primarily focused on discussing points raised by local planning authorities in the Statutory consultation. The meetings have run by the technical disciplines and provided an opportunity to bring questions, concerns and local context to attention to help inform the ES. For example, in July 2024, a meeting was held with the Council and East Suffolk Council to review the proposed design changes to the Suffolk Onshore Scheme as part of the Targeted consultation period between 08 July and 11 August 2024, including potential implications to the traffic and transport assessment. The meeting was also used to cover the proposed scope of **Application Document 7.5.9.1 Outline Public Rights of Way**

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			highway related works are required such the construction of bell mouths. (S-BM 08, S-BM 013) 13.20 the County Council would welcome the opportunity to discuss the appropriate mitigation at the converter site to ensure the continuity of access from Saxmundham to Sternfield and Friston, on PRoW designed and integrated into the proposed landscaping strategy.		**Management Plan – Suffolk** and the feedback previously received on PRoW as part of the Statutory consultation. **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan - Suffolk** has been developed in consultation with Suffolk County Council and East Suffolk Council. The document sets out measures to maintain continuity of access, and manage PRoW through the construction, operation and decommissioning phases of the Proposed Project. The proposed management measures seek to retain access to PRoW during all phases of the Proposed Project, with temporary diversions only being proposed where these are required to bypass any temporary closures during the construction phase where necessary. Two PRoW are proposed to be permanently stopped up (with permanent diversions) as a result of the Suffolk Onshore Scheme which comprise PRoW E-354/006/0 due to the location of the Friston Substation and PRoW E-491/005/0 due to the location of the Saxmundham Converter Station. These permanent closures/ diversions have been considered and assessed as part of **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. All locations where a PRoW would be impacted by the Proposed Project would have appropriate signage to advise the dates and hours affected. National Grid would develop, through consultation with Suffolk County Council PRoW officers, a standard form of signage relating to temporary PRoW closures and diversions which would be used across the Proposed Project. **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk** will be developed further into a finalised document (Detailed PRoWMP) by the appointed Contractor, ahead of the commencement of any construction activities. National Grid will maintain a regular dialogue with the PRoW officers at Suffolk County Council throughout the construction period of the Proposed Project in order to ensure the objectives of the Detailed PRoWMP are achieved.
	Walking, cycling and horse-riders, landscape and visual, onshore mitigation	**Volume 1 Part 2 Chapter 2 Landscape and Visual** 13.21 the County Council welcomes the recognition that the effect on the visual amenity for users on the public footpath at viewpoint 1 is significant. PRoW at the converter station site are proposed to be permanently diverted (E-491/005 and E-491/006/0), and so this new route should be included as a representative viewpoint location. 13.22 The principle of connecting people to the environment via footpaths constructed in tandem with environmental enhancement is described in the draft NPS for Electricity Networks Infrastructure (EN-5). This principle should be applied to the design of the landscaping and the PRoW network at the converter station and substation sites. 13.23 Therefore the County Council expects the Indicative Landscaping Strategy (Doc Ref Fig 1.4.3) to integrate PRoW into the design with futureproofing for the possibility of co-location and not as currently indicated on the indicative landscape plan for the	N	Five new viewpoints have been included following the production of the PEIR, which include a range of different receptors and distances from the Proposed Project (refer to **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**). Another viewpoint on the permanent PRoW diversion is not considered to be appropriate as the existing Viewpoint 1 is representative of users of the local PRoW in close proximity to the proposed Converter Station location. The opportunities for recreation have been developed in collaboration with other key disciplines including traffic and transport and socio-economics (further details within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport and Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**). This has included a permanent PRoW diversion on the Converter Station site which has been designed to have a variety of experiences with some sections more open and others adjacent to woodland planting to aid screening of views towards the Suffolk Onshore Scheme. This has also included the provision of open access areas, as requested through stakeholder feedback. The indicative landscape

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			converter site. This shows the indicative recreational access route including the diverted PRoW, located to the north of the new native woodland planting which would leave it exposed to the possible permanent access road to the north and also within the footprint of the co located converter station (Doc Ref Fig 1.4.6). 13.24 The public footpath E-491/005/0 is omitted from both these plans but is within the footprint of the proposed converter station and co-located station and the County Council will expect the mitigation, including the alternative route for the footpath, to be integrated into the landscaping.		strategy is shown in **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk** which details the permanent PRoW diversion across the site and the potential visual amenity effects on users of PRoW in the study area is detailed within **Application Document 6.3.2.1.D ES Appendix 2.1.D Visual Amenity Baseline and Assessment**.
		Walking, cycling and horse-riders, traffic and transport, onshore mitigation	**Vol 1 Part 2 Chapter 8 Traffic & Transport** 13.25 the County Council is concerned that the desk-based approach and the many assumptions being made regarding the quality, level of use, availability of alternative routes for PRoW users and non-motorised amenity are not robust or sufficiently accurate and are leading to the inaccurate assessment of the sensitivity of receptors and ultimately, the significance of the effect of the development. For example, E-491/005/0 (S-P21/8903) lies directly under the footprint of the Saxmundham converter station and is the only direct off-road link from the village of Sternfield to Saxmundham yet is deemed to have low sensitivity as it is expected to be lightly used and alternative routes available. This leads to an overall conclusion of 'not significant.' However, it does not seem appropriate to assess the permanent closure of the footpaths at the Saxmundham site as 'not significant,' on the basis of having identified the need for further consultation to identify mitigation and the production of a management plan. Until those measures are identified and agreed, then the significance of effect of the development should remain as significant. 13.26 We do however welcome the recognition in 2.8.9.50 that there are potentially significant effects which will be reviewed as part of the ES, and we look forward to working with the applicant on identifying the appropriate mitigation as described in S-TTAMO1 and S-TTAM02.	N	National Grid acknowledges this feedback. These comments have been considered as part of **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**, which includes an assessment of PRoW diversions and closures. **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan - Suffolk** sets out measures to manage PRoW through the construction and operational phases of the Proposed Project.
		Walking, cycling and horse-riders, traffic and transport, socio-economic, recreation and tourism	**Vol 1 Part 2 Chapter 11 Socioeconomics, Recreation and Tourism** 13.27 the County Council is disappointed that the effects considered under the heading of recreation focus solely on changed in journey length, local travel patterns and severance. It was expected that the assessment would consider the qualitative sensitivity of receptors and there was hope that this would ensure that the impact on the amenity value of the PRoW network would be adequately recognised. However, this does not seem to be the case, which is both disappointing and concerning that quality of	N	As part of thematic meetings, the assessment approach to PRoW has been discussed with stakeholders. The approach to assessing impacts on PRoW includes considering of impact on quality of user experience. National Grid is confident that its desk based approach is sufficiently robust and incorporates best practice methodology used on comparable DCO schemes.

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			user experience is not recognised as being inherent in a recreational context. 13.28 The assessment methodology has not in the County Council's opinion recognised the local importance of PRoW, some of which are the only off-road access for a community or are the main recreational space. the County Council are concerned about the robustness and accuracy of the assumptions being made, for example about the availability of alternative PRoW when allocating the level of sensitivity; it is wrong to suggest that there are alternative routes available when these alternative routes are also subject to the construction impacts or closure and diversion. 13.29 This particularly applies to the PRoW affected by the Saxmundham substation area E-491/005/0, E-491/006/0 and the Friston substation site, E-260/017/0 and E354/006/0. The converter station is proposed to be built over E-491/005/0 and if co -location occurs, also on E-491/006/0. There are no alternative off road routes linking Sternfield to Saxmundham and Saxmundham to Friston and until reasonable alternatives are confirmed, then the County Council consider that it is premature to suggest that the effect of the project is not significant.		
		Walking, cycling and horse-riders, inter-project cumulative effects, socio-economic, recreation and tourism	**Vol1 Part 2 Chapter 13 Intra- Project Cumulative effects** 13.30 the County Council welcomes that PRoW have been taken forward to stage 3 -Intra-project effects assessment. However, the County Council considers that because of the assumptions made and the inaccuracies in describing the effects on PRoW as detailed above, the impact on the amenity and quality of the user experience should also be considered significant at this stage and not just the visual intrusion.	N	Following completion of the environmental assessments, including the assessment of impacts to PRoW, a full intra-project cumulative assessment has been undertaken and is presented within **Application Document 6.2.2.12 Part 2 Suffolk Chapter 12 Suffolk Onshore Scheme Intra-Project Cumulative Effects**. This Chapter considers the combined effects on PRoW and their users, that have been identified across the various ES topic chapters. Details of the assessment of amenity and quality of user experience on PRoW are contained in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism and Application Document Part 2 Suffolk Chapter 11 Health and Wellbeing**. Please note that the approach taken for the assessment of PRoW has been informed by Standard for Highway's Design Manual for Roads and Bridges, the Institute of Environmental Management and Assessment, and best practice methodology from assessments undertaken on other major infrastructure schemes. It also aligns with the Public Rights of Way and Green Access Supplementary Planning Guidance released by Suffolk County Council (July 2024).
		Walking, cycling and horse-riders, inter-project cumulative effects, design	**Vol 1 part 2 Chapter 14 Inter-Project Cumulative effects** 13.31 The cumulative impact of this proposal with the other existing energy projects consented and proposed in this area is concerning. the County Council believe that there are inter-project effects that will impact on the PRoW network and its users from more than just visual intrusion, but the lack of the single	N	The consideration of cumulative effects as a result of committed developments is set out within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** based on **Application Document 6.3.1.5.C ES Appendix 1.5.C Inter-Project Cumulative Effects Short List**, which includes more than 25 developments including Sizewell C Nuclear Power Station, LionLink, East Anglia ONE North Offshore Windfarm and East

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			assessment approach for public rights of way, access and amenity has resulted in this effect not being recognised. In particular, the onshore works of the East Anglia 1N and East Anglia 2 windfarms will impact on the PRoW network to the north of Friston where there will be repeated temporary closures of PRoW that could overlap with temporary closures on the same PRoW required for the Sealink project. 13.32 It is unacceptable for the public to lose their amenity by the effective sterilisation of an area due to closures and disruptions from parallel or concurrent projects. The impact of temporary closures of PRoW should not be underestimated, as their value for local amenity could be severely reduced or removed during works. 13.33 the County Council expects the inter project cumulative effect assessment to specifically consider the impact on PRoW and the amenity value of the PRoW network in the vicinity of the proposed Friston substation and to provide mitigation, compensation, and management strategies to ensure that the quantity and quality of access provision is retained. 13.34 In addition, it should be noted that as part of the consented EA1N and EA2 windfarm, PRoW E -354/006/0 will be permanently closed with a new PRoW created to the east and north of the proposed substation site as shown on the approved DCO ROW Plans. This new PRoW will cross the cable corridor and haul road to the east of crossing point S/PR/0044 and will need to be included for consideration by Sealink.		Anglia TWO Offshore Windfarm. Cumulative considerations relating to PRoW diversions and closures have been included as a result of the Proposed Project, Sizewell C, East Anglia ONE North, East Anglia TWO, Nautilus and LionLink. Masterplanning is being undertaken in order to ensure effective coordination takes place with regard to the impacts on PRoW. For example, the Order Limits in the vicinity of Saxmundham Converter Station is crossed by two PRoW running north-south (PRoW E-491/005/0) and east-west (PRoW E-491/006/0). Whilst PRoW diversions are required, these have been designed and co-ordinated with other projects in this area (e.g. LionLink) to minimise additional journey distances, re-join existing routes and improve route connectivity. The permanent diversions have been embedded into the master planning of the Proposed Project (including in consideration of temporary construction compounds), to fully consider the long-term future of the site and to avoid the need for subsequent diversions. Land has also been safeguarded so that new PRoW routes can be provided by other projects when these come forward to enhance the network/open access across the countryside, which is an approach welcomed by Suffolk County Council. Therefore, the Proposed Project is designed to minimise adverse or repeated impacts on the PRoW network and to provide benefits to the public.
		Walking, cycling and horse-riders, onshore mitigation, design	**Addendum: PRoW Guidance** <u>Guidance for matters to be included a PRoW Strategy or Management Plan</u> • Early engagement with the County Council PRoW & Access Team to discuss the impact on and management of the PRoW & access network. Suffolk County Council is the Highway Authority for public rights of way and the Access Authority for Open Access land and the National Trail. • The Applicant must obtain the Definitive Map and Statement from the PRoW & Access Team at Suffolk County Council. This is the only source of the up-to-date record of the PRoW (supplied digitally). • Public rights of way should be marked on plans using the County Council digital data and labelled as per the Definitive Map and Suffolk County Council convention (Area -parish number - path number) • Identifies where and how (i.e. physical disruption and impact on amenity) the project affects PRoW in the pre commencement stages, construction, and operational phase.	N	**Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk** has been prepared in consultation with the Council and in accordance with this guidance in terms of identifying PRoW, any impacts and management/ mitigation.

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			• Identifies the wider access network and ensures continuity of the access network including links to U roads, quiet lanes and promoted routes by avoiding severance or sterilisation of an area through closures. • Sets out the management measures for minimising disruption to the public and ensuring public safety during all stages of the project. •The hierarchy for managing affected PRoW should lead with the principle of keeping PRoW open though use of signage and traffic management measures, followed by temporary closures with alternative routes provided for as short a duration as possible. • Identifies the PRoW proposed to be temporarily closed and/or management measures. • Includes management measures for any shared construction access. • Identifies any PRoW to be permanently closed and the alternative route/s including the specification for new routes. • Includes plans for restoration of all affected PRoW – e.g. on access routes and crossing points. • Includes a pre and post condition survey to be undertaken including identification and assessment of surface condition and with a scope of coverage and methodology to be agreed with Suffolk County Council (the County Council) as Highway Authority. This should include pre-construction work where PRoW might be used to gain access to the corridor and reinforcement required prior to use by vehicles. • Where impacted by the works, commitment to restoring any PROW to original condition or to a condition agreed with the County Council - where there are existing defects, the applicant should agree restoration measures with the County Council. • Identifies any decommissioning work that will affect the access network and provides proposals for mitigation and restoration. • Includes details and specifications for any improvement works or other mitigation measures that may be required as a result of the EIA.		
		Walking, cycling and horse-riders, onshore mitigation, design	**Principles for the practical management of affected Public Rights of Way** The Council expects the following principles to be followed: - • Early engagement with the County Council PRoW & Access Team to discuss the impact on and management of the PRoW & access network. Suffolk County Council is the Highway Authority	N	**Application Document 7.5.9.1 Outline Public Rights of Way Management Plan - Suffolk** has been prepared in consultation with the Council and in accordance with this guidance in terms of identifying PRoW, any impacts and management/ mitigation.

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			for public rights of way and the Access Authority for Open Access land and the National Trail. • Where PRoW cross the cable corridor, haul road, access tracks and other sites, the surface must be always kept in a safe and fit condition for all users to the satisfaction of the County Council. • Pre-construction works must not obstruct or disturb any public rights of way (e.g., newt fencing, archaeology surveys etc) unless otherwise agreed with the County Council. Management measures or temporary closures not covered in the DCO must be by application to the County Council. • Public rights of way that are used for any stage of construction access should remain open, safe, and fit for the public to always use with management measures put place with the agreement of the County Council. • Any temporary closure of a PRoW must be agreed with the County Council and the duration kept to the minimum necessary. • An alternative route must be provided for any public right of way that is to be temporarily closed prior to closure to a standard agreed with the County Council. • The location of alternative routes to be agreed with the Council. • Any alternative route must be safe and fit for the public to always use – suitable surface, gradient, and distance with no additional road walking between the natural destination points. • Any temporary closure and alternative route will be advertised in advance on site and in the local media, and to the local parish councils including a map showing the extent of the closure and alternative route – process and cost to be agreed between applicant and the County Council. • There will be no new gates or stiles erected on any public rights of way that are impacted by the cable corridor and any other associated site.		
		Socio-economic, recreation and tourism, inter-project cumulative effects, coordination with other projects	**14 Socioeconomic** 14.1 It is expected that a large portion of additional jobs expected to be taken by those outside of the study area and a predicted leakage rate of 70%. Only 32 net additional jobs expected to be taken up residents, with reasoning given that jobs will be specialised construction. This leakage rate is unacceptable, particularly with the number of infrastructure projects in the local area, including those by the Applicant. The Council would expect that the Applicant works as a meta-project in order to reduce the leakage rate and maximise the number of jobs taken up by residents through investment in skills locally. A comprehensive Skills and Employment Plan and engagement with the Regional	N	14.1 &14.2 - **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism** sets out that employment generation during the construction phase will be assessed within a 60 minute travel area, based on research by the Chartered Institute of Personnel and Development (CIPD). Section 10 Approach and Methodology of **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism** sets out the additionality assumptions applied to the assessment which have been informed by professional judgment and experience on comparable DCO schemes. The CIPD research is not specific to the construction industry, however this research has been used to inform comparable DCO applications.

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			Skills Coordination Function at the County Council would support a strategic approach to this. 14.2 We are pleased to see that the economic impacts on the Suffolk Onshore Scheme is considered relative to a 60-minute travel time from the Proposed Project boundary, utilising CIPD employee data. We would welcome clarification whether this is specific to the construction industry. 14.3 The 60-minute travel time area includes the main roads running through Bury St Edmunds, to the furthest point west. However, this excludes the majority of the settlement, including large sections of the eastern area, situated closer to the project. The Council would welcome revision of the study area to encompass the whole of Bury St Edmunds. 14.4 The local labour force has been assessed to be of low sensitivity due to its adequate capacity to experience impacts without incurring a change on the economic well-being of residents and local businesses. The Council disagrees with this due to existing skills shortages in the region, which will be exacerbated by the cumulative impacts of other infrastructure projects in the local area with overlapping construction periods. 14.5 Operational employment has been scoped out due to limited numbers. However, we believe that this should have been considered cumulatively alongside other projects in the region, as this will amplify any effects caused.		14.3 - Section 11.6 Study Area of **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism** includes Bury St Edmunds. 14.4 - Section 10.4 Approach and Methodology of **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism** sets out the sensitivity criteria for economic impacts. 14.5 Operational employment has been scoped out of the ES on the ground that the scale of operational employment is likely to be very limited. The Planning Inspectorate agrees with this approach. Please refer to **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** which outlines the level of employment generation during the operational phase of the Proposed Project.
		Cultural heritage	**15 Other Issues** 15.1 Although a District responsibility, it is important to note there are several Listed Buildings located in the vicinity of the site including the Grade II Listed Wood Farmhouse and Hill Farmhouse. The development would potentially cause a detrimental impact to their setting. 15.2 Wood Farmhouse, which is adjacent to the proposed converter station site, was severely damaged by fire in April 2023, with its future uncertain. The County Council still considers it appropriate to consider the impact of the project on its setting, while its restoration is still a possibility.	N	An assessment of the potential for impacts on the setting of heritage assets has been undertaken as part of the Cultural Heritage Assessment. This included assessing the impacts on the setting of a number of designated assets which were agreed through consultation with stakeholders including East Suffolk Council and Historic England, and included the Grade II listed Wood Farmhouse (LB1231179) and Hill Farmhouse (LB1231296), as well as Hurts Hall (LB1268178). The results of this assessment are covered in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage** and its associated appendices.
		Design, alternative solutions, coordination with other projects	**Appendix B - Siting and design principles, for the connection of offshore wind and interconnector infrastructure in Suffolk** The purpose of this document is to set out at a high level, siting and design principles for offshore wind and interconnector infrastructure. Sections A, B and C, reflect the hierarchy of priorities that is, strategic principles, operational infrastructure, and its associated harm, and finally, temporary infrastructure related to construction and its associated harm. Within each of these sections the numbered principles included are prioritised.	N	National Grid acknowledges the Council's comments.

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			It should be noted that this document recognises the national importance of strategic energy infrastructure and therefore, in section B, sets out limited and specific circumstances where it may be appropriate to consider sites both adjacent to, or within, Nationally Designated Landscapes, particularly if these are brownfield or previously developed sites. This would need to satisfy the national planning tests for development within or adjacent to a Nationally Designated Landscape, or within its setting. Furthermore, these principles are predicated on the idea that coordination is desirable and appropriate in all cases, and at all scales. The intention of such coordination is to effectively minimise harm to Suffolk's communities and environment, that is, in terms of, strategic offshore connections, co-location and consolidation of onshore infrastructure, and coordination of construction activity.		
		Landfall location, design, intra-project cumulative effects	**Strategic principles** 1. Where it is necessary to connect offshore wind to a landing point in Suffolk, this should wherever possible, be connected to a multipurpose interconnector to minimise the extent and adverse impacts of onshore infrastructure	N	National Grid acknowledges the Council's concerns on this matter. However, at present, the needs case for the Proposed Project is driven by the requirement to alleviate identified network capacity constraints in the region and to facilitate the delivery of existing contracted electricity generation connections in this area. National Grid uses the concept of network boundaries to understand network capacity. Where power flows will be higher than the capability of the network there are two options to manage this: 1. pay electricity generators on one side of the boundary to reduce the energy they produce and compensate them for the shortfall, or 2. increase the capability of the network to allow more electricity to flow. Under option 2 above, the Proposed Project has been developed in response to the identification of limitations at the EC6 and SC2 boundaries, this means that the Proposed Project must connect within the Sizewell area in Suffolk and east of Kemsey in Kent. Landfall remote from these locations would require additional onshore infrastructure to connect into these areas to alleviate the boundary constraints.
		Offshore route location, alternative solutions	2. Offshore transmission infrastructure should, wherever possible, be directed to the principal point of electricity use. In the south-east of England this is currently anticipated to be in the region of the Thames Estuary.	N	The needs case for the Proposed Project is driven by the requirement to alleviate identified network capacity constraints in this region and to facilitate the delivery of contracted electricity generation connections coming online as part of the Government's aspiration to connect 50GW of offshore wind to the network by 2030. National Grid acknowledges the Council's views on connections and demand, yet is obliged to fulfil existing connection requirements where they are already agreed.
		Coordination with other projects, health and wellbeing, onshore	3. Project promoters connecting to National Grid onshore, in the same or similar locality, should seek to coordinate, co-locate, and consolidate infrastructure, both their own and those of other promoters' projects, wherever possible, to minimise the spatial extent of adverse effects on communities and the environment.	N	National Grid is coordinating with other developers of large scale infrastructure projects in Suffolk, noting that those other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application.

Date consulted	Response deadline	Consultation topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		environmental impact			Further details are contained in **Application Document 7.10 Coordination Document**.
		Coordination with other projects, health and wellbeing	4. Project promoters connecting to National Grid onshore, in the same or similar locality, should seek to coordinate the construction of projects, both their own and those of other promoters, wherever possible, to minimise the extent and duration of adverse effects on communities and the environment.	N	The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with the LionLink and Nautilus projects in Suffolk where it is feasible. The assessment of inter-cumulative effects with these other proposed developments is also considered in the ES within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
		Alternative solutions, design	**Converter/substation station siting and operation** These principles also apply to grid connection infrastructure, including NGET substations, sealing end compounds, and related transmission equipment 5. The first preference for siting should be brownfield sites/previously developed sites that meet the required planning tests.	N	In developing the Proposed Project, National Grid has assessed a variety of other options, including other potential areas for new infrastructure. The reasoning behind the location of the proposed new infrastructure is set out in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**. National Grid has been unable to find brownfield sites within the converter station option areas in Suffolk that are suitable for the required infrastructure. All existing National Grid substations in the area are already at capacity or do not have the space around them to allow the connection required by the Proposed Project. Therefore, the identification of converter station site options was based on avoidance of designated sites as far as possible, opportunities for natural screening and minimising visual impacts on settlements.
		Alternative solutions, design	6. In the absence of appropriate brownfield sites/previously developed sites, consideration should be given to new sites adjacent to existing built development, specifically, industrial, or commercial development.	N	In developing the Proposed Project, National Grid has assessed a variety of other options, including other potential areas for new infrastructure. The reasoning behind the location of the proposed new infrastructure is set out in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**.
		Design, alternative solutions, onshore mitigation	7. Sites adjacent to, or within the setting of, an AONB or National Park should not usually be considered at all, unless exceptionally, and in recognition of the need to deliver strategic net Zero energy infrastructure, AND to the satisfaction of the decision maker, there are no alternative sites available outside the setting of the AONB or National Park. OR the site meets criteria 5 and/or 6 AND The development is capable of being effectively mitigated, such that during its operation, it will have only, to a minimal extent, non-significant direct, or indirect, impacts on the designation. (The accumulation of multiple non-significant impacts, such that together they become significant, is to be avoided)	N	In developing the Proposed Project, National Grid has assessed a variety of other options, including other potential areas for new infrastructure. The reasoning behind the location of the proposed new infrastructure is set out in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**. Further details relating to the assessment of impacts to the setting of AONB's (National Landscapes) and National Parks are provided within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. Consideration of National Landscapes are also documented within **Application Document 7.11.1 Design Approach Document - Suffolk, Application Document 7.3 Design Development Report and Application Document 7.1 Planning Statement**.

Date consulted	Response deadline	Consultation topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		Design, alternative solutions, onshore mitigation	8. Sites within an AONB or National Park should not usually be considered at all, unless exceptionally, and in recognition of the need to deliver strategic Net Zero energy infrastructure, they meet criteria 5 and/or 6, AND alternative sites outside the AONB or National Park are, to the satisfaction of the decision maker, deemed not to be available AND the development can be effectively mitigated such that during its operation, it will only have, to a minimal extent, non-significant impacts on the designation. (The accumulation of multiple non-significant impacts such that together they become significant, is to be avoided)	N	In developing the Proposed Project, National Grid has assessed a variety of other options, including other potential areas for new infrastructure. The reasoning behind the location of the proposed new infrastructure is set out in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered and Application Document 7.3 Design Development Report**. Further details relating to the assessment of impacts to the setting of AONB's (National Landscapes) and National Parks are provided within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. Consideration of National Landscapes are also documented within **Application Document 7.11.1 Design Approach Document - Suffolk, Application Document 7.3 Design Development Report and Application Document 7.1 Planning Statement**.
		Design, alternative solutions	9. Other sites within AONBs and National Parks that do not meet criteria 5 and 6, should only be considered, if it is conclusively demonstrated to the satisfaction of the decision maker, that there are no alternatives.	N	In developing the Proposed Project, National Grid has assessed a variety of other options, including other potential areas for new infrastructure. The reasoning behind the location of the proposed new infrastructure is set out in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**. Further details relating to the assessment of impacts to the setting of AONB's (National Landscapes) and National Parks are provided within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. Consideration of National Landscapes are also documented within **Application Document 7.11.1 Design Approach Document - Suffolk, Application Document 7.3 Design Development Report and Application Document 7.1 Planning Statement**.
		Design, intra-project cumulative effects	10. Following the application of 1-9 above, preference should be given to sites that meet the following criteria: · The site and cable corridors should minimise or eliminate permanent adverse impacts on the fabric of the landscape, historic features and character, or ecological features such as trees, hedges, woodlands wetlands etc · Harm to built heritage assets and their setting should be minimised, substantial harm should be avoided. Minimise adverse impacts of noise on public and residential amenity	N	In developing the Proposed Project, National Grid has assessed a variety of other options, including other potential areas for new infrastructure. The reasoning behind the location of the proposed new infrastructure is set out in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**. Further details relating to the assessment of impacts on the fabric of the landscape, historic features and character, ecological features, built heritage assets and their setting and noise on public and residential amenity are included within the relevant ES chapters. Specific reference should be made to following chapters where this assessment is presented: **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual, Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity, Application Document 6.2.2.3**

Date consulted	Response deadline	Consultation topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					Part 2 Suffolk Chapter 3 Cultural Heritage and Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration. These chapters also detail required mitigation to reduce and minimise adverse environmental effects. Consideration of National Landscapes is also documented within **Application Document 7.11.1 Design Approach Document - Suffolk, Application Document 7.3 Design Development Report and Application Document 7.1 Planning Statement**.
		Cultural heritage, onshore route location	Cable corridors an associated haul and construction access routes should avoid or minimise permanent loss of buried archaeological features.	N	National Grid acknowledges this feedback. Further information obtained through non-intrusive and intrusive works has been used to input into design where possible. Where assets cannot be avoided, full mitigation is being developed with Stakeholders. See **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage** for full impact assessment and mitigation.
		Landscape and visual, onshore mitigation	Minimise adverse impacts on landscape and visual amenity, and existing public access through the inherent characteristics of the site, or because the site can be adapted to successfully mitigate such adverse effects.	N	The indicative landscape strategy for the Suffolk Onshore Scheme (**Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**) has been developed in collaboration with various disciplines to maximise opportunities to minimise effects arising from the Proposed Project. The embedded mitigation for the Scheme is detailed within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**.
		Water environment, geology and hydrogeology	Does not add to local surface water or fluvial flood risk OR provides an opportunity to eliminate such additional risks as may be created.	N	The Proposed Project's drainage design is such that there would be no additional burden of runoff into the receiving water environment compared to pre-development conditions, such that there would be no increase in surface water or fluvial flood risk.
		Construction, traffic and transport	Can achieve acceptable operational site access, and where required temporary construction access, which can be reasonably remediated following commencement of site operation.	N	The proposed site access arrangements during the construction and operational phases have been developed in consultation with Suffolk County Council and a Stage 1 Road Safety Audit has been undertaken so that any potential safety problems can be addressed as part of the detailed design.
		Landscape and visual, terrestrial ecology, cultural heritage	**C) Cable Corridors, temporary haul routes, and construction access and laydown** 12. Cable corridors, associated haul routes and construction access, should avoid, or minimise temporary loss of trees, hedgerows, woodland, and other landscape features, historic landscape character and wildlife.	N	Minimising the removal of trees, tree groups and hedgerows as well as historic landscape features associated with temporary construction features has been a key part of the iterative design process. Please refer to **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**.
		Construction, noise and vibration, air quality	14. Cable corridors, associated haul routes and construction access should avoid or minimise temporary adverse impacts on public and private amenity in respect of noise, dust and other disturbance.	N	Mitigation is to be put in place to minimise adverse impacts on public and private amenity in respect of noise, dust and other disturbance. Applicable control and management measures for these are set out in **Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan, Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice and Application Document 7.5.3.2 Appendix B Register of Environmental**

Date consulted	Response deadline	Consultation topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					Actions and Commitments (REAC). There is also a separate **Application Document 7.5.2 Outline Offshore Construction Environmental Management Plan**. The assets are also assessed within the following ES chapters relevant to Suffolk: • **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality;** • **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration;** • **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual; and** • **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism.**
		Construction	15. Cable corridors, haul routes and construction access should be located and designed in such a way that they are capable	N	Text appears to be missing from the response provided by Suffolk County Council. Further detail on the cable corridors, haul routes and construction accesses are located within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
			Appendix C – Maps Draft Order Limits Converter Station Site High Voltage Alternating Current Cables Proposed Friston Substation	N	National Grid acknowledges the Council's comments.

Table 1.17 Surrey County Council

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Consultation	Thank you for consulting Surrey County Council on the proposed Sea Link Project. Please note that we have no comments to raise.	N	National Grid acknowledges this feedback.

Table 1.18 Thanet District Council

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Consultation, Needs case, Intra-project cumulative effects	Thanet District Council adopted the following motion at a full Council on the 8th December 2023: “Council acknowledges the considerable public concern over the impacts of National Grid’s Sealink project, which is currently the subject of a statutory consultation process. We share this concern, and wish to reassure residents that their views are heard and understood. We recognise the need to adapt the electricity transmission network in order to respond to rising demand and the move to sustainable generation methods in new locations. We welcome the extensive engagement by National Grid with both elected members and the communities in Thanet most affected. Council agrees that it does have major concerns regarding the proposed location on Minster Marshes; the scale of the converter building, as well as the effects of the associated infrastructure; the significant impact on protected wildlife and species habitat both during construction and afterwards; and the potential change to the character of the landscape.” The full debate of the motion and additional concerns can be viewed here: https://youtu.be/c9TpT0wW7kQ?t=3588. We will outline our specific comments on the information provided at this pre-application consultation stage of the process.	N	National Grid acknowledges this feedback. Specific concerns raised are responded to below.
		Design, Consultation	The approach taken in the Preliminary Environmental Information Report (PEIR) appears to assume that the adverse impacts of the Project can be successfully mitigated. The Council notes that there are a significant number of outstanding surveys and reports for which the outcomes are unknown at this stage, spanning a number of topics. As such, it is essential for the Council to be kept informed and given the opportunity for active engagement as the surveys and outstanding data becomes available and prior to the final selection of options including, but not limited to, the scale, orientation and finish of the converter and substation, pylon design, access routes, mitigation methods, management plans and security measures. It is difficult to assess and understand the exact impacts of the Project given the unknowns and limited details at this point. The Council’s comments are therefore based on the information that is known at this stage, contained within the consultation documentation.	N	The PEIR was a preliminary assessment of the potential effects. Engagement with Thanet District Council continued following Statutory consultation via the thematic meetings where updates were provided in relation to design details and information from further surveys as these became available. Final details of the design are available within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. Please also note that the complete environmental assessments which include the full suite of environmental surveys carried out to date are included within the relevant technical chapters of the ES.
		Legislation and policy inc. permits	**Principle and Policy Context** The proposed converter site is located within the open countryside as defined by Policy SP24 of the Thanet Local Plan which permits development on non-allocated sites in the countryside subject to a number of restrictions: "Development on non-allocated sites in the countryside will be permitted for either: 1) the growth and	N	National Grid has taken account of local planning policy in its development of the Proposed Project and an appraisal of important and relevant planning policy is presented within the **Application Document 7.1 Planning Statement**. Under Section 104 of the Planning Act 2008, the Secretary of State is required to decide the application in accordance with any relevant national

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			expansion of an existing rural business; 2) the development and diversification of agricultural and other land based rural businesses; 3) rural tourism and leisure development; 4) the retention and/or development of accessible local services and community facilities; or 5) the redevelopment of a brownfield site for a use that is compatible with its countryside setting and its surroundings. All development proposals to which this policy applies should be of a form, scale and size which is compatible with, and respects the character of, the local area and the surrounding countryside and its defining characteristics. Any environmental impact should be avoided or appropriately mitigated ." Policy SP37 of the Thanet Local Plan relates to Climate Change and states "New development must take account of the need to respond to climate change: 1) by minimising vulnerability and providing resilience to the impacts of climate change through the use of up to date technologies, efficient design and appropriate siting and positioning of buildings; 2) mitigating against climate change by reducing emissions and energy demands through the use of up to date technologies; 3) realise and make best use of available opportunities to reduce the impact of climate change on biodiversity and the natural environment by providing space for habitats and species to move through the landscape and for the operation of natural processes, particularly at the coast". The February 2022 review of the National Policy Statement for Energy welcomes the government's commitment to deliver net zero by 2050 and states that; ""Meeting our net zero target will require a significant scale and pace of change in delivering new energy infrastructure.		policy statement. National Grid notes that paragraph 4.1.15 of NPS EN-1 sets out that where there is a conflict between local policy documents and a NPS, the NPS prevails for the purpose of Secretary of State decision making given the national significance of the infrastructure. NPS EN-1 acknowledges at paragraph 5.10.5 that "Virtually all nationally significant energy infrastructure projects will have adverse effects on the landscape" and at paragraph 5.10.6 states that: "Projects need to be designed carefully, taking account of the potential impact on the landscape. Having regard to siting, operational and other relevant constraints the aim should be to minimise harm to the landscape, providing reasonable mitigation where possible and appropriate." The converter station and substation site is adjacent to Richborough Energy Park, in which other energy infrastructure is located. National Grid will develop the design and landscaping proposals of the converter station and substation to be sensitive to its location. The ES includes a lifecycle greenhouse gas assessment and a climate change risk assessment. Further details are contained in **Application Document 6.2.5.1 Part 5 Chapter 1 Climate Change Document**. Design measures which mitigate greenhouse gas emissions and contribute towards adaptation to climate change risks are considered in the ES which has been conducted in accordance with relevant policies. For information, National Grid also notes that the Council has referred to a superseded draft version of NPS EN-1.
		Legislation and policy inc. permits, Landscape and visual	**Landscape and Visual Impact** This site is located within the Stour Marshes Landscape Character Area (Policy SP26 of the Thanet Local Plan). This policy states that development should be directed away from this area as it is largely undeveloped and key to retaining the island character of Thanet. Policy SP26 specifically states that the Stour Marshes area "is characterised by a vast, flat, open landscape defined by the presence of an ancient field system, defined by an extensive ditch and dyke system, the sea walls and isolated groups of trees. The former grazing land has been improved and managed as arable farmland, however, it still retains its network of ditches which provide biodiversity interest. It is important to conserve the long distance views to the Thames Estuary to the north and Pegwell Bay to the south". The consideration of any visual impact on the Landscape Character Area from the converter station, substation and pylons is a key concern of the Council.	N	NPS EN-1 (paragraph 5.10.12) requires that outside of nationally designated areas "particular attention" should be paid to local planning policies that are "based on landscape or waterscape character assessment". Thanet Local Plan Policy SP26 is one such local policy. This states that "Development should generally be directed away from the Stour Marshes (E1), Wade Marshes (E2) and Pegwell Bay (F1) character areas (as detailed in the LCA), as these are largely undeveloped and key to retaining the island character of Thanet". However, NPS EN-1 paragraph 5.10.12 goes on to note that "locally valued landscapes should not be used in themselves to refuse consent, as this may unduly restrict acceptable development" and paragraph 4.1.15 of NPS EN-1 states that in the event of a conflict between a local Development Plan and the NPS, the NPS will prevail for the SoS' decision making, given the national significance of infrastructure. National Grid has paid particular attention to the location of the Converter Station within the Stour Marshes LCA and to Thanet Local Plan policy SP26. The characteristics of the Stour Marshes LCA are noted and the effects on the LCA and visual receptors have been further assessed within **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual** with consideration of Policy SP26. The key characteristics have been taken into

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					account through the design process including minimising the effects on the ancient field system. The permanent infrastructure has been sited near to the Richborough Energy Park, which also falls within the LCA, and mature vegetation to minimise encroachment into the open marshland. The indicative landscape strategy for the Kent Onshore Scheme (**Application Document 7.5.7.2 Outline Landscape and Ecological Management Plan - Kent**) has been developed to provide belts of native woodland planting on the northern edge of the converter station and substation to provide landscape integration and partial screening. Opportunities to enhance the riparian vegetation along the River Stour and some of the drainage ditches is also incorporated into the design and will provide local landscape benefit.
		Design, Landscape and visual, Onshore mitigation	Design The design of the converter station and substation, in terms of the building form and external materials remains under development and a Design Code for the buildings is stated to be provided with the application for development consent. There are also three options with regards to pylon type and the final selection will be determined through further environmental considerations, stakeholder engagement and consultation. In terms of the landscape mitigation proposals identified within the Indicative Landscape Strategy (Figure 1.4.13) and the proposed native woodland planting, strengthened boundary planting, transition to marshland landscape, enhanced riparian vegetation and the maintenance and enhancement of drainage ditches, a detailed andscaping plan is yet to be determined. There is a lack of clarity at this stage in terms of the design and material of the proposed converter station and substation (with various options in the document 'Converter station design – background to potential architectural approaches'), to the pylon type (and associated arrangement) and landscaping plans. The details of the proposed lighting infrastructure and security fencing arrangements are also unclear at this time. The final pylon type and details including the external treatment and orientation of the proposed buildings has the potential to impact on the different viewpoints and the effectiveness of any planting will be determined by the design parameters. The Council would like to be actively engaged and directly consulted in terms of the detailed design of the proposed buildings and landscape mitigation, prior to the submission of the NSIP.	N	The indicative landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section of **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual** which includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting. This is shown on **Application Document 7.5.7.2 Outline Landscape and Ecological Management Plan - Kent** and has been designed in collaboration with stakeholders as communicated through various thematic meetings (first introduced on 16 April 2024). The ES sets out the environmental considerations, including landscape and visual considerations, which have informed the siting and outline design of the proposed Converter Station and Substation. The design of this structure, in terms of the building form and the external materials, has been developed alongside consultation and stakeholder feedback. Design Principles for the building have been provided within the application for development consent (**Application Document 7.12.2 Design Principles – Kent**). The Design Principles provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. Design Principles have been established with regard to the requirements of national policy and National Grid is maintaining ongoing dialogue with the Host Authorities with regard to design aspects of the Proposed Project. National Grid is seeking input from independent design review panels, as recommended by the Host Authorities. This will be an iterative process over the consenting, examination and delivery phases of the Proposed Project. The Design Principles for the Proposed Project will also reflect the principles set out in the National Infrastructure Commission's Design Group Project Level Design Principles.
		Landscape and visual	Significance of landscape visual impact on Landscape Character Area The Council considers that the impact the Project has on the landscape is a key consideration and as such the layout of the site and orientation of the converter station and substation needs to be	N	The siting of the Kent Onshore Scheme has been influenced by a range of disciplines including landscape and visual, as set out within **Application Document 6.2.1.4 Part 1 Chapter 4 Description of the Proposed Development**. The Thanet District Council Landscape Character Assessment forms part of the landscape baseline, as set out within **Application Document 6.3.3.1.B ES Appendix 3.1.B Landscape Baseline**, and the key characteristics of the LCAs in which the Kent Onshore Scheme lies within are noted and influence the iterative design process and ultimately the

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			dictated by their impact on the landscape and not by operational requirements. Thanet District Council published the Thanet District Council Landscape Character Assessment in 2017. The key characteristics of the Stour Marshes is the flat typography with little structural vegetation resulting in long open views with big skies. This is a largely undeveloped landscape with few roads or buildings and limited tree cover with occasional small wooded copses and absence of enclosure. The irregular arable fields are defined by straight and meandering drainage ditches representing an ancient enclosure pattern and the area contains some of Kent's most extensive water and wetland habitats. In terms of a vision for this area, the Landscape Character Assessment considers this to be an area celebrated for its openness, sense of remoteness and lack of development that can be experienced from the recreational access network. The guidelines seek to conserve the intact undeveloped rural character of the marshes as a breathing space between adjacent districts and as a setting to Thanet and conserve the panoramic views across the open landscape including those to and from the adjacent district (Canterbury) restricting new detracting/vertical features that would interrupt views. The Project will fall within the following Landscape Character Areas: B1 - Wantsum North Slopes, E1 - Stour Marshes, F1 - Pegwell Bay and G1 - Ramsgate and Broadstairs Cliffs. At this stage the Landscape Character Areas have been given a value judgement within the PEIR with the Landscape Character Areas of F1 and G1 assigned a 'high' and Landscape Character Areas B1 and E1 assigned a 'medium'. Landscape Character Areas B1, E1, F1 and G1 have been scoped into the preliminary assessment of effects on landscape character for construction, maintenance and decommissioning whilst Landscape Character Areas B1 and E1 have been scoped in for operation.		assessment of effects. The assessment of effects on the landscape character arising from the Kent Onshore Scheme are set out within **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**.
		Landscape and visual, Intra-Project cumulative effects	There are 14 representative viewpoints that have been provided using winter baseline photography with summer baseline photography expected post PEIR. The value of each view has been appraised with viewpoints 2, 7 and 8 considered to have a high value, viewpoints 4, 5, 6, 9, 10, 11, 12, 13 and 14 considered to have a medium value, viewpoint 3 a low value and viewpoint 1 a negligible value. Having regard to the preliminary assessments presented within Volume 1, Part 3, Chapter 2 Landscape and Visual, the Council considers that the likely significance of effect for the affected Landscape Character Areas and viewpoints provided would be greater than indicated. The assessment identifies only one Landscape Character Area (B1) and one viewpoint (4) as having a preliminary likely significance of effect as 'significant' at construction, maintenance and decommissioning stage and one	N	The comment is acknowledged that the Council consider that the effects on landscape character and visual amenity would be greater than that presented within the PEIR. It should be noted that this was a preliminary assessment undertaken before further detail was provided. The assessment of effects arising from the Kent Onshore Scheme on landscape character and visual amenity are set out within **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**. NPS EN-1 (paragraph 5.10.12) requires that outside of nationally designated areas "particular attention" should be paid to local planning policies that are "based on landscape or waterscape character assessment". Thanet Local Plan Policy SP26 is one such local policy. This states that "Development should generally be directed away from the Stour Marshes (E1), Wade Marshes (E2) and Pegwell Bay (F1) character areas (as detailed in the LCA), as these are largely undeveloped and key to retaining the island character of Thanet". However, NPS EN-1 paragraph 5.10.12 goes on to note that "locally

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Landscape Character Area (E1) and one viewpoint (4) as having a preliminary likely significance of effect as 'significant' during the operational phase of the project. It is the view of the Council that the proposed converter station and associated structures would result in significant harm to the intrinsic character of the immediate and surrounding landscape to the detriment of visual amenity for a variety of users. It is also considered that the cumulative effect of elements of the project such as the buildings, associated infrastructure, roads and parking areas would result in a significant visual impact particularly from viewpoints to the north looking south (viewpoints 4 & 5). Specifically this would affect the key characteristic in the Stour Marshes Landscape Character Area as a "vast, open landscape with huge skies, extensive views and a strong rural, even remote, character" providing "Long uninterrupted views across the marshes and Pegwell Bay and into marshes of neighbouring districts (Dover and Canterbury)". The development would therefore be in direct conflict with the principles of Policy SP26 of the Local Plan, meaning that development should only be permitted if it can be demonstrated that the development is essential for the economic or social well-being of the area. From the assessment of the information provided, this has not been demonstrated.		valued landscapes should not be used in themselves to refuse consent, as this may unduly restrict acceptable development" and paragraph 4.1.15 of NPS EN-1 states that in the event of a conflict between a local Development Plan and the NPS, the NPS will prevail for the SoS' decision making, given the national significance of infrastructure. As per the requirements of NPS EN-1, National Grid has paid particular attention to the location of the within the Stour Marshes LCA and to Thanet Local Plan policy SP26.
		Walking, cycling and horse-riders, Landscape and visual	Public Rights of Way There are seven Public Rights of Way (PRoW) and recreational routes which pass through the Kent Onshore Scheme draft order limits including the King Charles III England Coastal Path and eight PRoW and recreational routes located within 500m of the onshore scheme boundary (Volume 1, Part 3, Chapter 11). Having regard to the consultation documents and whilst the final overhead pylon design (and arrangement) has not yet been determined, the options indicate that there would be new pylons erected in close proximity to PRoW routes (with the potential for permanent PRoW diversions) and as such these are likely to have a significant visual impact for users of these routes.	N	The assessment of effects arising from the Kent Onshore Scheme on visual amenity is set out within **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**. This includes reference to effects on the visual amenity of users of the PRoW within the Study Area and reference to any PRoW diversions.
		Walking, cycling and horse-riders, Construction – general, Onshore mitigation	It is noted that within the consultation documents Control and Management Measures in relation to the PRoWs state that all designated PRoWs crossing the working area will be managed with access only closed for short periods whilst vehicle construction activities occur. Any required temporary diversions will be clearly marked at both ends with signage explaining the diversion, the duration of the diversion and a contact number (Measure TT03). The Council considers that the visual impact along these routes, taking into consideration the scale and footprint of the proposed converter station and substation together with the traffic and noise associated with the construction phase,	N	The assessment of effects arising from the Kent Onshore Scheme on visual amenity including PRoW diversions is set out within **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**. Following recommendations during the period of thematic landscape and visual meetings, the National Trails Officer at Kent County Council was involved in these thematic meetings. The Traffic and Transport team held a thematic meeting with Kent County Council highways and Thanet District Council in order to provide a progress update on the transport aspects of the Proposed Project. The matter of the Outline PROW Management Plan was discussed with officers in order to seek agreement regarding scope.

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			in particular, is likely to result in a significant adverse impact for users. In terms of the PRoW Network, the Council notes that an outline PRoW Management Plan will be prepared in support of the Environmental Statement (ES). We would encourage National Grid to develop and formulate this plan and sufficient mitigation, as necessary, alongside the Kent County Council (KCC) PRoW Team prior to the submission of the application to the Planning Inspectorate.		**Application Document 7.5.9.2 Outline Public Rights of Way Management Plan - Kent** has been developed in consultation with Kent County Council.
		Agriculture and soils	**Agriculture and Soils** The likely impacts on Best and Most Versatile (BMV) land will be fully assessed as part of the Agriculture and Soils Chapter of the ES and mitigation measures will include the submission of an outline Soil Management Plan (SMP) in line with published guidance. Provisional Agricultural Land Classification (ALC) mapping shows that the study area comprises Grade 2 land and a desk based study together with information from other survey visits, has shown that the land appears to be principally arable, with small areas of pasture. It is noted that the preliminary assessment has been undertaken based on preliminary design information for the Proposed Project and will be updated for the ES as the design evolves. The full assessment presented in the ES will be reliant on land access to enable focused soil and ALC surveys. At the ES stage it should be made clear the exact locations where the surveys have been carried out and, if applicable, how any changes to the overhead line alignment impacts on different soil types or grades. In terms of embedded measures, the PEIR Volume 1, Part 3, Chapter 7 Agriculture and Soils states that the temporary nature of many construction activities and the subsequent restoration of the land and its return to the preconstruction use is likely to result in the avoidance of long-term impacts on agricultural and soil receptors. The PEIR assessment in terms of likely significant effect of the temporary loss of BMV land is likely not significant whilst the assessment of the permanent loss of BMV land is likely significant with the preliminary sensitivity assessed as very high (Grades 1 and 2) to high (Grade 3a) and preliminary magnitude as medium/large. It is highlighted within the assessment that based on the description of the proposed project, it is likely that the extent of BMV land permanently lost will exceed the thresholds for a medium or large magnitude impact. Whilst the implementation of good practice soil handling, storage and re-use approaches as set out in the Soil Management Plan would maximise the re-use of the soil from these areas and thus ensure the continuation of a range of soil functions, it is not possible to mitigate for the permanent loss of BMV land. The magnitude of impact will be confirmed through ALC surveys.	N	Due to an elevated UXO risk across the project, detailed Agricultural Land Classification site surveys have not been able to be carried out. Instead, a predictive modelling approach has been utilised to assess the extent of agricultural (and BMV) land across the route. This modelling approach has been discussed and agreed with Natural England and has been based upon the recognised approach utilised by the Welsh Government Predictive ALC map. **Application Document 6.3.3.6.A ES Appendix 3.6.A Predictive Agricultural Land Classification Report** presents the results of the Agricultural Land Classification predictive modelling, which will include plans showing each location where the soils have been assessed and the associated grade at that point. Where design changes have occurred the implications for soil type and land grade have been assessed. Preconstruction surveys are committed to, and will be undertaken in line with published guidance and will be used to update the outline Soil Management Plans with site specific information as set out in the Defra Construction Code of Practice (**Application Document 7.5.10.2 Outline Soil Management Plan – Kent**).

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		Agriculture and soils, Intra-project cumulative effects, Traffic and transport	The Council raises concerns with regards to the scale of loss of BMV land in this sensitive area and it is considered that the cumulative impact of buildings (converter station and substation), areas for parking and access roads would result in larger scale BMV losses. The proposed highways works for access would involve the loss of a larger proportion of greenfield land and this infrastructure will remain in situ beyond the construction phase, into the operational phase of the Project. There is an additional concern that the land required for the proposed highway access during the construction period (and in turn a permanent access for the operational period of the project) has the potential to impact on agricultural holdings as a result of land separation.	N	National Grid acknowledges this feedback The impact of the entire project on BMV land is set out in **Application Document 6.2.3.6 Part 3 Kent Chapter 6 Agriculture and Soils**. Potential impacts on agricultural operations have been assessed based on the final design presented within **Application Document 6.2.4.1 Part 1 Introduction Chapter 4 Description of the Proposed Project** and issues such as fragmentation of land parcels identified, where applicable, and mitigation set out.
		Legislation and policy inc. permits, Terrestrial ecology, Onshore route location	**Ecology and Biodiversity** Under Policy SP30 of the Local Plan, development will "be required to make a positive contribution to the conservation, enhancement and management of biodiversity and geodiversity assets resulting in a net gain for biodiversity assets through the following measures: 1) the restoration / enhancement of existing habitats, 2) the creation of wildlife habitats where appropriate, by including opportunities for increasing biodiversity in the design of new development 3) the creation of linkages between sites to create local and regional ecological networks, 4) the enhancement of significant features of nature conservation value on development sites, 5) protect and enhance valued soils, 6) mitigating against the loss of farmland bird habitats. Sites should be assessed for the potential presence of biodiversity assets and protected species. For sites where important biodiversity assets, including protected species and habitats including SPA functional land, or other notable species, may be affected, an ecological assessment will be required to assess the impact of the proposed development on the relevant species or habitats. Planning permission will not be granted for development if it results in significant harm to biodiversity and geodiversity assets, which cannot be adequately mitigated or as a last resort compensated for, to the satisfaction of the appropriate authority. " The route of the cable proposed is likely to go through International and European designated sites. Policy SP28 of the Thanet Local Plan states that "proposals likely to have a significant effect on an SPA, SAC or Ramsar site, either alone or in-combination, will be required to undergo appropriate assessment as per the Conservation of Habitats and Species Regulations 2017 (as may be amended). Where possible applicants should incorporate measures to avoid or mitigate any adverse impacts. Where, despite all possible avoidance and mitigation measures being put in place, a proposal is still shown to have an adverse effect on the integrity of an International site,	N	National Grid acknowledges this feedback. A Biodiversity Net Gain assessment has been undertaken and is presented within **Application Document 6.12 Biodiversity Net Gain Feasibility Report**. The Proposed Project is also being supported by a Landscaping Strategy which considers these points. **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity** also includes an assessment of the points raised in this comment. With specific regard to impacts on internationally important wildlife sites, an appropriate assessment has been produced and impacts have been discussed in meetings with Thanet District Council and Natural England. Proposals for avoidance of direct land take from European sites, avoidance of disturbance and mitigation for loss of functionally linked land have been shared. Further details are contained in **Application Document 6.6 Habitat Regulations Assessment Report**.

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			planning permission will only be granted in exceptional circumstances, where there are no less ecologically damaging alternatives, there are imperative reasons of overriding public interest and damage can be fully compensated. Where proposals are considered likely to have a significant effect on an International site, early consultation with Natural England, the Council and any other appropriate statutory consultees is recommended." Kent County Council, Natural England and the Environment Agency will comment as key consultees on the impact from the proposal on biodiversity and their expertise should be relied upon.		
		Design, Intra-Project cumulative effects, Terrestrial ecology	Thanet District Council's Thanet Coast Project Officer has reviewed the consultation documents and makes the following comments: The underground cable needs to completely avoid Kent's largest National Nature Reserve and come out in the sub-tidal zone to avoid any impact on the numerous intertidal features and habitats of the international and national nature conservation designations found here: SPA and Wetland of International Importance, SAC, SSSI, NNR. https://www.thanetcoast.org.uk/about-us/nature-designations/ Only a 1km underground cable is proposed to avoid the main impact on the most sensitive coast to land interface and still appears to be surfacing within the Pegwell Bay mudflats. It is imperative that there is no repeat of the NEMO cable trenching which has affected the intertidal saltmarsh, lagoon and associated wild and birdlife ever since. The type of any proposed trenching still appears to be unsure and will need clarification. If the proposed cable is to surface within the intertidal zone, then it could easily create a major disturbance for the typography, hydrology, bird life and macro-fauna habitats. There appears to be a lack of intertidal wildlife surveys and assessments (eg Lugworm not even mentioned) and needs more surveys to assess its impact and mitigate for this. If it does go ahead in this area it should completely avoid the internationally important wintering bird months (1 October to 31 March), but avoid the nationally important bird breeding within the landfall area. Offshore cabling needs to avoid and reduce its impact in line with any sensitive marine communities such as Sabellaria reefs and offshore nature designations such as the Goodwin Sands MCZ and Margate Long Sand SAC. A detailed assessment needs to cover the land site wildlife losses due to the site's extreme close proximity to the Sandwich & Richborough SSSI and Local Wildlife Sites. The assessment needs more ecological surveys to show the known birds and wildlife in the area that are currently not included. The work	Y	As discussed in the thematic meeting 05 March 2024, the Proposed Project does not include any open cut in the SPA saltmarsh and the tunnelling exit point is approximately 105-140 m seawards of the saltmarsh boundary and is also not in the vicinity of the lagoon. This placement will ensure the avoidance of any of the issues caused to sensitive habitats by the Nemo Link. Whilst the cable will emerge in the intertidal environment the bore will be driven from west of the golf course, such that disturbance impacts would mainly originate from that location which is too far from the SPA to cause significant disturbance. The works in the intertidal zone will result in disturbance to mudflat habitats but they are temporary and short term since all cables and ducts in Pegwell Bay will be fully buried. The works associated with the exit in the intertidal area are also very short-term and any activities that have the potential to result in sound propagation causing disturbance to marine receptors, particularly birds and seals, have been addressed via noise modelling. The cable pull, taking place the year after, is of a minimal duration, taking only two days for each of the four ducts, each approximately 30 days apart. The cable pull will involve the use of a static jack-up barge or similar and up to four excavators may be required to assist due to the extent of the intertidal area at Pegwell Bay. All cables will be buried and all disturbance to intertidal habitats in Pegwell will be temporary and recover to baseline rapidly from regular tidal and wind driven water movement. Intertidal ornithology surveys and an intertidal benthic survey have been undertaken and used to inform impact pathways. Details of the species present are included in the survey report (**Application Document 6.3.4.2.C ES Appendix 4.2.C Intertidal Surveys 2023**). For example, lugworm were observed in the presence of scattered lugworm casts. The Proposed Project route has already been designed to avoid Margate and Long Sands SAC. Further survey work was undertaken to support routing and siting of the offshore cable and the cable corridor is now fully outside Goodwin Sands. The offshore route has been assessed within the marine ecology chapters in the ES. Impacts on landside habitats including Sandwich Bay to Hacklinge Marshes SSSI are discussed at length in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. The full suite of ecology surveys has been discussed with Thanet District Council and results have been shared, along with mitigation proposals, in

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			acknowledges that the cumulative impacts could potentially be significant and needs to be made clearer - with why other sites in North Kent were not more suitable during the options. The future sustainability of the land based site needs to be considered with likely sea level rise and flooding due to future isostatic rebound changes.		thematic meetings. The full suite of survey reports covers birds and other sensitive wildlife.
		Ornithology, Terrestrial ecology, Design	The Bird Wise East Kent Project Manager makes the following comments: With the construction of any large facility on the marshes surrounding Pegwell Bay there is concerns that both breeding birds and roosting wading birds will be impacted on as Pegwell Bay NNR and the wetlands/marshes surrounding it provide a vital habitat mosaic that cannot be artificially replicated. It is therefore imperative that any planned works are given due consideration for the long term impacts on not only the birds but the multitude of species that solely live around wetland habitats. Wetland habitats, and in particular marshes are very rare and dwindling.	N	Meetings have been held with Natural England where the approach to addressing loss of habitat, in particular the loss of functionally-linked land for golden plover, has been discussed at length. Various strategies have been discussed with Natural England. The possibility of creating new wetland south of the River Stour was explored prior to Statutory consultation but technical challenges were identified in discussion with hydrologists and Natural England with keeping it sufficiently wet. Therefore, an alternative approach has been pursued (discussed and agreed in principle with Natural England) to instead enhance an area of arable land close to the coast and adjacent to the A256. This was consulted on at Targeted consultation. Further details can be found in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**.
		Ornithology, Agriculture and soils, Onshore mitigation	With regard to Pegwell Bay itself and the laying of another cable through the site there are concerns around how this will impact the saltmarsh, which was greatly impacted on when the NEMO link was laid. Again, saltmarsh is not easily replicable and also a very rare habitat. Also, the level of disturbance this is going to cause over the period of the cable being laid will cause untold damage to the already decreasing number of birds and seals on the NNR. In addition to the above, within PEIR Volume 1, Part 3, Chapter 3 Ecology and Biodiversity it is stated that two periodically flooded arable fields of potential significance for non-breeding Golden Plover (totalling 13.6 ha) will be permanently lost and are likely to constitute functionally linked habitat for the Thanet Coast and Sandwich Bay SPA/Ramsar site. The loss of these fields to the proposed converter station and substation will require offsetting. It is suggested that this could be done through converting arable land along the river corridor to new areas of seasonally flooded grassland, or scrapes, thus also enhancing the Lower Stour Wetlands Biodiversity Opportunity Area. Enhancements to this Opportunity Area are also being considered to comply with Biodiversity Net Gain requirements, which will be reported for the ES to be submitted with the application for development consent. Whilst the Council acknowledges that the Project is stated to comply with Biodiversity Net Gain requirements, it is considered that the loss of valuable arable fields providing established foraging habitat cannot be adequately offset and mitigated.	N	National Grid acknowledges this feedback. As discussed in the thematic meeting on the 05 March 2024, the Proposed Project will not be open cut in the saltmarsh of the SPA which would avoid the issues caused by the Nemo Link. The commitment to the use of a trenchless construction solution is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Please see the response above in relation to the golden plover.
		Terrestrial ecology,	Therefore, whilst it is acknowledged that the survey work is ongoing (and has yet to commence for most receptors), there is	N	Arable land is not the preferred habitat of golden plover. Rather they use it opportunistically when it floods. Historically it would have been marshy

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		Intra-Project cumulative effects, Onshore environmental impact	significant concern about the impact the project will have on the habitat of protected and notable species which, it appears, will result in significant harm to ecology at the local level.		grassland and this will support a greater number of golden plover than arable fields. Therefore, it is considered that it is possible to offset the loss of a suboptimal habitat by creating a sufficient area of optimal habitat. This is commonly done to offset losses of functionally linked land as part of DCOs. The principle of this has been discussed with Natural England and captured in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**.
		Air quality, Noise and vibration	**Air Quality and Noise** Thanet District Council's Senior Environmental Health Officer has reviewed the documents and has the following comments to make: I have read chapters 9 Air Quality & 10 Noise for the Kent onshore scheme - cabling, overhead transformer pylons and substation/convertor station and considered the PEIR for both construction and operational impacts. Baseline data used for the PEIR included Thanet diffusion tubes and on site noise monitoring to obtain existing levels to be able to scope out any negligible impacts and the assessment and mitigation of others. I appreciate there are separate sections for biodiversity but it is worth mentioning that the air quality and noise chapters relate only to impact on human health, not the natural environment.	N	The air quality and noise impacts on ecology receptors are assessed within **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. The air quality assessment within **Application Document 6.2.3.8 Part 3 Kent Chapter 8 Air Quality** has considered ecological receptors.
		Air quality, Legislation and policy inc. permits, Traffic and transport	Air Quality assessment of construction and operation of the convertor was initially scoped out of the ES but has now been scoped back in, in relation to cumulative traffic generated during construction. A detailed assessment of air quality will now be carried out of construction traffic generated emissions. Operational impacts remain scoped out. This approach is accepted and in accordance with relevant IAQM and TG22 guidance The subsequent detailed assessment should have regard to the recently updated Institute of Air Quality Management Guidance on the Assessment of Dust from Demolition and Construction Version 2.1 (August 2023) as well as the revocation of Thanet's urban wide AQMA and the declaration of a smaller defined Ramsgate AQMA (June 2023). Air quality assessments are only as reliable as the traffic data used in the assessment procedure so it is important that KCC Highways review this element of the PEIR.	N	The Institute of Air Quality Management Assessment of Dust from Demolition and Construction (2024) V2.2 is used within the ES. Further details regarding the Thanet Urban AQMA and Ramsgate AQMA have been included in **Application Document 6.2.3.8 Part 3 Kent Chapter 8 Air Quality**.
		Air quality, Onshore mitigation, Traffic and transport	Embedded mitigation measures to minimise AQ air quality effects include: 'Sensitive routing and siting of infrastructure and temporary works;' and 'Commitments made within Volume 2, Part 1, Appendix 1.4.F, Outline Schedule of Environmental Commitment and Mitigation Measures'. There are two possible construction traffic routes currently under consideration; if the one	N	As outlined in **Application Document 7.5.6.2 Outline Air Quality Management Plan - Kent**, monitoring is proposed on Jutes Lane. It should be noted that the main access will predominantly be taken K-BM02 (A256), K-BM01 (Ebbsfleet Lane), K-BM06 (Ebbsfleet Lane North) and K-BM07 (Sandwich Road). Only a very low proportion of construction vehicles is expected to access the site via K-BM03 (Jutes Lane).

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			nearest the school and dwelling on Jutes lane is selected, EH would request that real time air quality sensors are installed to ensure action is taken to avoid episodes of significant dust and included within the dust management plan and CEMP.		
		Noise and vibration	In terms of noise, the baseline levels indicate very low existing background noise: 35dB,L90 day and 29dB, L90 night. Therefore construction noise has been assessed against BS5228 category A threshold given the relatively quiet baseline levels at Great Oaks Small SEN school, EH would therefore recommend the following noise limits (i.e. BS5228 mins 5dB for SEN sensitivity to noise) are used as the basis for the assessment with the following target levels. Weekdays 7:00am to 7:00pm, and Saturdays 7:00am to 1:00pm: 60 dB LAeq,T Saturdays 1:00pm to 7:00pm 55 dB LAeq,T Please ensure that these recommendations are taken into consideration in the production of the ES. Natural England will comment as a key consultee in relation to environmentally sensitive receptors.	N	Agreed and special consideration has been given to Great Oaks Small School as a high sensitivity receptor. Further details are contained in **Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration**.
		Geology and hydrogeology, Design, Onshore route location	**Water Environment, Geology and Hydrology** Thanet District Council's Regulatory Services Manager has reviewed the consultation documents in relation to contaminated land, hydrogeology and protection of the SSSI and makes the following comments: Volume: 1, Part 3 Kent Onshore Scheme, Chapter 6 Geology and Hydrogeology of the PEIR and Volume: 2, Part 3 Kent Onshore Scheme, Appendix 3.6.A Preliminary Contamination Risk Assessment, identify a number receptors along sections of the route as Medium-Severe risk and this department is satisfied with the assessment proposed. Regarding the cable landfall location tranche at Pegwell Bay (Pages 64-65 of the Design Drawings, Version A, October 2023) in proximity to the landfill site and the Jet Garage in particular, we would invite further information regarding the trenchless methodologies being employed in this section as part of the ES (this element cannot be scoped out) and additional consultation with the Environment Agency to confirm that potential historic fuel / oil contamination from the garage or leachate from the landfill site are not mobilised during this work via a potential new pathway into the SSSI / Pegwell Bay. The Design Drawings, Version A, October 2023, Pages 56-57, highlight that additional boreholes will be placed along the cable route. Clarification of the testing undertaken at these locations to ensure there are no accidental releases of historic contaminants is required, alongside the trenchless methodology being employed	N	The Preliminary Contamination Risk Assessment has been discussed with Thanet District Council during thematic meetings. They have stated they were generally happy with the assessment undertaken and proposed. The Jet Garage is now included within the updated Preliminary Contamination Risk Assessment and additional information is included within the ES. Further details are contained in **Application Document 6.3.3.5.A ES Appendix 3.5.A Preliminary Contamination Risk Assessment**.

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			(and Risk Assessments), once known, in accordance with the Control and Management Measures (GH02).		
		Water environment, Onshore mitigation, Agriculture and soils	In regard to the water environment, the PEIR confirms a flood risk assessment will be produced to identify the future flood risk and identified mitigation measures when required. It is noted that increased surface water flooding from the converter site and increased flood risk has been scoped out by the Planning Inspectorate. It is vital that existing drainage channels across the full scope of the development site are not impacted during construction. Measures should be implemented to ensure surrounding landowners and farmland are not affected by the development of the site, particularly given the timeframe (length) for construction. The mitigation measures W11 and AS05 are noted and the Council would like further information on the temporary alternative drainage routes, the proposed scheme of pre-construction land drainage and the surface water runoff measures, prior to submission, in collaboration with KCC as the Local Lead Flood Authority (LLFA). Kent County Council, Natural England and the Environment Agency have been consulted on these proposals, and their expertise should be relied upon.	N	**Application Document 6.8 Flood Risk Assessment** has assessed flood risk from a range of sources including surface water, considering both flood risk to and arising from the Proposed Projects construction and operation phase. Surface water runoff arising from the Proposed Project during both its construction and operation would be captured, suitably treated where necessary and attenuated prior to discharge into the surrounding water environment at rates no greater than existing (inclusive of suitable climate change allowances over the Proposed Project's lifetime). In addition, where the Proposed Project interacts with existing land drainage infrastructure, e.g. ditches, there is a Project commitment, secured by the DCO, to re-provide a suitable alternative means of land drainage such that the existing land drainage regime is not compromised. In preparing the Flood Risk Assessment and surface water drainage strategies, National Grid has engaged regularly with Kent County Council, Natural England and the Environment Agency to agree key design principles and mitigation strategies.
		Onshore route location, Construction – general, Design	**Coast** Thanet District Council's Deputy Technical Services Manager has reviewed the consultation documents and makes the following comments: Having visited the consultation event in Sandwich I understand that the cable will tunnel under Pegwell Bay, emerging from the ground at an unconfirmed distance above the mean low water level. More information on specifically how a trench will be dug from where the cable emerges from the ground to the point where the cable is laid on the surface is required to be able to understand the potential impact of this activity. It has been advised that any plant vehicles will be brought to the site near the low water line by sea which will be much less damaging than tracking across the mud flats. Please ensure that these comments are taken into account when finalising the Project.	N	The cables and bellmouths (exit point of ducts) will be buried into the mudflats to a minimum of 1.5 m below ground level. The exact depth will be defined after specialist studies are concluded for the landfalls, which are currently underway. The final technique to be employed to bury the individual cables from the bellmouth to the bundling point, and then the bundled cable, has yet to be confirmed, as it forms part of the Main Works Contract, which is currently out to market. Burial across the mudflats can take place from a vessel with excavators onboard (anchored barge), or from an amphibious trenching system which can operate 24/7, irrespective of the state of the tide. Nominally the depth where the nearshore trenching operations end is c. 10 m water depth, depending on solution. Construction activities are planned to be undertaken from the marine environment.
		Land rights and CPO	**Estates** The Council's Estates Team is in dialogue with National Grid's appointed agents and will separately correspond in regard to access, licensing and rights over land under the Council's ownership.	N	National Grid acknowledges this comment and will continue to engage with the Council Officers as necessary.

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		Cultural heritage, Construction – general, Onshore mitigation	**Heritage and Archaeology** Thanet is rich in archaeology and the site lies in an area that is generally rich in archaeology with buried landscapes from prehistoric, Roman, Saxon and mediaeval times known to lie in the fields and open ground on the southern slopes of Thanet around Minster. The route and development site is in close proximity to/within the former Wantsum Sea Channel that once was a significant major sea route in prehistoric and Roman times, with ancient settlement and other activities along its edge. Kent County Council and Historic England have been consulted on these proposals. These bodies are key consultees and their expertise should be relied upon. Potential impacts from construction work through HDD installation works and the erection of the converter station and pylons on heritage assets is identified within the Cultural Heritage section of the PEIR. This identifies the Roman site north of Ebbsfleet Farm as “High Sensitivity” as likely to be affected by the cable route and associated haul road. The Council will await feedback from colleagues at KCC regarding the identification of assets and quantification of their significance. We also await the completion of the geophysical survey and subsequent trial trenching prior to forming a view on the significance of the impact on archaeology in the area and whether sufficient mitigation can be undertaken through and post construction work.	N	Since submission of the PEIR fieldwork, information gathering has continued to assist with defining the character and significance of heritage assets, as well as to assess the potential for impacts. This has included geophysical survey, a review of aerial photos and LiDAR data, walkover survey, setting assessment and evaluation trenching. The information gathered was used to inform the baseline report, as well as help define the significant of cultural heritage assets and assess impacts. It has been included within **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage** and associated appendices. All works have been undertaken in consultation with stakeholders including Kent County Council Archaeological Adviser (KCCAA), and Historic England, with the Written Scheme of Investigations (WSI) for geophysical survey and evaluation trenching approved by KCCAA.
		Socio-economic. recreation and tourism, Walking, cycling and horse-riders	**Socio-economics, Recreation and Tourism** The socio-economics, Recreation and Tourism Chapter highlights that there is currently no statutory guidance on the methodology for undertaking assessments of socio-economic, recreation and tourism effects. As such, the assessment follows professional judgement and best practice methodology from other assessments undertaken on comparable energy infrastructure schemes. Kent County Council will provide detailed comments in relation to any impacts on PRoW.	N	National Grid acknowledges this feedback.
		Construction – general, Socio-economic. recreation and tourism, Intra-Project cumulative effects	The Council has concerns that the construction period of the Project which would result in disruption, noise and visual impacts to the PRoW network and coastal paths is likely to impact on tourism and the enjoyment of this area. There is also a concern that due to the length of the construction period opportunities for exercise and use of these routes for leisure would be affected leading to avoidance which has the potential to negatively impact use of these routes in the longer term. The preliminary likely significance of effect for PRoW Footpath TE26 is assessed as not significant with a magnitude of small adverse. This footpath lies within the area of all three overhead	N	Thematic meetings with the local planning authorities have taken place between the PEIR and ES stages of the DCO application process. The thematic meetings have primarily focused on discussing points raised by local planning authorities in the Statutory consultation. The meetings have been run by the technical disciplines and provided an opportunity to bring questions, concerns and local context to attention to help inform the ES. As part of thematic meetings, the assessment approach to PRoW has been discussed with stakeholders. National Grid is confident that its desk based approach is sufficiently robust and incorporates best practice methodology used on comparable DCO schemes. **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-economics, Recreation and Tourism** concludes

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			line options subject to temporary closures with the potential for a permanent diversion, dependent on the final pylon arrangement selected. The Council considers that there is the potential for a significant effect and notes that the magnitude of impact will be confirmed at the ES stage when additional design information is available. It is noted that additional mitigation measures and provisions made by the applicant will be defined further at the ES stage (PEIR Volume 1, Part 3, Chapter 11 Table 3.11.2).		that there are no anticipated significant effects on PRoW/Recreational routes as a result of the Proposed Project. Additionally, a complete cumulative assessment has be undertaken. This is set out in **Application Document 6.2.3.13 Part 3 Kent Chapter 13 Inter Project Cumulative Effects**.
		Socio-economic. recreation and tourism, Walking, cycling and horse-riders, Onshore mitigation	The Inspectorate has commented that the study area for local communities identified as being impacted only accounts for those connected by recreational routes and PRoW; however, the Inspectorate considers this should also include routes connected via the road network and the study area for landscape and visual impacts and traffic and transport. The study area identified in the ES should include the extent of potential impacts on receptors from changes in the road network from the proposed development. Effort should be made to agree the study area with relevant consultation bodies. The Council notes that National Grid intends to assess these effects at ES stage, as there is currently insufficient information to assess the impacts on walkers, cyclists and horse riders along routes connected via the road network (PEIR Volume 1, Part 3, Chapter 11 Table 3.11.7). It is the Council's view that there is an opportunity for the project to provide educational benefits. We would welcome a program involving local schools and colleges during survey works and the construction phase (as appropriate) similar to those that have been employed for other energy projects in the District. In terms of tourism, information boards (sensitively designed and located) providing detail on the project would be welcomed.	N	As part of thematic meetings, the assessment approach to PRoW has been discussed with stakeholders. National Grid is confident that its desk based approach is sufficiently robust and incorporates best practice methodology used on comparable DCO schemes. The assessment includes consideration of routes connected via the road network and the study area for landscape and visual impacts and traffic and transport. National Grid supports the delivery of community benefits associated with transmission infrastructure, and already has a number of established programmes which deliver this. For example, it operates a community grant programme which is available to nearby charities and not for profit organisations, when projects are in construction. The former Government consulted on community benefit options associated with transmission infrastructure, and proposed the introduction of guidance in this regard. National Grid support this and believe it should be flexible, allowing community benefits to respond to local and regional need. Whilst it awaits clarity on the Government's position, it is working to understand local and regional aspirations and priorities in relation to community benefits. It welcomes the suggestions for delivering community benefits and as the Proposed Project progresses, it will work with stakeholders and local communities to further inform this.
		Health and wellbeing	**Health and well-being** Kent County Council will comment on the impact from the development on health and well-being, and their expertise should be relied upon.	N	National Grid acknowledges this feedback.
		Traffic and transport, Timescales / programme, Walking, cycling and horse-riders	**Traffic and Transportation** Kent County Council will comment on the impact from the development on the highway network, and their expertise should be relied upon. The main construction phase for the proposed project is currently predicted to be 5 years between 2026 and 2031, with the construction peak in terms of activity and vehicle movements expected to take place in 2029. The Kent onshore scheme will be accessed via three access points during the construction phase, namely the A256 Northbound Carriageway (main access during	N	In terms of potential PRoW impacts, this is assessed within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** following finalisation of the Proposed Project Design and mitigation identified. As above, **Application Document7.5.9.2 Outline Public Rights of Way Management Plan - Kent** has been developed in consultation with Kent County Council to mitigate PRoW impacts. In terms of potential highways impacts, this is assessed within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**. **Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan - Kent** was updated to mitigate any impacts.

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			construction and operation), Ebbsfleet Lane (access during construction and operation) and Jutes Lane (secondary access, alternative to the main A256 access for construction and operation). Permanent access to Minster converter station and substation will either be via the A256 or via Jutes Lane. There are also a number of secondary access routes for construction vehicles which include Tothill Street, High Street, Marsh Farm Road, Ebbsfleet Lane North and Cottington Road. There are two options for providing permanent access to the Minster converter station and substation. The first option involves access to the converter station from Jutes Lane, following the HVDC cable route and then existing field boundaries before passing along the south side of the Minster converter station and Minster substation. The second option would utilise a new access point off the A256, North of Jutes Lane. The Council considers that given the number and type of vehicle movements and hours of use, traffic associated with construction is likely to have a significant impact on the local highway network. In particular concern is raised with any construction access via Tothill Street or Ebbsfleet Lane North, even as a secondary means of access. Direct access from the A256 as shown at BM02 would appear inadequate as a means of connection to a national speed limit highway, with limited filter lanes for slow moving traffic joining the northbound carriage. It is noted that National Grid will undertake a Road Safety Audit (RSA) for each proposed access and take advice from Kent County Council Highways to determine the approach. This advice must be given the utmost importance in determining an appropriate point of access onto the network, in advance of any formal NSIP submission. Please can you inform Thanet District Council once the audit has taken place and the outline Construction Transport Management Plan (CTMP) has been updated accordingly. If an access point is created at BM02, there should be no ability for vehicles to access Ebbsfleet Lane North from the access. Please note our comment with regards to the impact on the PRoW network, with the submission of an outline PRoW Management Plan required to be provided within the application submission documents in consultation with KCC, rather than post decision.		In terms of the A256 access, the Stage 1 RSA has been shared with Thanet District Council. The proposed design/ layout of the A256 access was revised to consider any recommendations where necessary. **Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan - Kent** was updated accordingly. In terms of consultation, Thanet District Council was invited to transport thematic meetings since these commenced April 2024. In terms of the comment 'there should be no ability for vehicles to access Ebbsfleet Lane North from K-BM02 (A256 access)', the new access shall have fencing and gates to prevent unauthorised access. There will be no connection to Ebbsfleet Lane North from the proposed access road other than the cycle/pedestrian crossing point. It is considered that the proposed design shall provide greater security than the existing arrangement in this area. In terms of the comment 'K-BM02 (A256 access) to be inadequate due to the national speed limit and limited filter lanes for slow traffic to join', the junction has been designed to be fully compliant with DMRB and a designer's response to the RSA Stage 1 has been produced outlining the changes made in response to the RSA's comments.
		Climate change, Inter-Project cumulative effects, Onshore mitigation	**Other Matters** The submission states that the level of significance of project-related emissions will be determined at the ES stage using IEMA's (2022) five distinct levels of significance which are not solely based on whether a development emits Greenhouse Gas (GHG) emissions alone, but how it makes a relative contribution towards achieving a science based 1.5°C aligned transition towards net zero. Embedded measures are stated to include the use of materials with a low embodied carbon and low carbon	N	A lifecycle greenhouse gas assessment is included within **Application Document 6.2.5.1 Part 5 Combined Chapter 1 Climate Change**. This assessment goes into more detail than the greenhouse gas assessment previously submitted in the Preliminary Environmental Information Report. This assessment has been conducted in accordance with the Institute of Environmental Management and Assessment good practice guidance for greenhouse gas assessments in EIAs. The greenhouse gas assessment considers the mitigation measures embedded in the project to reduce greenhouse gas emissions, as well as puts

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			construction techniques with additional mitigation measures to include an intention to reduce construction emissions associated with energy consumption (e.g. source energy from renewable sources, use low carbon fuels), use energy efficient machinery and vehicles and where possible, source materials locally to reduce emissions associated with transport. Further details on the effectiveness of the mitigation will be required to be included within the ES and register of environmental commitments to accompany the NSIP submission. The submission also states that the GHG impacts of the project will be quantified in more detail in the ES as more data becomes available, but that the majority of GHG emissions are likely to be embodied carbon in construction materials. The GHG emissions associated with the construction phase of the project are estimated in the submission to be approximately 151,000 tCO2e whilst the GHG emissions during the operational phase are estimated to be approximately 110,000 tCO2e (40 year lifespan assumed). It is noted that the potential GHG emissions of the Proposed Project are estimated to contribute less than 0.1% of any respective UK carbon budget and the Proposed Project is part of UK policy to decarbonise the electricity grid and transition to net zero by 2050. However, significant concerns are raised about the levels of embodied carbon associated with the construction of the Project. The Council has committed to work towards carbon neutrality by 2030 within our published Net Zero Strategy, with the aim of net-zero on Thanet wide emissions by 2050. The Proposed Project would have the potential to affect the Council's ability to meet this target and the implications of the construction project on district-wide targets should be fully appraised within the ES. In addition, concerns are raised regarding the cumulative impact of energy projects in this location and the potential need for further expansion within and potentially beyond the Draft Order Limits to satisfy future energy infrastructure demands. Further information on these matters should be provided in the ES in due course.		forward additional mitigation measures where applicable. More detail on the mitigation measures is provided in the greenhouse gas assessment. The Proposed Project has been designed to increase the capability of the network to carry low carbon and renewable energy from where it is generated to homes and businesses across the country. The Proposed Project will play an important part in allowing the UK to decarbonise its energy system in a meaningful way that will not only support net zero energy targets, but also deliver a more secure and resilient energy system. The implications of the Proposed Project on net zero targets is considered and discussed in more detail in the greenhouse gas assessment. **Application Document 7.5.13 Greenhouse Gas Reduction Strategy** has been developed alongside the climate change chapter. This document sets out how greenhouse gas emissions will be managed across the project lifecycle. More detail on cumulative effects with other projects is discussed within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects, Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects and Application Document 6.2.4.11 Part 4 Marine Chapter 11 Inter-Project Cumulative Effects** for the marine aspect of the Proposed Project.
		Needs case, Intra-Project cumulative effects, Climate change	**Conclusion** It is acknowledged and understood that the project will reinforce the existing transmission network and build new electricity infrastructure to support new sources of renewable and low-carbon energy, providing a national benefit to energy security and net zero targets in the long term. However, the Council has specific concerns as outlined above about the impact on the environment from the project at the local and regional level, namely: the visual impact from the convertor station, substation and pylons on the character of the area, and how the impacts	N	National Grid acknowledges this feedback. The specific issues raised have been responded to where raised above within the main response. For reference, the ES assesses the impacts that have been raised in the relevant ES chapters as follows: The visual impact from the convertor station, substation and pylons on the character of the area, and how the impacts have been quantified within the submission (the significance of impact/effect) within **Application Document Part 3 Kent Chapter 1 Landscape and Visual**. The permanent loss of Best and Most Versatile agricultural land is assessed in **Application Document 6.2.3.6 Part 3 Kent Chapter 6 Agriculture and Soils**.

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			have been quantified within the submission (the significance of impact/effect); the permanent loss of Best and Most Versatile agricultural land; the impact on biodiversity and loss of important habitats, specifically Golden Plover; construction impact on recreation and tourism, disturbance to flora and fauna and impact on net zero targets for the district; the impact on local infrastructure including the highway network during construction and operation.		The impact on biodiversity and loss of important habitats, specifically golden plover within **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. Construction impact on recreation and tourism, disturbance to flora and fauna and impact on net zero targets for the district within **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism and Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. The impact on local infrastructure including the highway network during construction and operation within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**.
		Onshore mitigation, Design, Consultation	The Council requests continued discussions during and following further planned survey work and to be directly involved with providing feedback on all proposed mitigation/environmental commitments, prior to the submission of the NSIP application. In addition, further clarity in the proposal in terms of the scale, layout and design of the converter station and substation and the pylon layout and scale should be formulated prior to submission and provided to the Council for comment. The above comments are made without prejudice to the Council's written representation submission, adequacy of consultation and Local Impact Report on the Development Consent Order application.	N	National Grid acknowledges this feedback. The PEIR was a preliminary assessment of the potential effects. Engagement with Thanet District Council continued following Statutory consultation via the thematic meetings where updates were provided in relation to design details and information from further surveys as these became available. Final details of the design are available within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. Please also note that the complete environmental assessments which include the full suite of environmental surveys carried out to date are included within the relevant technical chapters of the ES.

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24.3 Section 42(1)(d) Statutory Consultation Regard Had

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24 October 2023	18 December 2023	Alternative solutions, Needs case	**Feedback form question 1:** Do you support the principle of reinforcing the network in this location? **Further comment**: Instead of bringing all power to a small area of protected Suffolk why not deliver the power from the windfarm to Richborough* directly? (*the Thames estuary). The whole idea of bringing all power into Sizewell and then out again essentially defies logic. The power is required in the Thames Valley - this should be the main hub, not Sizewell/East Suffolk. Use brownfield sites for converter station and sub-station."	N	The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.**
	Alternative solutions, Needs case	**Feedback form question 2:** What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously? **Response:** [Transcription note: Respondent has crossed out 'positive' in tick box list and written 'slightly better']. **Further comment:** A logical proposal: [Transcription note: Respondent has drawn diagram pointing from offshore wind power directly to south east of England] Result - Sealink not required, much money saved... Where wind power located, build hydrogen production and power station, NOT nuclear.	N	The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);**

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					• **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.**
		Onshore route location, Alternative solutions	**Feedback form question 3:** What do you think about our proposal to connect into the existing network via the proposed Friston substation? **Further comment:** The substation should be in the Thames Valley on brownfield sites where the power is required.	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search that satisfy the needs were considered too small to accommodate the required infrastructure whether singly located or colocated. The criteria for the selected areas of search including the size of the site are explained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)**. The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Onshore route location, Needs case	**Feedback form question 4:** What do you think about our proposed HVAC cable route in Suffolk?	N	Please see comments above regarding the need for the Proposed Project. National Grid will use trenchless construction methods for cabling under sensitive sites such as the RSPB North Warren and the Leiston-Aldeburgh

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			Further comment: Sealink is effectively evidence of the power being brought to the wrong location - rural Suffolk. In these circumstances it is difficult to approve the concept. As regards the cable route itself the important criteria is horizontal direct drilling not surface trench.		SSSI. The DCO will therefore not include an option for surface trenching in the SSSI. Further information on the construction methodologies is available within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The commitment to the use of trenchless solutions is contained in Requirement 6 of Schedule 3 of the draft DCO (Application Document 3.1). The drawing showing the extent of use of a trenchless construction solution is within **Application Document 2.1 Guide to the Plans – Plan DCO/S/DE/SS/1211**.
		Onshore route location, Onshore Environmental Impact	**Feedback form question 7:** What do you think about our proposed HVDC cable route in Suffolk? **Further comment:** [Transcription note: Respondent has drawn an arrow on the eastern side of the map and written 'AONB'] No open trenching in SSI/AONB or any other protected area.	N	The effects arising from the Suffolk Onshore Scheme on the AONB are outlined within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. This includes reference to the statutory purpose of conserving and enhancing natural beauty as set out in the assessment considering the published Natural Beauty indicators and the relevant AONB indicators to landscape and visual matters. In Suffolk, National Grid will use trenchless construction methods for cabling under the Aldeburgh – Leiston SSSI and part of the Suffolk Coast and Heaths AONB. For the section of the AONB that will be crossed with open trenching, National Grid will reinstate the disturbed areas. The challenges relating to reinstatement following construction are set out within the assessment of effects on the AONB, landscape character and visual amenity within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. This includes consideration that heathland and acid grassland will take longer to be reinstated than other habitat types and this has been acknowledged within the assessment. Details around reinstatement are set out within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**. The assessment concludes no likely significant effects on the landscape character of the Suffolk Coast and Heaths AONB during construction, operation or maintenance phases. Further information on the construction methodologies is available within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The drawing showing the extent of use of a trenchless construction solution is within **Application Document 2.1 Guide to the Plans – Plan DCO/S/DE/SS/1211**. The commitment to trenchless solutions is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Landfall location, Onshore environmental impact	**Feedback form question 8:** What do you think about our proposed landfall between Aldeburgh and Thorpeness? **Further comment:** [Transcription note: Respondent has drawn an arrow across map and written 'AONB'] The first 3km of cable run from landfall is through the SSSI (as you note) and the AONB (which is not noted). Horizontal	N	National Grid will use trenchless construction methods for cabling under sensitive sites such as the RSPB North Warren, the Leiston-Aldeburgh SSSI and part of the Suffolk Coast and Heaths AONB. The DCO will therefore not include an option for surface trenching in the SSSI. Further information on the construction methodologies is available within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The drawing showing the extent of use of a trenchless construction solution is within **Application Document 2.1 Guide to the Plans – Plan DCO/S/DE/SS/1211**. The commitment to trenchless solutions is secured

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			Directional Drilling should be used at least to the AONB boundary.		through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Onshore route location, Design	**Feedback form question 9:** Constructing additional ducts within the underground cable corridor to accommodate cables for up to two other projects **Response:** I support co-location.	N	National Grid acknowledges this feedback.
		Onshore route location, Design	**Feedback form question 9:** Co-locating up to three converter stations at a single location near Saxmundham **Response:** I support co-location	N	National Grid acknowledges this feedback.
		Design, Construction - general	**Feedback form question 9:** Are there any other ways that you would like us to explore coordination with other projects? **Response:** I support co-location with the proviso that there will be no open-cut trenching in AONB/SSSI areas.	N	In Suffolk, National Grid will use trenchless construction methods for cabling under the Aldeburgh – Leiston SSSI and part of the Suffolk Coast and Heaths AONB. For the section of the AONB that will be crossed with open trenching, National Grid will reinstate the disturbed areas. The challenges relating to reinstatement following construction are set out within the assessment of effects on the AONB, landscape character and visual amenity within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. This includes consideration that heathland and acid grassland will take longer to be reinstated than other habitat types and this has been acknowledged within the assessment. Details around reinstatement are set out within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**. The assessment concludes no likely significant effects on the landscape character of the Suffolk Coast and Heaths AONB during construction, operation or maintenance phases. The DCO will therefore not include an option for surface trenching in the SSSI. Further information on the construction methodologies is available within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The drawing showing the extent of use of a trenchless construction solution is within **Application Document 2.1 Guide to the Plans – Plan DCO/S/DE/SS/1211**. The commitment to trenchless solutions is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Construction – general, Onshore mitigation	**Feedback form question 10:** Is there anything further you would like us to take into consideration when developing our proposals in Suffolk? **Response:**	N	Please see the response above regarding the use of a trenchless construction solution. National Grid has reviewed the feedback received from SEAS. The comment regarding what are perceived to be gratuitous images is noted.

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			Any cable routing should be using Horizontal Directional Drilling for all areas listed as SSSI, AONB and other protected classifications. It would not be acceptable to use open-cut trenching techniques in these protected areas. When producing information about the project please avoid gratuitous images of 'very happy people'. This can be irritating for those whose environment is being substantially damaged. Please take note of all recommendations made by SEAS (Suffolk Energy Action).		

Table 1.2 SL-PIL-0800, SL-PIL-0044

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24 October 2023	18 December 2023	Needs case	**Feedback form question 1:** Do you support the principle of reinforcing the network in this location? **Response:** Yes.	N	National Grid acknowledges this feedback.
		Design	**Feedback form question 2:** What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously? **Response:** I think the changes are positive.	N	National Grid acknowledges this feedback.
		Onshore route location	**Feedback form question 3:** What do you think about our proposal to connect into the existing network via the proposed Friston substation? **Response:** I think this is the best location for connecting into the existing network.	N	National Grid acknowledges this feedback.
		Onshore route location	**Feedback form question 4:** What do you think about our proposed HVAC cable route in Suffolk? **Response:** I think this is the best cable route.	N	National Grid acknowledges this feedback.
		Converter station location, Design	**Feedback form question 5:** What do you think about our proposed converter station, including its proposed location? **Response:** I think the converter station is in the right location. **Further comment:** Well located, flat land, well screened from town.	N	National Grid acknowledges this feedback.
		Design, Converter	**Feedback form question 6:**	N	National Grid acknowledges this feedback and the interest in the Proposed Project. The design of this structure, in terms of the building form and the external materials, will be developed alongside consultation and stakeholder feedback. A set of Design Principles for the building will be provided with the

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		station location	We have identified several design approaches for the converter station. Which approach(es) would you like to see explored at later design stages? **Response:** Colour, Green roof **Further comment:** Green roof - most discrete especially if clad in colour.		application for development consent (**Application Document 7.12.1 Design Principles – Suffolk**). The Design Principles will provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and is engaging with local design panels to further inform the design and development process.
		Onshore route location	**Feedback form question 7:** What do you think about our proposed HVDC cable route in Suffolk? **Response:** I think this is the best cable route.	N	National Grid acknowledges this feedback.
		Landfall location	**Feedback form question 8:** What do you think about our proposed landfall between Aldeburgh and Thorpeness? **Response:** I think this is the best location for the landfall.	N	National Grid acknowledges this feedback.
		Onshore route location, Design	**Feedback form question 9:** Constructing additional ducts within the underground cable corridor to accommodate cables for up to two other projects. **Response:** I support co-location.	N	National Grid acknowledges this feedback.
		Converter station location, Design	**Feedback form question 9:** Co-locating up to three converter stations at a single location near Saxmundham **Response:** I support co-location.	N	National Grid acknowledges this feedback.
		Coordination with other Projects	**Feedback form question 9:** Co-locating the landfall point of up to three projects at a location between Aldeburgh and Thorpeness **Response:** I support co-location.	N	National Grid acknowledges this feedback.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		Landfall location	**Feedback form question 12:** What do you think about our proposed landfall at Pegwell Bay? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Onshore route location	**Feedback form question 13:** What do you think about our proposed HVDC cable route in Kent? Response: I have no preference either way.	N	National Grid acknowledges this feedback.
		Converter station location	**Feedback form question 14:** What do you think about our proposed converter station and adjacent substation near Minster? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Onshore route location	**Feedback form question 16:** What do you think about our plans to use overhead lines to connect the proposed substation into the existing Richborough to Canterbury overhead line? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Construction - general	**Feedback form question 18:** Do you have any key concerns regarding the construction stage of Sea Link? **Response:** Impact on people, Landscape and visual impact, Ecology and biodiversity, Air quality, Noise, Traffic and transportation.	N	National Grid acknowledges this feedback. The Proposed Project Environmental Statement is contained in Volume 6 of the DCO application. Further information is contained in: • **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual;** • **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual;** • **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality;** • **Application Document 6.2.3.8 Part 3 Kent Chapter 8 Air Quality;**

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					• **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration;** • **Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration;** • **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport; and** • **Application Document 6.2.2.7 Part 3 Kent Chapter 7 Traffic and Transport.** A register of all mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Onshore mitigation, Offshore mitigation	**Feedback form question 19:** Do you have any comments about how we could deliver environmental mitigation and enhancement (such as hedgerow creation, native tree planting or funding local wildlife groups) as part of our proposals? **Response:** I am sure all issues will be considered sensitively.	N	National Grid acknowledges this feedback. National Grid is committed to developing a project that takes account of the sensitivities of the local people and the environment to avoid or minimise impacts as far as possible and to mitigate the significant effects of the construction and operation phases. Potential impacts are detailed in the ES in Volume 6 of the DCO application. A register of all mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Consultation	**Feedback form question 22:** What did you think of the information we have published for this consultation in terms of how clearly it was presented and how easy it was to understand? **Response:** Very good. **Further comment:** Well communicated easy to follow.	N	National Grid acknowledges this feedback.

Table 1.3 SL-PIL-0647, SL-PIL-0380

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Needs case	**Feedback form question 1:** Do you support the principle of reinforcing the network in this location? **Response:** Yes.	N	National Grid acknowledges this feedback.
		Design	**Feedback form question 2:** What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously? **Response:** I think the changes are positive.	N	National Grid acknowledges this feedback.
		Onshore Route location	**Feedback form question 3:** What do you think about our proposal to connect into the existing network via the proposed Friston substation? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Onshore route location	**Feedback form question 4:** What do you think about our proposed HVAC cable route in Suffolk? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Converter station location	**Feedback form question 5:** What do you think about our proposed converter station, including its proposed location? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Design	**Feedback form question 6:** We have identified several design approaches for the converter station. Which approach(es) would you like to see explored at later design stages? **Response:**	N	National Grid acknowledges this feedback and the interest in the Proposed Project. The design of this structure, in terms of the building form and the external materials, will be developed alongside consultation and stakeholder feedback. A set of Design Principles for the building will be provided with the application for development consent (**Application Document 7.12.1 Design Principles – Suffolk**). The Design Principles will provide guidance regarding the design intent and design principles that will be adopted and embedded

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Green roof, Colour and curve.		into the detail proposals of the structure. National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and is engaging with local design panels to further inform the design and development process.
		Onshore route location	**Feedback form question 7:** What do you think about our proposed HVDC cable route in Suffolk? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Landfall location	**Feedback form question 8:** What do you think about our proposed landfall between Aldeburgh and Thorpeness? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Onshore route location, Design	**Feedback form question 9:** Constructing additional ducts within the underground cable corridor to accommodate cables for up to two other projects. **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Converter station location, Design	**Feedback form question 9:** Co-locating up to three converter stations at a single location near Saxmundham **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Coordination with other Projects	**Feedback form question 9:** Co-locating the landfall point of up to three projects at a location between Aldeburgh and Thorpeness **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Landfall location	**Feedback form question 12:** What do you think about our proposed landfall at Pegwell Bay? **Response:** I think this is the best location for the landfall.	N	National Grid acknowledges this feedback. National Grid is committed to developing a project that takes account of the sensitivities of the local people and the environment to avoid or minimise as far as possible and to mitigate the significant effects of the construction and operation phases. This includes careful siting of Proposed Project infrastructure. Information on the selection of the proposed landfall site in Kent is contained in **Application Document**

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Further comment: Comments: away from most residential housing.		**8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022) and Application Document 8.3 Strategic Options Report (October 2023)**.
		Onshore route location, Agriculture and soils	**Feedback form question 13:** What do you think about our proposed HVDC cable route in Kent? **Response:** I think this is the best cable route. **Further comment:** Will the land marked with an X still be farmed as it currently is?	N	National Grid acknowledges this feedback. Once the HVDC cable has been installed, land will be reinstated to its current condition.
		Converter station location, traffic and transport	**Feedback form question 14:** What do you think about our proposed converter station and adjacent substation near Minster? **Response:** I think the substation and the converter station are in the right location. **Further comment:** How will construction traffic get to the location?	N	Access to the Converter Station site will be via the A256 from the east. For details, please see **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The impacts of the additional traffic that will be generated by the Proposed Project have been assessed in **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**.
		Design	**Feedback form question 15:** We have identified several design approaches for the converter station. Which approach(es) would you like to see explored at later design stages? **Response:** Green roof, Colour and curve. **Further comment:** This is most important. I would like to see a minimal impact to the visual landscape (as much as possible).	N	National Grid acknowledges this feedback and the interest in the Proposed Project. The design of this structure, in terms of the building form and the external materials, will be developed alongside consultation and stakeholder feedback. A set of Design Principles for the building will be provided with the application for development consent (**Application Document 7.12.2 Design Principles – Kent**). The Design Principles will provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and is engaging with local design panels to further inform the design and development process. Landscape and visual impacts are contained in **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**. Landscape planting required for screening will be undertaken in advance of construction wherever possible. However, it should be acknowledged that such measures take time to establish, meaning that there will be some residual effects will remain.
		Onshore route location	**Feedback form question 16:** What do you think about our plans to use overhead lines to connect the proposed substation into the existing Richborough to Canterbury overhead line?	N	National Grid acknowledges this feedback.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Response: I agree with the plans to use an overhead line connection.		
		Construction – general, Combined effect of the proposed Project	**Feedback form question 18:** Do you have any key concerns regarding the construction stage of Sea Link? **Response:** Landscape and visual impact, Ecology and biodiversity, Noise, Archaeology, Disruption to land use.	N	National Grid acknowledges this feedback. The Proposed Project Environmental Statement is contained in Volume 6 of the DCO application. Further information is contained in: • **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual;** • **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual;** • **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration;** • **Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration;** • **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage; and** • **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage.** A register of all mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Consultation, Onshore mitigation	**Feedback form question 19:** Do you have any comments about how we could deliver environmental mitigation and enhancement (such as hedgerow creation, native tree planting or funding local wildlife groups) as part of our proposals? **Response:** I would be keen to see more plans surrounding this. I would also like more information about any wildlife groups involved.	N	Mitigation measures are set out in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Mitigation includes establishment of protective areas for sensitive ecological and archaeological features to be retained, control of run-off across the construction site(s), landscape planting, retention of topsoil, avoidance of certain breeding seasons and implementation of construction traffic management and travel plan, among others. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council, Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					For biodiversity, further information is contained in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity and Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**.
		Consultation	**Feedback form question 22:** What did you think of the information we have published for this consultation in terms of how clearly it was presented and how easy it was to understand? **Response:** Very good.	N	National Grid acknowledges this feedback.

Table 1.4 SL-PIL-0107

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Needs case	**Feedback form question 1:** Do you support the principle of reinforcing the network in this location? **Response:** No. **Further comment:** Needs brownfield sites.	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search that satisfy the needs were considered too small to accommodate the required infrastructure whether singly located or colocated. The criteria for the selected areas of search including the size of the site are explained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)**. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.**
		Design	**Feedback form question 2:** What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously? **Response:** I think the changes are negative	N	National Grid acknowledges this feedback. In developing the Proposed Project, National Grid has assessed a variety of options, including other potential areas for new infrastructure. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and**

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					• **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Onshore route location, Alternative solutions	**Feedback form question 3:** What do you think about our proposal to connect into the existing network via the proposed Friston substation? **Response:** I do not think this is the best location for connecting into the existing network. **Further comment:** Needs brownfield sites.	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search that satisfy the needs were considered too small to accommodate the required infrastructure whether singly located or colocated. The criteria for the selected areas of search including the size of the site are explained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)**. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Onshore route location	**Feedback form question 4:** What do you think about our proposed HVAC cable route in Suffolk? **Response:** I disagree with the proposed cable route.	N	National Grid acknowledges this feedback. Information on the selection of the cable route and the need for the Proposed Project is contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022), Application Document 8.3 Strategic Options Report (October 2023) and Application Document 6.2.1.3 Part 1 Introduction**.
		Converter station location	**Feedback form question 5:** What do you think about our proposed converter station, including its proposed location? **Response:** I do not think the converter station is in the right location.	N	National Grid acknowledges this feedback. Information on the selection of the converter station location and the need for the Proposed Project is contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022), Application Document 8.3 Strategic Options Report (October 2023), Application Document 7.2 Strategic Options Back Check Report and Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered.** Each of the options identified for the converter site areas and cable route corridors were appraised in accordance with National Grid's approach to options appraisal. In addition, in the absence of guidance for specific siting of converter stations, the Horlock Rules were applied. Although these were

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					developed for the siting of substations, they were considered appropriate to use when identifying and appraising converter site areas.
		Design	**Feedback form question 6:** We have identified several design approaches for the converter station. Which approach(es) would you like to see explored at later design stages? **Response:** Green roof, Agricultural barns.	N	National Grid acknowledges this feedback and the interest in the Proposed Project. The design of this structure, in terms of the building form and the external materials, will be developed alongside consultation and stakeholder feedback. A set of Design Principles for the building will be provided with the application for development consent (**Application Document 7.12.1 Design Principles – Suffolk**). The Design Principles will provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and is engaging with local design panels to further inform the design and development process.
		Onshore route location	**Feedback form question 7:** What do you think about our proposed HVDC cable route in Suffolk? **Response:** I agree with some elements of the proposed cable route but disagree with others.	N	National Grid acknowledges this feedback. Information on the selection of the cable route and the need for the Proposed Project is contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022), Application Document 8.3 Strategic Options Report (October 2023), Application Document 7.2 Strategic Options Back Check Report and Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**.
		Landfall location	**Feedback form question 8:** What do you think about our proposed landfall between Aldeburgh and Thorpeness? **Response:** I do not think this is the best location for the landfall. **Further comment:** Habitat destruction.	N	National Grid acknowledges this feedback. Information on the selection of the converter station location and the need for the Proposed Project is contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022) Application Document 8.3 Strategic Options Report (October 2023) and Application Document 7.2 Strategic Options Back Check Report**. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce ecology and biodiversity impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routing and siting of infrastructure and temporary works. The impacts on habitats are considered in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity and Application Document 6.6 Habitats Regulations Assessment Report**.
		Coordination with other Projects	**Feedback form question 9:** Constructing additional ducts within the underground cable corridor to accommodate cables for up to two other projects. Response: I do not support co-location.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.
		Coordination with other Projects	**Feedback form question 9:** Co-locating up to three converter stations at a single location near Saxmundham **Response:** I do not support co-location.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other project with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.
		Coordination with other Projects	**Feedback form question 9:** Co-locating the landfall point of up to three projects at a location between Aldeburgh and Thorpeness **Response:** I do not support co-location.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other project with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					these coordination benefits and to also explore further opportunities for coordination where they arise.
		Landfall location	**Feedback form question 12:** What do you think about our proposed landfall at Pegwell Bay? Response: I have no preference either way.	N	National Grid acknowledges this feedback.
		Onshore route location	**Feedback form question 13:** What do you think about our proposed HVDC cable route in Kent? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Converter station location	**Feedback form question 14:** What do you think about our proposed converter station and adjacent substation near Minster? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Design	**Feedback form question 15:** We have identified several design approaches for the converter station. Which approach(es) would you like to see explored at later design stages? **Response:** Green roof, Colour and curve	N	National Grid acknowledges this feedback and the interest in the Proposed Project. The design of this structure, in terms of the building form and the external materials, will be developed alongside consultation and stakeholder feedback. A set of Design Principles for the building will be provided with the application for development consent (**Application Document 7.12.2 Design Principles – Kent**). The Design Principles will provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and is engaging with local design panels to further inform the design and development process.
		Onshore route location	**Feedback form question 16:** What do you think about our plans to use overhead lines to connect the proposed substation into the existing Richborough to Canterbury overhead line? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Construction – general, Combined effect of the	**Feedback form question 18:** Do you have any key concerns regarding the construction stage of Sea Link?	N	National Grid acknowledges this feedback. The Proposed Project Environmental Statement is contained in Volume 6 of the DCO application. Further information is contained in:

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		proposed Project	**Response:** Impact on people, Landscape and visual impact, Ecology and biodiversity, Air quality, Noise, Traffic and transportation, Public access to rights of way (such as bridleways), Impact on tourism, Impact on recreational activities.		• **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual;** • **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual;** • **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality;** • **Application Document 6.2.3.8 Part 3 Kent Chapter 8 Air Quality;** • **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration;** • **Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration;** • **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport;** • **Application Document 6.2.2.7 Part 3 Kent Chapter 7 Traffic and Transport;** • **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism; and** • **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism.** A register of all mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Consultation	**Feedback form question 22:** What did you think of the information we have published for this consultation in terms of how clearly it was presented and how easy it was to understand? **Response:** Average.	N	National Grid acknowledges this feedback.

Table 1.5 SL-PIL-0168, SL-PIL-0172

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Needs case, Onshore mitigation	**Feedback form question 1:** Do you support the principle of reinforcing the network in this location? **Response:** Unsure. **Further comment:** Do you have any comments to make about the principle of reinforcing the network between Suffolk and Kent? Response: While I do understand the case for improving grid links from where power is generated to where it's required, I think the residents of the locations in Suffolk that are going to be disrupted for a decade with multiple projects need the companies looking to build these links to give more back - either directly to affected residents or through community improvements. For example, one of the proposed construction access roads around the Saxmundham site could be extended to provide relief to the significantly congested junction in Saxmundham. While this is a specific example rather than on the principle, the same should be considered for all the locations - people need more electricity, and local residents and businesses who have to put up with either electricity generation or transmission infrastructure should be in some way compensated (not necessarily monetarily, although that would be probably the simplest) for both the disruption associated with construction and the loss of amenity of the green areas being turned into industrial sites. At the moment the proposal basically barely waves a hand at inwards investment into the local area, and so while I support the concept of needing to transmit power in the manner and between the locations proposed, I cannot support this specific proposal as it stands, as the community only loses.	N	National Grid supports the delivery of community benefits associated with transmission infrastructure, and already has a number of established programmes which deliver this. National Grid is waiting for the Government's position on the provision of community benefits associated with transmission infrastructure. This will determine its future approach. National Grid is working to understand local and regional aspirations and priorities in relation to community benefits. It welcomes the suggestions for delivering community benefits and as the project progresses, it will work with stakeholders and local communities to further inform this.
		Design, Needs case, Community benefits / enhancements	**Feedback form question 2:** What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously? **Response:** I think the changes are negative. **Further comment:**	N	The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			The proposal doesn't adequately explain why disrupting more landscape to build further inland is a good idea. No consideration for any obvious community improvements.		coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The potential effects on landscape and visual receptors is included within the Proposed Project ES in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual and Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**.
		Onshore route location	**Feedback form question 3:** What do you think about our proposal to connect into the existing network via the proposed Friston substation? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Converter station location, Coordination with other Projects	**Feedback form question 5:** What do you think about our proposed converter station, including its proposed location? **Response:** I do not think the converter station is in the right location. **Further comment:** If this absolutely has to be built this far inland, on this greenbelt land, propose that the most easterly identified suitable location would be chosen (the 'co-located converter stations' option). There should absolutely not be 3 of these giant monstrosities in this location and I do not support that at all.	N	National Grid acknowledges this feedback. While the site at Saxmundham is in planning terms a ‘greenfield’ site, there is no green belt in this area. The benefits of co-location with other projects are recognised because if infrastructure can be sited in one location it reduces the difficulties associated with finding locations for up to two other converter station sites in the surrounding area which meet the requirements for the connection agreements, whilst taking into account landscape designations and other sensitive receptors. National Grid is committed to coordinating consenting and delivery with other projects where opportunities are available, including the co-location of infrastructure where it can be demonstrated that this will support reductions in cumulative impacts. With regard to the converter stations at Saxmundham, the process of site identification is based on technical feasibility parameters associated with proximity to the agreed connection location (Friston Substation), the National Landscape designation and other environmental constraints. The proposed approach for co-locating converter stations required for other projects seeks to conserve and enhance the designation by reducing the cumulative impacts that may be perceived through separate developments dispersed throughout the surrounding area.

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					The site of the substation at Friston does not have capacity to accommodate converter stations - either singularly or through colocation. **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)** sets out the site requirement criteria and explains the rationale underlying decision-making about the route and location of the infrastructure required for the Proposed Project. **Application Document 8.3 Strategic Options Report (October 2023), Application Document 7.2 Strategic Options Back Check Report and Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered** also provide details about assessment criteria and the rationale underlying decision-making for the Proposed Project.
		Design, Consultation	**Feedback form question 6:** We have identified several design approaches for the converter station. Which approach(es) would you like to see explored at later design stages? **Response:** Green roof, Agricultural barns, Colour and curve. **Further comment:** I've selected these three as the others are not at all clear what they mean (and look awful in this 2D representation). Your proposal should have done a much better job - a paragraph or two on what terms like 'Kinetic' means in design terminology. A green roof and surrounds that entirely obscures the converter station and makes it look like it's part of the landscape would be optimal.	N	National Grid acknowledges this feedback and the interest in the Proposed Project. The design of this structure, in terms of the building form and the external materials, will be developed alongside consultation and stakeholder feedback. A set of Design Principles for the building will be provided with the application for development consent (**Application Document 7.12.1 Design Principles – Suffolk**). The Design Principles will provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and is engaging with local design panels to further inform the design and development process. While it is accepted that the architectural terminology may be unfamiliar to consultees, the terms and context are explained in the Statutory consultation document ‘Converter station design – background to potential architectural approaches’ which can be found in the document library of the Proposed Project website, under archived statutory consultation documents (October 2023).
		Landfall location, Alternative solutions	**Feedback form question 8:** What do you think about our proposed landfall between Aldeburgh and Thorpeness? **Response:** I do not think this is the best location for the landfall. **Further comment:** Your route drawn seems to come directly through a nature reserve. It's also an extremely pretty part of the coastline that I don't think should be disrupted - can this come in at Sizewell for example since there's likely to be a load of disruption for Sizewell C, it'd just be adding to the melee.	N	The reasoning behind the selection of the location and the alternatives considered is set out in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**. National Grid is in discussion with the RSPB and Natural England (as well as the Suffolk Councils) regarding the route of the HVDC cable and the location of the joint bays and the high importance of the RSPB reserve and the AONB is noted. This is a major reason why the reserve will be traversed through trenchless methods. The effects arising from the Suffolk Onshore Scheme on the Suffolk Coast and Heaths AONB and Suffolk Heritage Coast are summarised within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual** and detailed within **Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment**. This acknowledges the sensitivity of the landscape, including the open scale of the coastline, and details potential effects arising from the Suffolk Onshore Scheme.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		Coordination with other Projects	**Feedback form question 9:** Constructing additional ducts within the underground cable corridor to accommodate cables for up to two other projects **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Coordination with other Projects	**Feedback form question 9:** Co-locating up to three converter stations at a single location near Saxmundham **Response:** I do not support co-location.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other project with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.
		Coordination with other Projects	**Feedback form question 9:** Co-locating the landfall point of up to three projects at a location between Aldeburgh and Thorpeness **Response:** I do not support co-location.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other project with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		Traffic and transport	**Feedback form question 10:** Is there anything further you would like us to take into consideration when developing our proposals in Suffolk? **Response:** Preference for access route to the Saxmundham converter station (if built here) - this should be option 1 if at all possible, as it avoids the town of Saxmundham and the problems with the junction there, additionally route 2 crossing the main road (B1119) doesn't make much sense to me, although this is one option for turning this access / construction road into a possible bypass route for the town for traffic from the north at least (including access to estates on the east of Saxmundham). If this is done, providing an actual community benefit, then access road option 2 becomes a good choice, but only in that instance.	N	National Grid has identified a modified version of the western access route for the Saxmundham Converter Station (Option 3). On further assessment, the southern route (Option 1) was deemed to be not suitable for the construction traffic required. **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** demonstrates that the additional construction traffic to be generated by the Proposed Project during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network.
		Landfall location	**Feedback form question 12:** What do you think about our proposed landfall at Pegwell Bay? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Onshore route location	**Feedback form question 13:** What do you think about our proposed HVDC cable route in Kent? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Converter station location	**Feedback form question 14:** What do you think about our proposed converter station and adjacent substation near Minster? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Onshore route location	**Feedback form question 16:** What do you think about our plans to use overhead lines to connect the proposed substation into the existing Richborough to Canterbury overhead line? Response: I have no preference either way.	N	National Grid acknowledges this feedback.
		Construction – general, Combined effect of the	**Feedback form question 18:** Do you have any key concerns regarding the construction stage of Sea Link?	N	National Grid acknowledges this feedback. The Proposed Project Environmental Statement is contained in Volume 6 of the DCO application. Further information is contained in:

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		proposed Project	**Response:** Impact on people, Landscape and visual impact, Ecology and biodiversity, Noise, Traffic and transportation, Public access to rights of way (such as bridleways), Impact on recreational activities.		• **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual;** • **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual;** • **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration;** • **Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration;** • **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport;** • **Application Document 6.2.2.7 Part 3 Kent Chapter 7 Traffic and Transport;** • **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism; and** • **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism.** A register of all mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Construction – general, Walking, Cycling and Horse Riding	**Feedback form question 20:** Do you have any other comments about Sea Link to give that you have not previously mentioned? **Response:** The proposal does not make clear how maintenance of access to footpaths (that I currently use regularly across the field east of Saxmundham) will be managed both during construction and after, as this passes through the final plot of land. It is therefore not clear to me how that is handled (although this information may be buried in one of your badly signposted extra documents).	N	Impacts on footpaths and opportunities for recreation have been assessed and developed in collaboration with key disciplines including traffic and transport and socio-economics (further details are within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport and Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. National Grid acknowledges that there will be a temporary disruption to footpaths during the construction phase. Where National Grid has a temporary impact on a PRoW during construction, mitigation measures will be put in place. Where a permanent impact is expected, a suitable diversion will be provided. An outline PRoW Management Plan has been prepared for Suffolk as part of the DCO application. This has been developed in consultation with the relevant local planning authorities and provides details on PRoW diversions, closures and management during the construction, operation and decommissioning phases. See **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**.

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		Consultation	**Feedback form question 22:** What did you think of the information we have published for this consultation in terms of how clearly it was presented and how easy it was to understand? **Response:** Average. **Further comment:** I've commented earlier on this - the proposal does not make a number of areas clear (like the impact of design choices 'Kinetic' vs. 'Colour and curve').	N	National Grid acknowledges this feedback. See response above regarding the Converter Station design.
		Consultation	**Feedback form question 26:** Do you have further comments about our materials, consultation process or any suggestions for how we can improve our consultation? **Response:** Very limited number of evening options for a number of the proposed sessions, and relatively short notice for things like the webinar briefing, letter dated 9/11/23 for a webinar held 2pm on the 14th of the same month - a time when many people will be working, and even if they're not that's not much notice. Things like the construction roads being used and construction areas - yes it's on your detailed maps on your website but not mentioned anywhere in the main body of the proposal. Nor any construction traffic mitigation strategies - again all hidden away in further documentation on the website. At least signpost it from the main proposal.	N	National Grid acknowledges this feedback regarding consultation. The Statutory consultation programme offered meetings in a range of formats that gave individuals and community groups the opportunity to explore and develop their understanding of matters of concern. National Grid acknowledges the criticisms of the timing of the webinars. The information presented in consultation materials provides as much detail as is available at the time of writing. As the Proposed Project is developed further, more detailed information will become available. This will be submitted with the DCO application. Traffic and transport details will be included in **Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan - Kent and Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**, which will outline mitigation measures. These are secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).

Table 1.6 SL-PIL-0146

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Needs case	**Feedback form question 1:** Do you support the principle of reinforcing the network in this location? **Response:** No.	N	National Grid acknowledges this feedback. The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.**
		Design	**Feedback form question 2:** What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously? **Response:** I think the changes are negative.	N	
		Onshore route Location	**Feedback form question 3:** What do you think about our proposal to connect into the existing network via the proposed Friston substation? **Response:** I do not think this is the best location for connecting into the existing network.	N	National Grid acknowledges this feedback. Information on the connection points for the Proposed Project and its need is contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022), Application Document 8.3 Strategic Options Report (October 2023) and Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**.
		Onshore route Location	**Feedback form question 4:** What do you think about our proposed HVAC cable route in Suffolk? **Response:** I disagree with the proposed cable route.	N	National Grid acknowledges this feedback. Information on the selection of the cable route and the need for the Proposed Project is contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022), Application Document 8.3 Strategic Options Report (October 2023) and Application Document 6.2.1.3 Part 1 Introduction**.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		Converter station location	**Feedback form question 5:** What do you think about our proposed converter station, including its proposed location? **Response:** I do not think the converter station is in the right location.	N	National Grid acknowledges this feedback. Information on the selection of the converter station location and the need for the Proposed Project is contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022) and Application Document 8.3 Strategic Options Report (October 2023)**. Each of the options identified for the converter site areas and cable route corridors were appraised in accordance with National Grid's approach to options appraisal. In addition, in the absence of guidance for specific siting of converter stations, the Horlock Rules were applied. Although these were developed for the siting of substations, they were considered appropriate to use when identifying and appraising converter site areas.
		Design	**Feedback form question 6:** We have identified several design approaches for the converter station. Which approach(es) would you like to see explored at later design stages? **Response:** Green roof, Agricultural barns.	N	National Grid acknowledges this feedback and the interest in the Proposed Project. The design of this structure, in terms of the building form and the external materials, will be developed alongside consultation and stakeholder feedback. A set of Design Principles for the building will be provided with the application for development consent (**Application Document 7.12.1 Design Principles – Suffolk**). The Design Principles will provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and is engaging with local design panels to further inform the design and development process.
		Onshore route location	**Feedback form question 7:** What do you think about our proposed HVDC cable route in Suffolk? **Response:** I disagree with the proposed cable route.	N	National Grid acknowledges this feedback. Information on the selection of the cable route and the need for the Proposed Project is contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022) and Application Document 8.3 Strategic Options Report (October 2023)**.
		Landfall location	**Feedback form question 8:** What do you think about our proposed landfall between Aldeburgh and Thorpeness? **Response:** I do not think this is the best location for the landfall.	N	National Grid acknowledges this feedback. Information on the selection of the landfall location and the need for the Proposed Project is contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022) and Application Document 8.3 Strategic Options Report (October 2023)**.
		Coordination with other Projects	**Feedback form question 9:** Constructing additional ducts within the underground cable corridor to accommodate cables for up to two other projects. **Response:** I do not support co-location.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other project

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.
		Coordination with other Projects	**Feedback form question 9:** Co-locating up to three converter stations at a single location near Saxmundham. **Response:** I do not support co-location.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other project with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.
		Coordination with other Projects	**Feedback form question 9:** Co-locating the landfall point of up to three projects at a location between Aldeburgh and Thorpeness. **Response:** I do not support co-location.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other project with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.
		Landfall location	**Feedback form question 12:** What do you think about our proposed landfall at Pegwell Bay? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Onshore route location	**Feedback form question 13:** What do you think about our proposed HVDC cable route in Kent? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Converter station location	**Feedback form question 14:** What do you think about our proposed converter station and adjacent substation near Minster? **Response:** I do not think the substation and the converter station are in the right location.	N	National Grid acknowledges this feedback. The identification of converter site option areas was based on the potential to site adjacent to similar infrastructure, avoidance of designated sites as far as possible, landform, opportunities for natural screening and to minimise visual impacts on settlements. When considering all receptors, constraints and opportunities, the preferred converter site option area for the Richborough Substation connection point is converter site option A. Further details are contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)**.
		Design	**Feedback form question 15:** We have identified several design approaches for the converter station. Which approach(es) would you like to see explored at later design stages? **Response:** Green roof.	N	National Grid acknowledges this feedback and the interest in the Proposed Project. The design of this structure, in terms of the building form and the external materials, will be developed alongside consultation and stakeholder feedback. A set of Design Principles for the building will be provided with the application for development consent (**Application Document 7.12.2 Design Principles – Kent**). The Design Principles will provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and is engaging with local design panels to further inform the design and development process.
		Onshore route location	**Feedback form question 16:** What do you think about our plans to use overhead lines to connect the proposed substation into the existing Richborough to Canterbury overhead line? **Response:**	N	National Grid acknowledges this feedback.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			I have no preference either way.		
		Construction – general, Combined effect of the proposed Project	**Feedback form question 18:** Do you have any key concerns regarding the construction stage of Sea Link? **Response:** Impact on people, Landscape and visual impact, Ecology and biodiversity, Air quality, Noise, Traffic and transportation, Public access to rights of way (such as bridleways), Impact on tourism, Impact on recreational activities.	N	National Grid acknowledges this feedback. The Proposed Project Environmental Statement is contained in Volume 6 of the DCO application. Further information is contained in: • **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual;** • **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual;** • **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality;** • **Application Document 6.2.3.8 Part 3 Kent Chapter 8 Air Quality;** • **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration;** • **Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration;** • **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport;** • **Application Document 6.2.2.7 Part 3 Kent Chapter 7 Traffic and Transport;** • **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism; and** • **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism.** A register of all mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Consultation	**Feedback form question 22:** What did you think of the information we have published for this consultation in terms of how clearly it was presented and how easy it was to understand? **Response:** Average.	N	National Grid acknowledges this feedback.

Table 1.7 SL-PIL-123, SL-PIL-0128

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Needs case, Alternative solutions	**Feedback form question 1:** Do you support the principle of reinforcing the network in this location? **Response:** No. **Further comment:** I think you need to consider an offshore hub with converter station, with cable to Kent. The network needs reinforcing, but WHY spoil a beautiful bit of coast with construction, putting Converter stations at Friston and Saxmundham when you could re-think and use the offshore model which the Netherlands, along with other countries, have used?	N	National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that In Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. National Grid has listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised these impacts onshore and offshore where possible. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Design, Combined effect of the	**Feedback form question 2:**	N	National Grid acknowledges this feedback.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		proposed Project	What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously? **Response:** I think the changes are negative.		
		Onshore route location, Combined effect of the proposed Project, Alternative solutions, water environment	**Feedback form question 3:** What do you think about our proposal to connect into the existing network via the proposed Friston substation? **Response:** I do not think this is the best location for connecting into the existing network. **Further comment:** THIS IS NOT THE BEST LOCATION. I understand there are still judicial reviews to be decided about Friston, but it CANNOT be the best location. The proposal to gather energy here, although the substation, with roads etc is an ancient rural setting, very popular with tourists and retirees. It also gets flooded (see for example November 2023. You would need to build your infrastructure, roads etc on a greenfield land which includes SSSIs and AONBs. PLEASE CONSIDER ALTERNATIVES WHICH ARE LESS DAMAGING.	N	National Grid acknowledges this feedback Information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.**
		Onshore route location, Alternative solutions	**Feedback form question 4:** What do you think about our proposed HVAC cable route in Suffolk? **Response:** I disagree with the proposed cable route. **Further comment:** I do not agree because the proposed HVAC between Friston and Saxmundham would not be necessary if you did not bring the cable ashore from windfarms, but took it by a sea route.	N	The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land.
		Converter Station location, Alternative solutions	**Feedback form question 5:** What do you think about our proposed converter station, including its proposed location? **Response:** I do not think the converter station is in the right location. **Further comment:**	N	

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			It is not the right location. The converter station would not be needed if alternative solutions are developed. The location is not suitable for this scale of industrialisation and the road network would not sustain the construction. It is of concern that you suggest that up to three converter stations could be built at the same location! Madness in such a rural location close to residential properties.		Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** demonstrates that the additional construction traffic to be generated by the Proposed Project during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network.
		Design	**Feedback form question 6:** We have identified several design approaches for the converter station. Which approach(es) would you like to see explored at later design stages? **Response:** None. **Further comment:** IT should not be built to any design. It should not be constructed.	N	The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. Information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);**

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					• **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.**
		Onshore route location, Needs case, Combined effect of the proposed Project	**Feedback form question 7:** What do you think about our proposed HVDC cable route in Suffolk? **Response:** I disagree with the proposed cable route. **Further comment:** You are proposing approximately 10 kms between Saxmundhan and a transition joint bay just under 1 km inshore. You WOULD OT need this if you considered offshore solutions. The disruptions of temporary roads, workers' buildings, parking areas and lots of heavy digging and other equipment will negatively affect, wildlife, environment, tourism, the beautiful countryside which residents and visitors love, and which is the source of fa great deal of our local income- without it jobs will be lost. They will often be the opportunities for the poorest local people without alternatives sources of income.	N	Please see above for National Grid's comments on offshore solutions. National Grid acknowledges this feedback. The Proposed Project Environmental Statement is contained in Volume 6 of the DCO application. With regard to the impacts mentioned, please see **Application Document 6.2.2.2 Part 2 Suffolk Chater 2 Ecology and Biodiversity, Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual; and Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. The proposed mitigation in relation to the potential impacts is contained in these chapters. Mitigation measures are listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Landfall location	**Feedback form question 8:** What do you think about our proposed landfall between Aldeburgh and Thorpeness? **Response:** I do not think this is the best location for the landfall.	N	National Grid acknowledges this feedback. Information on the selection of the cable route and the need for the Proposed Project is contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022), Application Document 8.3 Strategic Options Report (October 2023) and Application Document 6.2.1.3 Part 1 Introduction**.
		Coordination with other Projects, Alternative solutions	**Feedback form question 9:** Constructing additional ducts within the underground cable corridor to accommodate cables for up to two other projects **Response:** I do not support co-location. Are there any other ways that you would like us to explore coordination with other projects? **Further comment:**	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other project with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other

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			This "co-location" means lumping projects together causing further damage and distress. Please consider, since there are several things NG wants to do, using brownfield site/s.		proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise. In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search that satisfy the needs were considered too small to accommodate the required infrastructure whether singly located or colocated. The criteria for the selected areas of search including the size of the site are explained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)**.
		Consultation	**Feedback form question 10:** Is there anything further you would like us to take into consideration when developing our proposals in Suffolk? **Response:** Please present a full description of all the proposals you have for this area of Suffolk,. It is tricky and looks duplicitous to present each in isolation.	N	National Grid has endeavoured to show information on other projects where possible. As part of the Statutory consultation, the Project Overview Document produced for the Statutory consultation included a map which included the Draft Order Limits for the Proposed Project alongside committed and planned developments in Suffolk. These other developments included Sizewell C, East Anglia One North, East Anglia Two, LionLink and Nautilus. The interactive map on the project website during the Statutory consultation also included a number of layers showing the location of other infrastructure projects in Suffolk. National Grid did not include these developments on all of its plans as it would have made the plans more difficult to understand. Additionally, the cumulative effects of the Proposed Project and the other projects planned in Suffolk is considered in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
		Construction – general, Combined effect of the proposed Project	**Feedback form question 18:** Do you have any key concerns regarding the construction stage of Sea Link? **Response:** Impact on people, Landscape and visual impact, Ecology and biodiversity, Traffic and transportation, Public access to rights of way (such as bridleways), Disruption to land use, Impact on tourism, Impact on recreational activities.	N	National Grid acknowledges this feedback. The Proposed Project Environmental Statement is contained in Volume 6 of the DCO application. Further information is contained in: • **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual;** • **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual;** • **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality;**

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					• **Application Document 6.2.3.8 Part 3 Kent Chapter 8 Air Quality;** • **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration;** • **Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration;** • **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport;** • **Application Document 6.2.2.7 Part 3 Kent Chapter 7 Traffic and Transport;** • **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism; and** • **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism.** A register of all mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Alternative solutions, Consultation	**Feedback form question 19:** Do you have any comments about how we could deliver environmental mitigation and enhancement (such as hedgerow creation, native tree planting or funding local wildlife groups) as part of our proposals? **Response:** It would be better to read all the feedback and to respond constructively with an alternative proposal or proposals. You do not seem to be taking note of alternative suggestions but stick to making the feedback about choosing only from your chosen alternatives! The number of things you are lumping together also has massive impact (see my response to q 18).	N	National Grid has listened extensively to the views of stakeholders and the wider public throughout the development of its proposals. This Consultation Report provides an account of how National Grid has responded to feedback throughout the development of its proposals, including where this feedback has resulted in a change in the plans for the Proposed Project. National Grid has also demonstrated how it has had regard to feedback throughout the pre-application process. As part of the Statutory consultation in 2023, it set out how it had responded to the key themes from Non-statutory consultation feedback. It also published a detailed Non-Statutory Consultation Report as part of this consultation. As part of the subsequent Targeted consultation, the Project Update Document set out some of the key themes of Statutory consultation feedback and again set out how National Grid was responding to these comments.
		Inter-Project cumulative effects, Consultation	**Feedback form question 20:** Do you have any other comments about Sea Link to give that you have not previously mentioned? **Response:** You have, rather, carefully not described these proposals (with your alternatives suggesting a done deal) along with the many other proposals, which include a nuclear power station among others, The blight on our lives, the economic impact, the possible long term decline in local tourism and local quality of life for	N	National Grid has endeavoured to show information on other projects where possible. As part of the Statutory consultation, the Project Overview Document produced for the Statutory consultation included a map which included the Draft Order Limits for the Proposed Project alongside committed and planned developments in Suffolk. These other developments included Sizewell C, East Anglia One North, East Anglia Two, LionLink and Nautilus. The interactive map on the project website during the Statutory consultation also included a number of layers showing the location of other infrastructure projects in Suffolk. National Grid did not include these developments on all of its plans as it would have made the plans more difficult to understand.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			residents and retirees means this already fragile economy is at risk alongside the ecosystem. This is short sighted and feels a bit like your consultation is being 'done by numbers"" because you must, not with genuine thinking about how to do this better for everyone. So many project have been presented separately one might begin to think that this was the only co-ordination- to blindside the local population. Please do not bamboozle us.		Additionally, the cumulative effects of the Proposed Project and the other projects planned in Suffolk is considered in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.

Table 1.8 SL-PIL-0012, SL-PIL-0015

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Needs case	**Feedback form question 1:** Do you support the principle of reinforcing the network in this location? **Response:** Yes.	N	National Grid acknowledges this feedback.
		Landfall location	**Feedback form question 12:** What do you think about our proposed landfall at Pegwell Bay? **Response:** I think this is the best location for the landfall.	N	National Grid acknowledges this feedback.
		Onshore route location	**Feedback form question 13:** What do you think about our proposed HVDC cable route in Kent? **Response:** I think this is the best cable route. **Further comment:** This depends on where the ending is. I can see that his probably the least invasive route to get to the proposed destination.	N	National Grid acknowledges this feedback. Historic information with regard to the Proposed Project design evolution and the alternatives considered are contained within **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022), Application Document 8.2 Options Selection and Design Evolution Report (October 2023) and Application Document 8.3 Strategic Options Report (October 2023)**.
		Converter station location, Alternative solutions	**Feedback form question 14:** What do you think about our proposed converter station and adjacent substation near Minster? **Response:** I do not think the substation and the converter station are in the right location. **Further comment:** Why not have this closer to the existing energy park? This is going to be a huge angular box built on flat land, with few trees to the south to mask it. Hence it will be very visible in a non-built up area. it must be less intrusive to have it sited closer to the existing developments in Richborough.	N	There is insufficient space at the Richborough Power Station site for a converter station. A robust alternatives assessment has been undertaken for the Proposed Project. **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered** and **Application Document 7.2 Strategic Options Back Check Report** contain further details on the main alternatives considered for the Proposed Project. Further historic information with regard to the Proposed Project design evolution and the alternatives considered are contained within **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022), Application Document 8.2 Options Selection and Design Evolution Report (October 2023) and Application Document 8.3 Strategic Options Report (October 2023)**. The assessment on potential landscape and visual impacts is set out in **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**. The proposed mitigation in relation to the potential impacts is contained in this chapter. Mitigation measures are listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					National Grid's landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section of the ES. Mitigation includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting and has been designed in collaboration with relevant stakeholders (see **Application Document 7.5.7.2 Outline Landscape and Ecological Management Plan - Kent**). National Grid acknowledges this feedback and the interest in the Proposed Project. The design of this structure, in terms of the building form and the external materials, will be developed alongside consultation and stakeholder feedback. A set of Design Principles for the building will be provided with the application for development consent (**Application Document 7.12.2 Design Principles – Kent**). The Design Principles will provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and is engaging with local design panels to further inform the design and development process.
		Design, Landscape and visual, Water environment	**Feedback form question 15:** We have identified several design approaches for the converter station. Which approach(es) would you like to see explored at later design stages? **Response:** Enhanced elevations, Colour, Green roof, Agricultural barns, Colour and curve. **Further comment:** Viewed from the south, which i will do, this is going to look dreadful in the landscape. South means from Ash, specifically from the junction of the cop Street Road & A257. From here the land slopes gently north to the the flat marshes of the ash level before rising again towards the Manston ridge. Richborough power station, as was, had large rectangular buildings that were demolished, along with the rest of the site. What replaced it is not so bad bearing in mind it has replaced something similar. This new build in the proposed site, must be made to blend in with the landscape. It must be coloured and preferably it would have a rounded form to bear up the box like structure. I understand that due to possible flooding it cannot be sunk in the ground a bit. this is a red herring. The land that side of the river rarely, if ever, floods. The flooding all occurs, by design, on the south side. Hiding it somehow in the flat landscape be an option. You will have noticed there are not many trees on either side of the river so tree planting to aid it is not an option.	N	National Grid acknowledges this feedback and the interest in the Proposed Project. The design of this structure, in terms of the building form and the external materials, will be developed alongside consultation and stakeholder feedback. A set of Design Principles for the building will be provided with the application for development consent (**Application Document 7.12.2 Design Principles – Kent**). The Design Principles will provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and is engaging with local design panels to further inform the design and development process. The assessment on potential landscape and visual impacts is set out in **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**. In summary the significant landscape effects are as follows: During construction, two out of the 11 landscape and seascape receptors within the landscape and visual study area would experience significant adverse effects arising from the Kent Onshore Scheme. These are TDLCA LCA E1 and DDLCA LCA A2 within which the Minster Converter Station, Minster Substation, and HVAC OHL works would be constructed. At Year 1 of operation and maintenance, one out of the 11 landscape and seascape receptors within the landscape and visual study area would experience significant adverse effects arising from the Kent Onshore Scheme. This is TDLCA LCA E1 within which the Minster Converter Station and Minster Substation would be permanently located. At Year 15 of operation and maintenance, none of the landscape and seascape receptors within the landscape and visual study area would experience significant adverse effects arising from the Kent Onshore Scheme. In summary the significant visual effects are as follows:

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					During construction, five out of the 14 representative viewpoints within the landscape and visual study area would experience significant adverse effects arising from the Kent Onshore Scheme. These comprise receptors from representative viewpoints 3, 4, 5, 6, and 11 which are all located in the local landscape around the Minster Converter Station and Minster Substation and also the HVAC OHL works. At Year 1 of operation and maintenance, four out of the 14 representative viewpoints within the landscape and visual study area would experience significant adverse effects arising from the Kent Onshore Scheme. These comprise receptors from representative viewpoints 4, 5, 6, and 11 which are all located in the local landscape to the north of the Minster Converter Station and Minster Substation and also the HVAC OHL works. At Year 15 of operation and maintenance, four out of the 14 representative viewpoints within the landscape and visual study area would still experience significant adverse effects arising from the Kent Onshore Scheme. These comprises receptors from representative viewpoints 4, 5, 6 and 11 which are located in close proximity to the north and north west of Minster Converter Station and Minster Substation. The proposed mitigation in relation to the potential impacts is contained in this chapter. Mitigation measures are listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). National Grid's landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section of the ES. Mitigation includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting and has been designed in collaboration with relevant stakeholders (**Application Document 7.5.7.2 Outline Landscape and Ecological Management Plan – Kent**).
		Onshore route location	**Feedback form question 16:** What do you think about our plans to use overhead lines to connect the proposed substation into the existing Richborough to Canterbury overhead line? **Response:** I have no preference either way. **Further comment:** There are already pylons - a few more is irrelevant. If you have to bridge the river, make sure it is secure. Last time we were invaded on the south side with undesirables riding motorcycles through the marshes and on two occasions people hare coursing. My company owns land in front of minster sewerage works on the south side of the river.	N	National Grid seeks to conduct its business without putting members of the public at risk. Any installations or bridges will be designed safely for both intended authorised use and for protecting the public. It will manage access across its boundaries and take steps to exclude unauthorised persons. In addition, National Grid will ensure that its contractors provide the appropriate levels of security and where gates are installed these will be locked out of hours and mobile and static security patrols or CCTV will be installed where it is deemed to be required.
		Design	**Feedback form question 17:** Anything else, comments?	N	National Grid acknowledges this feedback and proposed a series feasible, deliverable options, set out in the Statutory consultation document 'Converter station design – background to potential architectural approaches' which can

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Response: be imaginative in designing the buildings. Pylons are pylons, but buildings can be made to blend in with their surroundings.		be found in the document library of the Proposed Project website, under archived statutory consultation documents (October 2023).
		Construction – general, Landscape and visual	**Feedback form question 18:** Do you have any key concerns regarding the construction stage of Sea Link? **Response:** Landscape and visual impact, Other. **Further comment:** it will have impact on people but that will die away with time. Equally ecology will recover once work has finished. Air quality is unaffected except maybe for dust during construction, noise and traffic more or less eases once the work is done. Don't know about archeology, st Augustine might a comment! The biggest thing is its impact on the landscape visually if construction in the proposed site.	N	National Grid acknowledges this feedback and refers you to the comments on its landscape strategy above. Further information is contained in: • **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual;** • **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan – Suffolk;** • **7.5.7.2 Outline Landscape and Ecological Management Plan – Kent; and** • **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual.** A register of all mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Consultation	**Feedback form question 22:** What did you think of the information we have published for this consultation in terms of how clearly it was presented and how easy it was to understand? Response: Good.	N	National Grid acknowledges this feedback.

Table 1.9 SL-PIL-0103, SL-PIL-0109

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Needs case, Community benefits / enhancements	**Feedback form question 1:** Do you support the principle of reinforcing the network in this location? **Response:** Unsure. **Further comment:** The purpose of Sealink is to enable surplus power to be exported from Suffolk to Kent. It is not clear how this benefits Suffolk residents. Their environment is being destroyed to benefit power supply in Kent. Where is the mutuality in this?	N	The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Design, Land rights and CPO	**Feedback form question 2:** What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously? **Response:** I think the changes are negative. **Further comment:** You have firmed up in proposals: To put cables through my fields. To use my fields for a construction compound and access roads. To leave Joint Boxes in my fields.	N	National Grid is maintaining ongoing dialogue with landowners in order to better understand issues arising from the Proposed Project and appropriate mechanisms for safeguarding privately owned assets where interfaces are identified. All affected landowners will be compensated on a fair and reasonable basis for any rights acquired, and any impacts on retained property will be considered in line with the Compulsory Purchase Compensation Code. Compensation claims for other disturbance are considered on a case-by-case basis if there is evidence of negative impacts as a result of the Proposed Project.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Your Consultation Paper rightly sets out the detrimental impact on Gorse Hill and its surroundings.		
		Onshore route location, Alternative solutions	**Feedback form question 3:** What do you think about our proposal to connect into the existing network via the proposed Friston substation? **Response:** I do not think this is the best location for connecting into the existing network. **Further comment:** I favour the offshore routes suggested by Suffolk Energy Action Solutions (SEAS).	N	National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. Each of the options identified for the converter site areas and cable route corridors were appraised in accordance with National Grid's approach to options appraisal. In addition, in the absence of guidance for specific siting of converter stations, the Horlock Rules were applied. Although these were developed for the siting of substations, they were considered appropriate to use when identifying and appraising converter site areas.
		Onshore route location, Alternative solutions	**Feedback form question 4:** What do you think about our proposed HVAC cable route in Suffolk? **Response:** I disagree with the proposed cable route. **Further comment:** I prefer the offshore solutions suggested by SEAS.	N	
		Converter station location, Alternative solutions	**Feedback form question 5:** What do you think about our proposed converter station, including its proposed location? **Response:** I do not think the converter station is in the right location. **Further comment:** I prefer the offshore solutions suggested by SEAS.	N	

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					Details of the appraisal process are set out in **Application Document 8.2 Option Selection and Design Evolution Report (October 2023).**
		Design	**Feedback form question 6:** We have identified several design approaches for the converter station. Which approach(es) would you like to see explored at later design stages? **Response:** None **Further comment:** I have no preference.	N	National Grid acknowledges this feedback and the interest in the Proposed Project. The design of this structure, in terms of the building form and the external materials, will be developed alongside consultation and stakeholder feedback. A set of Design Principles for the building will be provided with the application for development consent (**Application Document 7.12.1 Design Principles – Suffolk**). The Design Principles will provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and is engaging with local design panels to further inform the design and development process.
		Onshore route location, Alternative solutions	**Feedback form question 7:** What do you think about our proposed HVDC cable route in Suffolk? **Response:** I disagree with the proposed cable route. **Further comment:** This should all be offshore.	N	National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. Further information on the reasoning behind the connection location for the Proposed Project (affecting the proposed HVDC cable route), the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;**

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					• **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Landfall location, Onshore environmental impact, Cultural heritage	**Feedback form question 8:** What do you think about our proposed landfall between Aldeburgh and Thorpeness? **Response:** I do not think this is the best location for the landfall. **Further comment:** This is a nationally important bird sanctuary and a rare haven for wildlife. There are also possibly important Roman remains etc. Trashing nature in order to save it is not the right thing to do.	N	The potential impacts of the Proposed Project on terrestrial ecology and ornithology are acknowledged. The assessment of effects on wildlife is within **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity and Application Document 6.6 Habitats Regulations Assessment Report** and the impacts on heritage assets is considered in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**. The mitigation hierarchy has been applied to lessen effects where possible. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Coordination with other Projects	**Feedback form question 9:** Constructing additional ducts within the underground cable corridor to accommodate cables for up to two other projects. **Response:** I support co-location.	N	National Grid acknowledges this feedback.
		Coordination with other Projects	**Feedback form question 9:** Co-locating up to three converter stations at a single location near Saxmundham. **I support co-location** **Response:** I support co-location.	N	National Grid acknowledges this feedback.
		Coordination with other Projects	**Feedback form question 9:** Co-locating the landfall point of up to three projects at a location between Aldeburgh and Thorpeness. **Response:** I support co-location.	N	National Grid acknowledges this feedback.
		Coordination with other Projects, Timescales / Programme	**Feedback form question 9:** Are there any other ways that you would like us to explore coordination with other projects? **Response:**	N	National Grid is coordinating with other developers of large scale infrastructure projects in Suffolk, noting that other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are contained in **Application Document 7.10 Coordination Document**.

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			If you are going to do this, then co-location is the most sensible strategy. It is vital that projects are coordinated and are executed in a timely manner. Disturb the landscape not more than once (and preferably not at all).		This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.
		Onshore mitigation, Land rights and CPO	**Feedback form question 10:** Is there anything further you would like us to take into consideration when developing our proposals in Suffolk? Response: You need to compensate property owners and residents: For the permanent loss of value to property (including loss of development potential). For the massive disruption during the planning and building phase. For planning blight incurred whilst all the projects are being considered.	N	All affected landowners will be compensated on a fair and reasonable basis for any rights acquired, and any impacts on retained property will be considered in line with the Compulsory Purchase Compensation Code. Compensation claims for other disturbance are considered on a case-by-case basis if there is evidence of negative impacts as a result of the Proposed Project.
		Landfall location	**Feedback form question 12:** What do you think about our proposed landfall at Pegwell Bay? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Onshore route location	**Feedback form question 13:** What do you think about our proposed HVDC cable route in Kent? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Converter station location	**Feedback form question 14:** What do you think about our proposed converter station and adjacent substation near Minster? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Design	**Feedback form question 15:**	N	The design of this structure, in terms of the building form and the external materials, will be developed alongside consultation and stakeholder feedback.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			We have identified several design approaches for the converter station. Which approach(es) would you like to see explored at later design stages? **Response:** None. **Further comment:** I have no preference.		A set of Design Principles for the building will be provided with the application for development consent (**Application Document 7.12.2 Design Principles – Kent**). The Design Principles will provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and is engaging with local design panels to further inform the design and development process.
		Onshore route location	**Feedback form question 16:** What do you think about our plans to use overhead lines to connect the proposed substation into the existing Richborough to Canterbury overhead line? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Construction – general, Combined effect of the proposed Project	**Feedback form question 18:** Do you have any key concerns regarding the construction stage of Sea Link? **Response:** Impact on people, Landscape and visual impact, Ecology and biodiversity, Air quality, Noise, Traffic and transportation, Archaeology, Impact on recreational activities.	N	National Grid acknowledges this feedback. Potential impacts of the Proposed Project are considered in the ES in Volume 6 of the DCO application. Further information is contained in: • **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual;** • **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual;** • **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality;** • **Application Document 6.2.3.8 Part 3 Kent Chapter 8 Air Quality;** • **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration;** • **Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration;** • **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport;** • **Application Document 6.2.2.7 Part 3 Kent Chapter 7 Traffic and Transport;**

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					• **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage;** • **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage;** • **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism; and** • **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism.** A register of all mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**)..
		Timescales / programme	**Feedback form question 20:** Do you have any other comments about Sea Link to give that you have not previously mentioned? **Response:** I am concerned about how long all these projects will take. I reckon it will take at least 10 years from now, which is just too long.	N	An indicative construction programme is provided in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The cumulative impact assessment for the Proposed Project was based on the most up-to-date information for other projects in the area. Information can be found in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
		Consultation	**Feedback form question 22:** What did you think of the information we have published for this consultation in terms of how clearly it was presented and how easy it was to understand? **Response:** Very good. **Further comment:** Pretty easy to understand the proposals.	N	National Grid acknowledges this feedback.

Table 1.10 SL-PIL-0002, SL-PIL-0003

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Needs case, Inter-Project cumulative effects, Alternative solutions	**Feedback form question 1:** Do you support the principle of reinforcing the network in this location? **Response:** No. **Further comment:** This area of fragile and important coast is the wrong place especially with other HVDC cables proposing the same Heritage Coast area and Sizewell C being constructed during the same period. The effect on wildlife, tourism and residents will be cumulative and unsustainable. There are alternative options of offshore solutions and brownfield sites nearer to where the energy is needed.	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search that satisfy the needs were considered too small to accommodate the required infrastructure whether singly located or colocated. The criteria for the selected areas of search including the size of the site are explained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)**. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. National Grid has listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised these impacts onshore and offshore where possible. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;**
		Design, Onshore environmental impact, Alternative solutions	**Feedback form question 2:** What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously? **Response:** I think the changes are negative. **Further comment:** Offshore and brownfield options have not been included and the Aldeburgh/Thorpeness landfall site is the worst possible considering the effect on the wildlife and natural environment.	N	
		Onshore route location, Needs case, Onshore route location	**Feedback form question 3:** What do you think about our proposal to connect into the existing network via the proposed Friston substation? **Response:** I do not think this is the best location for connecting into the existing network. **Further comment:** Wrong place. The energy is needed in other parts of the country so why bring it onshore where it isn't needed? Friston is a small village in an AONB and SSSI. It's the wrong place and is driving the location of the HVAC cables causing more disruption of this fragile and important area.	N	

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					• **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The potential impacts of the Proposed Project on terrestrial ecology and the landscape are acknowledged. The assessment of effects on wildlife is within **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity** and the assessment on landscape receptors is considered in **Application document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**.
		Onshore Route location, Needs case	**Feedback form question 4:** What do you think about our proposed HVAC cable route in Suffolk? **Response:** I disagree with the proposed cable route. **Further comment:** This route would not be needed if the transmission was offshore or to a site nearer to where the energy is needed.	N	The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that In Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at
		Converter station location, Needs case	**Feedback form question 5:** What do you think about our proposed converter station, including its proposed location? **Response:** I do not think the converter station is in the right location. **Further comment:** This converter station would not be needed if the transmission was offshore or to a site nearer to where the energy is needed. It's further industrialisation of an important natural area.	N	

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					least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide.
		Design	**Feedback form question 6:** We have identified several design approaches for the converter station. Which approach(es) would you like to see explored at later design stages? **Response:** None. **Further comment:** None of the designs is acceptable. No converter station should be built.	N	National Grid acknowledges this feedback and the interest in the Proposed Project. The design of this structure, in terms of the building form and the external materials, will be developed alongside consultation and stakeholder feedback. A set of Design Principles for the building will be provided with the application for development consent (**Application Document 7.12.1 Design Principles – Suffolk**). The Design Principles will provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and is engaging with local design panels to further inform the design and development process. Please see the response above with regard to the need for the Proposed Project.
		Onshore route location, Inter-Project cumulative effects and onshore route Location	**Feedback form question 7:** What do you think about our proposed HVDC cable route in Suffolk? **Response:** I disagree with the proposed cable route. **Further comment:** Wrong place for all of this. The cumulative effect of the proposed projects for many years on the environment, travel, residents and tourists is totally unacceptable.	N	The cumulative impact of the Proposed Project together with other projects in the area is set out in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
		Landfall location, Onshore environmental impact	**Feedback form question 8:** What do you think about our proposed landfall between Aldeburgh and Thorpeness? **Response:** I do not think this is the best location for the landfall. **Further comment:** This is a fragile and important area for wildlife and tourism. Heritage Coast, SSSI, RSPB, AONB! You are deranged choosing this site. Other HVACs have discounted it, but Sealink forges ahead on the basis that co-location with other HVACs can happen. However, there is no guarantee they will want to co-locate and worse that if they do, they may have to do the same	N	The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce ecology and biodiversity impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. An extensive programme of environmental surveys has been undertaken, informed by consultation with key stakeholders, and a rigorous impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. Details of the appraisal process are set out in **Application Document 8.2 Options Selection and Design Evolution Report (October 2023)**. National Grid is in discussion with the RSPB and Natural England (as well as the Suffolk Councils) regarding the route of the HVDC cable and the location

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			boring and tunnelling again in the future. Absolute madness. You need to try harder and work out a better way so that Net Zero doesn't ruin the environment for our children and grandchildren.		of the joint bays and the high importance of the RSPB reserve and the AONB is noted. This is a major reason why the reserve will be traversed through trenchless methods. The other projects that may collocate in this area are being delivered at different timescales to the Proposed Project. As such, National Grid is maintaining ongoing dialogue with other developers to ensure coordination of project development, consenting and delivery - including shared use of accesses, compounds. Nonetheless, individual project must ensure that they are deliverable as standalone projects. The level of detail around these elements of the Proposed Project will develop as these discussion progress and as the design develops further.
		Coordination with other Projects, Alternative Solutions	**Feedback form question 9:** Are there any other ways that you would like us to explore coordination with other projects? **Response:** Wrong place. How often do I have to repeat this? Offshore best. If it has to happen onshore Sizewell would be the best worst option even though no co-location would be possible.	N	National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. The Sizewell site is not big enough to accommodate the infrastructure needed for the Proposed Project.
		Coordination with other Projects	**Feedback form question 10:** Is there anything further you would like us to take into consideration when developing our proposals in Suffolk? **Response:** There is no overall co-ordination of the HVAC projects and Sizewell C. Everyone we have spoken to keeps repeating that "they are a different company so we have no sway on their decisions". As nationally important projects the overall impact should be.	N	National Grid is coordinating with other developers of large scale infrastructure projects in Suffolk, noting that other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are contained in **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure

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					these coordination benefits and to also explore further opportunities for coordination where they arise.
		Offshore route location, Geology and hydrogeology	**Feedback form question 11:** Do you have any comments or issues you would like us to take into consideration regarding our marine proposals? **Response:** The Coraline Crag has meant this areas has been discounted by others. Another reason that Sealink is sited in the wrong place.	N	The Coralline Crag formation is considered within **Application Document 6.2.4.1 Part 4 Chapter 1 Physical Environment**. The cable corridor route passes over a small section of the Crag, therefore, the potential impacts associated with suspended sediment deposition onto the Crag, cable installation burial and rock armouring are assessed in this Chapter. Furthermore, the potential for permanent damage to the Crag occurring and having a knock-on impact on sediment transport in the region and potentially altering coastal geomorphology is also assessed.
		Construction – general, Inter-Project cumulative effects	**Feedback form question 18:** Do you have any key concerns regarding the construction stage of Sea Link? **Response:** Impact on people, Landscape and visual impact, Ecology and biodiversity, Air quality, Noise Traffic and transportation, Public access to rights of way (such as bridleways), Disruption to land use, Drainage, Impact on tourism, Other. **Further comment:** Concerns in all of the above. Plus the cumulative effect over many years of all the proposed projects.	N	National Grid acknowledges this feedback. Potential impacts of the Proposed Project are considered in the ES in Volume 6 of the DCO application. Further information is contained in: • **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual;** • **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual;** • **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality;** • **Application Document 6.2.3.8 Part 3 Kent Chapter 8 Air Quality;** • **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration;** • **Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration;** • **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport;** • **Application Document 6.2.2.7 Part 3 Kent Chapter 7 Traffic and Transport;** • **Application Document 6.2.2.4 Part 2 Suffolk Chapter 4 Water Environment;** • **Application Document 6.2.3.4 Part 3 Kent Chapter 4 Water Environment;**

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					• **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism;** • **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism;** • **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects; and** • **Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects.** A register of all mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of schedule 3 of the draft DCO (**Application Document 3.1**).
		Alternative solutions	**Feedback form question 19:** Do you have any comments about how we could deliver environmental mitigation and enhancement (such as hedgerow creation, native tree planting or funding local wildlife groups) as part of our proposals? **Response:** The best mitigation would be an offshore solution.	N	National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide.
		Inter-Project cumulative effects, Consultation	**Feedback form question 20:** Do you have any other comments about Sea Link to give that you have not previously mentioned? **Response:** There have been no assessments of the total impact of all the proposed projects. There may be even more projects in the future. The Government needs to take control of these projects of national importance as National Grid seems unable to do so. Each time a new project is proposed there are consultations, meetings, exhibitions and feedback is required. This piecemeal strategy of unco-ordinated projects is inefficient. It's exhausting	N	National Grid is not an electricity generator in its own right – its role is to ensure that power can be transported from where it is generated to where it is needed. Whilst National Grid Ventures, a legally-separate part of the National Grid Group, is responsible for two energy projects planned in East Anglia (the LionLink and Nautilus interconnectors), the range of other energy projects being planned in East Anglia are being developed by different private developers. National Grid considered the cumulative effect of these other projects when developing its plans for the Proposed Project, with more information available in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects and Application**

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			for residents and I suspect it is deliberate to wear us all down and give up objecting. However, the natural environment needs protecting for future generations and we will continue to fight to protect it. You need to do better as what is proposed is needlessly destructive when there other better options are available.		**Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects**. They have additionally considered the potential for coordination of their proposals with National Grid Ventures' proposals throughout the development of plans for the Proposed Project. Coordination with National Grid Ventures has been considered as part of every public consultation on the Proposed Project, with the Saxmundham converter station site having been identified partially because of its capacity to accommodate further converter stations, such as those that would be required for the National Grid Ventures projects. That said, it is not possible to bring all these different projects forward at the same time as they are at varying different stages of development. For example, projects such as Sizewell C, East Anglia ONE North and East Anglia TWO have all had their applications for development consent approved. The Proposed Project has now submitted its DCO application, whilst National Grid Ventures' LionLink and Nautilus interconnectors are at a much earlier stage of development. Delaying the more advanced projects in this area to allow for consultation on all projects at the same time means that projects such as the Proposed Project, which has been identified by the National Energy System Operator as an 'essential' project that needs to be operational by the end of 2030, may not meet these deadlines. This would prevent other projects from connecting into the network and thereby jeopardize the UK's ability to meet its net zero targets.
		Consultation, Land rights and CPO	**Feedback form question 22:** What did you think of the information we have published for this consultation in terms of how clearly it was presented and how easy it was to understand? **Response:** Very poor. **Further comment:** Building a house in Aldeburgh but as we are currently in Hertfordshire, we didn't receive anything until a letter from Terraquest recently so didn't know about the non statutory consultation last year. I would have thought you would have ensured all local residents were mailed. No information about offshore options. No information about why Friston ie the driver for the cable locations. We were promised at our online meeting that we would be emailed further information, but nothing has arrived.	N	National Grid's approach to Non-statutory consultation is set out in Section 5 of **Application Document 5.1 Consultation Report**. Prior to the Non-statutory consultation, National Grid developed a Primary Consultation Zone (PCZ) and a Secondary Consultation Zone (SCZ). These zones were geographical areas that sat within a certain distance from the Proposed Project footprint. The PCZ included properties that lay within a 1 km radius of the proposed underground cables and overhead line and 2 km around the proposed converter station sites. Where appropriate, the PCZ was extended to whole streets rather than dissecting hamlets or neighbourhoods. The SCZ included properties that lay within a 4 km radius of the swathes that were proposed to be constructed on and, as with the PCZ, where appropriate, the SCZ was extended to whole streets rather than dissecting hamlets or neighbourhoods. At Non-statutory consultation stage, a desktop referencing exercise was undertaken for all route options; however, contact referencing to confirm the records was not undertaken at this stage. Once the options were refined, contact referencing commenced. During Non-statutory consultation, in addition to the main stakeholder engagement events described above, there were two landowner-focused events. For these events, written invitations were sent to all contacts identified via the desktop referencing exercise. National Grid is engaging with affected landowners on an ongoing basis in order to understand the potential impacts of the Proposed Project and seeking to identify the most appropriate means of addressing these where necessary.

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					National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Consultation	**Feedback form question 26:** Do you have further comments about our materials, consultation process or any suggestions for how we can improve our consultation?	N	National Grid is maintaining ongoing dialogue with landowners in order to better understand issues arising from the Proposed Project. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network.

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			Response: Ensure all landowners are kept informed at all stages. No information about offshore options. No information about why Friston ie the driver for the cable locations. We were promised that we would be emailed further information, but nothing has arrived.		It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.

Table 1.11 SL-PIL-0219, SL-PIL-0229

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Needs case	**Feedback form question 1:** Do you support the principle of reinforcing the network in this location? **Response:** No. **Further comment:** This is the wrong solution in that an offshore hub would make much more sense. It is also the wrong place as it will impact on an environmentally sensitive area and lead to further impact on the area as future projects come along. Why not use brownfield sites closer to where the energy is required? If it has to come ashore in this part of the Suffolk Coast why not at Sizewell?	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. This includes land at Sizewell. The criteria for the selected areas of search including the size of the site are explained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)**. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. National Grid has listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised these impacts onshore and offshore where possible. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;**

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					• **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The potential impacts of the Proposed Project have been assessed in the ES which is Volume 6 of the DCO application.
		Design, Onshore environmental impact, Alternative solutions	**Feedback form question 2:** What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously? **Response:** I think the changes are negative. **Further comment:** The feedback to consider the sue of an offshore solution and brownfield sites appear too have been totally ignored. The options proposed do not fully address the seriousness of the potential impact on an internationally important natural environment, local tourism and resident's quality of life.	N	Please see the response to question 1 above.
		Onshore route location, Coordination with other Projects, Alternative solutions	**Feedback form question 3:** What do you think about our proposal to connect into the existing network via the proposed Friston substation? **Response:** I do not think this is the best location for connecting into the existing network. **Further comment:** It is a small rural village that will be decimated. The associated infrastructure will abuse Greenfield areas, AONB and SSSI. If it has to be in the area why not Sizewell which has already been decimated and is likely to be more so with Sizewell C. Why not co-ordinate things? It would make more economic sense, cause less local disruption and make use of local transport routes.	N	National Grid as part of its submission has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and local communities (see **Application Document 7.10 Coordination Document**). National Grid has engaged with other project developers, seeking to identify opportunities for co-ordination whilst maintaining its obligations to facilitate network connection agreements by providing the required network reinforcement. In doing so, National Grid acknowledges the respondent's concerns about the potential impacts of the Proposed Project and is committed to developing a project that takes account of the feedback received during the course of consultation to avoid or minimise as far as possible and to mitigate the significant effects of the construction and operation phases.
		Onshore route location, Alternative solutions	**Feedback form question 4:** What do you think about our proposed HVAC cable route in Suffolk? **Response:** I agree with some elements of the proposed cable route but disagree with others. **Further comment:**	N	Please see the response on offshore solutions in question 1 above.

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			An offshore hub would make so much more sense. Is it really impossible to do? is it financial or technical? Or is it lazy thinking? Come on, you must be able to come up with an offshore solution. If not, be clear, you will have failed local residents, the environment and future generations. Its on you!		
		Converter Station location, Alternative solutions	**Feedback form question 5:** What do you think about our proposed converter station, including its proposed location? **Response:** I do not think the converter station is in the right location. **Further comment:** This would not be needed if you could come up with an offshore solution. Must try harder!	N	Please see the response on offshore solutions in question 1 above. Each of the options identified for the converter site areas and cable route corridors were appraised in accordance with National Grid's approach to options appraisal. In addition, in the absence of guidance for specific siting of converter stations, the Horlock Rules were applied. Although these were developed for the siting of substations, they were considered appropriate to use when identifying and appraising converter site areas.
		Design, Alternative solutions	**Feedback form question 6:** We have identified several design approaches for the converter station. Which approach(es) would you like to see explored at later design stages? **Response:** None. **Further comment:** The energy needs to come ashore closer to a brownfield site where it is required (London). The look and feel is irrelevant. How about pink in the shape of an elephant?	N	Please see the response on offshore solutions and the use of a brownfield site in question 1 above.
		Onshore route location, Combined effect of the proposed Project	**Feedback form question 7:** What do you think about our proposed HVDC cable route in Suffolk? **Response:** I disagree with the proposed cable route. **Further comment:** The route will detrimentally impact on local residents, local tourism and internationally important wildlife habitats. How can you even think of using routes through RSPB reserves, AONB, SSSIs? Do you really care so little about the environment and its importance to our (and future generations) physical and mental health, that you won't try harder to make other options happen?	N	The potential impacts of the Proposed Project on the AONB, North Warren Nature Reserve and the SSSI are acknowledged. The assessment of effects on the AONB is set out within **Application Document Part 2 Suffolk Chapter 1 Landscape and Visual**, and the effects on the North Warren site and SSSI in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. The mitigation hierarchy has been applied to lessen effects where possible. In Suffolk, National Grid will use trenchless construction methods for cabling under the Aldeburgh – Leiston SSSI and part of the Suffolk Coast and Heaths AONB. For the section of the AONB that will be crossed with open trenching, National Grid will reinstate the disturbed areas. The challenges relating to reinstatement following construction are set out within the assessment of effects on the AONB, landscape character and visual amenity within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. This includes consideration that heathland and acid grassland will take longer to be reinstated than other habitat types and this has been acknowledged within the assessment. Details around reinstatement are set out within **Application Document 7.5.7.1 Outline Landscape and**
		Landfall location, Onshore	**Feedback form question 8:**	N	

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		environmental impact, Health and wellbeing	What do you think about our proposed landfall between Aldeburgh and Thorpeness? **Response:** I do not think this is the best location for the landfall. **Further comment:** I repeat: Do you really care so little about the environment and its importance to our (and future generations) physical and mental health, that you won't try harder to make other options happen?		**Ecological Management Plan - Suffolk**. The assessment concludes no likely significant effects on the landscape character of the Suffolk Coast and Heaths AONB during construction, operation or maintenance phases. The DCO will therefore not include an option for surface trenching in the SSSI. Further information on the construction methodologies is available within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The drawing showing the extent of use of a trenchless construction solution is within **Application Document 2.1 Guide to the Plans – Plan DCO/S/DE/SS/1211**. The commitment to their use is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Coordination with other Projects	**Feedback form question 9:** Constructing additional ducts within the underground cable corridor to accommodate cables for up to two other projects **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Coordination with other Projects	**Feedback form question 9:** Co-locating up to three converter stations at a single location near Saxmundham **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Coordination with other Projects	**Feedback form question 9:** Co-locating the landfall point of up to three projects at a location between Aldeburgh and Thorpeness **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Coordination with other Projects, Alternative solutions	**Feedback form question 9:** Are there any other ways that you would like us to explore coordination with other projects? **Response:** Co-location offshore would be best but if it has to happen on the Suffolk Heritage Coast then co-location at Sizewell would seem the least undesirable solution.	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. This includes land at Sizewell. The criteria for the selected areas of search including the size of the site are explained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)**. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and

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					offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other project with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**.
		Coordination with other projects, Inter-Project cumulative effects	**Feedback form question 10:** Is there anything further you would like us to take into consideration when developing our proposals in Suffolk? **Response:** Please try as hard as you can to come up with a workable offshore solution. If it has to happen on the Suffolk Heritage coast you need to: Co-ordinate with the other cables so the onshore work is not repeated multiple times. Give us an impact assessment based on all the local energy projects including Sizewell C.	N	Please see the response above with regard to an offshore solution. National Grid is coordinating with other developers of large scale infrastructure projects in Suffolk, noting that other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are contained in **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise. National Grid considered the cumulative effect of these other projects when developing its plans for the Proposed Project, with more information available in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects and Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects**.

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		Geology and hydrogeology, Offshore physical environment	**Feedback form question 11:** Do you have any comments or issues you would like us to take into consideration regarding our marine proposals? **Response:** I understand that the Coraline Crag protects against coastal erosion. Please investigate this thoroughly so that you don't cause an Aldeburgh flood disaster in future years. If it does happen it is not an 'oversight' I would want to have to live with in my old age.	N	The Coralline Crag formation is considered within **Application Document 6.2.4.1 Part 4 Chapter 1 Physical Environment**. The cable corridor route passes over a small section of the Crag, therefore, the potential impacts associated with suspended sediment deposition onto the Crag, cable installation burial and rock armouring are assessed in this Chapter. Furthermore, the potential for permanent damage to the Crag occurring and having a knock-on impact on sediment transport in the region and potentially altering coastal geomorphology, with associated flooding, is also assessed.
		Construction – general, Combined effect of the proposed Project	**Feedback form question 18:** Do you have any key concerns regarding the construction stage of Sea Link? **Response:** Impact on people, Landscape and visual impact, Ecology and biodiversity, Air quality, Noise, Traffic and transportation, Public access to rights of way (such as bridleways), Disruption to land use, Drainage, Impact on tourism, Impact on recreational activities, Other.	N	National Grid acknowledges this feedback. Potential impacts of the Proposed Project are considered in the ES in Volume 6 of the DCO application. Further information is contained in: • **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual;** • **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual;** • **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality;** • **Application Document 6.2.3.8 Part 3 Kent Chapter 8 Air Quality;** • **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration;** • **Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration;** • **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport;** • **Application Document 6.2.2.7 Part 3 Kent Chapter 7 Traffic and Transport;** • **Application Document 6.2.2.4 Part 2 Suffolk Chapter 4 Water Environment;** • **Application Document 6.2.3.4 Part 3 Kent Chapter 4 Water Environment;** • **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism; and**

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					• **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism.** A register of all mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Alternative solutions, Onshore mitigation	**Feedback form question 19:** Do you have any comments about how we could deliver environmental mitigation and enhancement (such as hedgerow creation, native tree planting or funding local wildlife groups) as part of our proposals? Response: I am sure that you will consult experts on this and so you should. Such 'mitigation' would not be needed if you tried harder to make other options happen. National Grid (you) needs to step up and provide an acceptable offshore grid coupled to brownfield on-shoring closer to where the energy is required.	N	National Grid acknowledges this feedback. Please refer to its regard on alternative solutions above.
		Inter-Project cumulative effects, Consultation	**Feedback form question 20:** Do you have any other comments about Sea Link to give that you have not previously mentioned? **Response:** There have been no assessments of the total impact of all the proposed projects and these projects are likely to lead to further energy infrastructure development in the area (think Sizewell A, then B, now C). The Government needs to take control of these projects of national importance as National Grid seems unable to do so. What is proposed is needlessly destructive when better options are available. The natural environment needs protecting. Please take personal responsibility to do all you can to influence decisions so that future generations are able to still enjoy what is left of this sensitive, uniquely beautiful, part of the country.	N	National Grid is not an electricity generator in its own right – its role is to ensure that power can be transported from where it is generated to where it is needed. Whilst National Grid Ventures, a legally-separate part of the National Grid Group, is responsible for two energy projects planned in East Anglia (the LionLink and Nautilus interconnectors), the range of other energy projects being planned in East Anglia are being developed by different private developers. National Grid considered the cumulative effect of these other projects when developing its plans for the Proposed Project, with more information available in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects and Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects**. National Grid has additionally considered the potential for coordination of their proposals with National Grid Ventures' proposals throughout the development of plans for the Proposed Project. Coordination with National Grid Ventures has been considered as part of every public consultation on the Proposed Project, with the Saxmundham Converter Station site having been identified partially because of its capacity to accommodate further converter stations, such as those that would be required for the National Grid Ventures projects. That said, it is not possible to bring all these different projects forward at the same time as they are at varying different stages of development. For example, projects such as Sizewell C, East Anglia ONE North and East Anglia TWO have all had their applications for development consent approved. The Proposed Project has now submitted its DCO application, whilst National Grid Ventures' LionLink and Nautilus interconnectors are at a

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					much earlier stage of development. Delaying the more advanced projects in this area to allow for consultation on all projects at the same time means that projects such as the Proposed Project, which has been identified by the National Energy System Operator as an 'essential' project that needs to be operational by the end of 2030, may not meet these deadlines. This would prevent other projects from connecting into the network and thereby jeopardize the UK's ability to meet its net zero targets.
		Consultation, Alternative solutions	**Feedback form question 22:** What did you think of the information we have published for this consultation in terms of how clearly it was presented and how easy it was to understand? **Response:** Poor. **Further comment:** I don't think that there is sufficient information on why an offshore hub(s) and brownfield on-shoring sites have been discounted when they are the obvious, least impactful, solutions.	N	National Grid acknowledges this feedback. Please refer to its regard on alternative solutions above.
		Consultation, Land rights and CPO	**Feedback form question 26:** Do you have further comments about our materials, consultation process or any suggestions for how we can improve our consultation? **Response:** Please ensure that the local landowners are kept informed. We are building close to Aldeburgh but don't yet live there. We only found out about the project when the TerraQuest letter arrived a few months ago. This is poor.	N	National Grid acknowledges this feedback. National Grid is maintaining ongoing dialogue with landowners in order to better understand issues arising from the Proposed Project and appropriate mechanisms for safeguarding privately owned assets where interfaces are identified.

Table 1.12 SL-PIL-0298, SL-PIL-0307

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Needs case	**Feedback form question 1:** Do you support the principle of reinforcing the network in this location? **Response:** No. **Further comment:** I accept the need for re-inforcing the National Grid network for re-routing power generate by off-shore windfarms. However I object strongly to the Suffolk onshore scheme - it is not necessary and should be replaced by an off-shore grid approach and support for the offshore coordination support scheme. The Onshore scheme is environmentally destructive, will damage the local economy and is unnecessary as well as blighting the lives of residents. This should explain my responses to Q.3-1. In addition, I consider there is potential to create space at Sizewell for all National Grid + other wind farm activity. Government should cancel Sizewell C and replace with small modular reactors. The space then created outside the existing nuclear boundary but within the new permitted area could be used for those additional projects.	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. This includes land at Sizewell. The criteria for the selected areas of search including the size of the site are explained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)**. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. National Grid has listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised these impacts onshore and offshore where possible. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;**

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					• **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The potential impacts of the Proposed Project have been assessed in the ES which is Volume 6 of the DCO application. National Grid cannot comment on matters relating to Government Policy.
		Onshore route location, Alternative solutions	**Feedback form question 3:** What do you think about our proposal to connect into the existing network via the proposed Friston substation? **Response:** I do not think this is the best location for connecting into the existing network. **Further comment:** See Q1.	N	National Grid acknowledges this feedback. Information on the connection points for the Proposed Project and its need is contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022) and Application Document 8.3 Strategic Options Report (October 2023)**. Please see the answer to question 1.
		Onshore route location, Alternative solutions	**Feedback form question 4:** What do you think about our proposed HVAC cable route in Suffolk? **Response:** I disagree with the proposed cable route. **Further comment:** See Q1.	N	National Grid acknowledges this feedback. Information on the selection of the cable route and the need for the Proposed Project is contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022) and Application Document 8.3 Strategic Options Report (October 2023)**. Please refer to the answer to question 1.
		Converter station location, Alternative solutions	**Feedback form question 5:** What do you think about our proposed converter station, including its proposed location? **Response:** I do not think the converter station is in the right location. **Further comment:** See Q1.	N	National Grid acknowledges this feedback. Information on the selection of the converter station location and the need for the Proposed Project is contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022) and Application Document 8.3 Strategic Options Report (October 2023)** Please refer to the answer to question 1. Each of the options identified for the converter site areas and cable route corridors were appraised in accordance with National Grid's approach to options appraisal. In addition, in the absence of guidance for specific siting of converter stations, the Horlock Rules were applied. Although these were developed for the siting of substations, they were considered appropriate to use when identifying and appraising converter site areas.
		Onshore route location, Alternative solutions	**Feedback form question 7:** What do you think about our proposed HVDC cable route in Suffolk?	N	National Grid acknowledges this feedback. Information on the selection of the cable route and the need for the Proposed Project is contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting**

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Response: I disagree with the proposed cable route. **Further comment:** See Q1.		**Study (October 2022) and Application Document 8.3 Strategic Options Report (October 2023)**. Please refer to the answer to question 1.
		Landfall location, Onshore route location, Alternative solutions	**Feedback form question 8:** What do you think about our proposed landfall between Aldeburgh and Thorpeness? **Response:** I do not think this is the best location for the landfall. **Further comment:** See Q1.	N	National Grid acknowledges this feedback. Information on the selection of the site for the landfall and the need for the Proposed Project is contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022) and Application Document 8.3 Strategic Options Report (October 2023)**. Please refer to the answer to question 1.
		Coordination with other Projects, Alternative solutions	**Feedback form question 8:** Are there any other ways that you would like us to explore coordination with other projects? **Response:** See Q1. Offshore via offshore co-ordination support scheme.	N	National Grid acknowledges this feedback and refers the respondent to the answer to question 1.
		Alternative solutions	**Feedback form question 10:** Is there anything further you would like us to take into consideration when developing our proposals in Suffolk? **Response:** See Q1.	N	National Grid acknowledges this feedback and refers the respondent to the answer to question 1.
		Offshore Route Location, Alternative Solutions	**Feedback form question 11:** Do you have any comments or issues you would like us to take into consideration regarding our marine proposals? **Response:** I fully support the use of offshore grid approach and so believe this cable should be routed only from an off-shore station.	N	National Grid acknowledges this feedback and refers the respondent to the answer to question 1.
		Construction – general, Combined effect of the proposed Project	**Feedback form question 18:** Do you have any key concerns regarding the construction stage of Sea Link? **Response:**	N	National Grid acknowledges this feedback. Potential impacts of the Proposed Project are considered in the ES in Volume 6 of the DCO application. Further information is contained in: • **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual;**

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Impact on people, Landscape and visual impact, Ecology and biodiversity, Air quality, Noise, Traffic and transportation, Public access to rights of way (such as bridleways), Disruption to land use, Impact on tourism, Impact on recreational activities.		• **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual;** • **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality;** • **Application Document 6.2.3.8 Part 3 Kent Chapter 8 Air Quality;** • **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration;** • **Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration;** • **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport;** • **Application Document 6.2.2.7 Part 3 Kent Chapter 7 Traffic and Transport;** • **Application Document 6.2.2.4 Part 2 Suffolk Chapter 4 Water Environment;** • **Application Document 6.2.3.4 Part 3 Kent Chapter 4 Water Environment;** • **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism; and** • **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism.** A register of all mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Onshore mitigation	**Feedback form question 19:** Do you have any comments about how we could deliver environmental mitigation and enhancement (such as hedgerow creation, native tree planting or funding local wildlife groups) as part of our proposals? **Response:** Given the damage that would be caused to nationally-recognised conservation areas in Suffolk, it would not be possible to develop other areas to mitigate this damage.	N	The sensitivity of the nature conservation areas inn Suffolk is acknowledged. Potential impacts on terrestrial ecology can be found within **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. Mitigation measures have been outlined within **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice and Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which are secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).

Table 1.13 SL-PIL-0005, SL-PIL-0006

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Needs case, Landscape and visual, Construction - general	**Feedback form question 1:** Do you support the principle of reinforcing the network in this location? **Response:** Unsure. **Further comment:** The principle seems superficially plausible but we do not have enough information to know whether the case is fully justified. Aside from the significant disruption to our peaceful enjoyment of our home during the construction phase there will be a considerable amount of long term infrastructure damaging the East Suffolk landscape.	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search that satisfy the needs were considered too small to accommodate the required infrastructure whether singly located or colocated. The criteria for the selected areas of search including the size of the site are explained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)**. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. National Grid has an established and effective code of construction practice which has been used on many projects, refer to **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**.
		Design, Construction – compound areas, Converter station location	**Feedback form question 2:** What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously? **Response:** I think the changes are negative. **Further comment:** The impact on us personally has been greatly increased by the need for boring the conduits for the marine cable and the proposal to site the construction compound on our boundary.	N	NGV and NGET have agreed to collocate converter stations and associated infrastructure in order to minimise the risk of more widespread visual impacts within this area. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce ecology and biodiversity impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. An extensive programme of environmental surveys has been undertaken, informed by consultation with key stakeholders, and a rigorous impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			The impact on the area as a whole has been greatly increased by the siting of the converter stations on farmland on the edge of Saxmundham.		
		Onshore route location, Alternative solutions, Design	**Feedback form question 3:** What do you think about our proposal to connect into the existing network via the proposed Friston substation? **Response:** I have no preference either way. **Further comment:** On the one hand, the site is in open countryside. On the other hand, the site is juxtaposed to the existing overhead cable route. If the infrastructure cannot be located next to the Sizewell power stations, the optimal location for all the infrastructure would appear to be X as marked on the map on page 11. [Transcription note - X on page 11 is on map to the north west of Stone House near Aldringham]	Y	The reasoning behind the selection of the location and the alternatives considered is set out in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**. With regard to the converter stations at Saxmundham, the process of site identification is based on technical feasibility parameters associated with proximity to the agreed connection location (Friston Substation), the National Landscape designation and other environmental constraints. The proposed approach for co-locating converter stations required for other projects seeks to conserve and enhance the designation by reducing the cumulative impacts that may be perceived through separate developments dispersed throughout the surrounding area.
		Onshore route location, Converter station location	**Feedback form question 4:** What do you think about our proposed HVAC cable route in Suffolk? **Response:** I disagree with the proposed cable route. **Further comment:** Given that we disagree with the location of the converter station, the route from it should also change.	N	National Grid acknowledges this feedback. Information on the selection of the cable route and the need for the Proposed Project is contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022) and Application Document 8.3 Strategic Options Report (October 2023)**.
		Converter station location, Landscape and visual	**Feedback form question 5:** What do you think about our proposed converter station, including its proposed location? **Response:** I do not think the converter station is in the right location. **Further comment:** There is at least one and potentially three very large permanent structures in the middle of a field without any screening on the edge of a town and some distance beyond the overhead cable line to which it would ultimately connect. Would it not make more sense to co-locate the converter station(s) with the substation as is proposed in Kent?	N	With regard to the converter stations at Saxmundham, the process of site identification is based on technical feasibility parameters associated with proximity to the agreed connection location (Friston Substation), the National Landscape designation and other environmental constraints. The proposed approach for co-locating converter stations required for other projects seeks to conserve and enhance the designation by reducing the cumulative impacts that may be perceived through separate developments dispersed throughout the surrounding area. The site of the substation at Friston does not have capacity to accommodate converter stations - either singularly or through colocation. **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)** sets out the site requirement criteria and explains the rationale underlying decision-making about the route and location of the infrastructure required for the Proposed Project.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		Design, Landscape and visual	**Feedback form question 6:** We have identified several design approaches for the converter station. Which approach(es) would you like to see explored at later design stages? **Response:** Green roof. **Further comment:** These are massive structures and anything which would make them less obviously visible wherever they are to be located should be strongly advocated.	N	National Grid acknowledges this feedback and the interest in the Proposed Project. The design of this structure, in terms of the building form and the external materials, will be developed alongside consultation and stakeholder feedback. A set of Design Principles for the building will be provided with the application for development consent (**Application Document 7.12.1 Design Principles – Suffolk**). The Design Principles will provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and is engaging with local design panels to further inform the design and development process.
		Onshore route location, Converter station location	**Feedback form question 7:** What do you think about our proposed HVDC cable route in Suffolk? **Response:** I agree with some elements of the proposed cable route but disagree with others. **Further comment:** Given that I don't think the converter stations should be where they are proposed, it is impossible to agree with the proposed cable route. All I would say is the route in many places looks relatively sensible insofar as it avoids as many houses as possible (sadly ours is not one of those it avoids).	N	National Grid acknowledges this feedback.
		Landfall location, Alternative solutions	**Feedback form question 8:** What do you think about our proposed landfall between Aldeburgh and Thorpeness? **Response:** I do not think this is the best location for the landfall. **Further comment:** Surely, the best location for the landfall would be at Sizewell where there is already substantial infrastructure and there is bound to be a great deal more. This would also avoid landfall in an SSSI and nature reserve.	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search that satisfy the needs were considered too small to accommodate the required infrastructure whether singly located or colocated. The criteria for the selected areas of search including the size of the site are explained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)**.
		Coordination with other Projects	**Feedback form question 9:** Constructing additional ducts within the underground cable corridor to accommodate cables for up to two other projects **Response:**	N	National Grid acknowledges this feedback.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			I support co-location.		
		Coordination with other Projects	**Feedback form question 9:** Co-locating up to three converter stations at a single location near Saxmundham **Response:** I do not support co-location.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other project with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.
		Coordination with other Projects	**Feedback form question 9:** Co-locating the landfall point of up to three projects at a location between Aldeburgh and Thorpeness **Response:** I do not support co-location.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other project with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.
		Coordination with other Projects, Converter	**Feedback form question 9:** Are there any other ways that you would like us to explore coordination with other projects? **Response:**	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		station location	In principle, co-location seems a good idea to lessen the amount of disruption causes across the AONB. However, the choice of location then becomes even more critical. Per Q5, the proposed location is not ideal for 1 converter station, 3 would aggravate the long-term effect/damage considerably. Per Q8, the proposed location is not ideal for 1 landfall, as above 3 would be worse.		As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other project with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise. Please see above for responses to questions 5 and 8.
		Timescales / programme	**Feedback form question 10:** Is there anything further you would like us to take into consideration when developing our proposals in Suffolk? **Response:** Whatever happens to this project there is already a considerable amount of blight and distress for those who lives are potentially affected. Whatever the outcome the sooner the matter is resolved and the project completed the better.	N	National Grid acknowledges this feedback. The health and safety of the public, local communities and employees is central to everything that National Grid does. Throughout the development of the proposals, National Grid has carefully evaluated the potential impacts of the Proposed Project on health and wellbeing, and where appropriate identified means of mitigating any impacts.
		Construction – general, Combined effect of the proposed Project, Inter-Project cumulative effects	**Feedback form question 18:** Do you have any key concerns regarding the construction stage of Sea Link? **Response:** Impact on people, Landscape and visual impact, Ecology and biodiversity, Air quality, Noise, Traffic and transportation, Archaeology, Public access to rights of way (such as bridleways), Impact on tourism, Impact on recreational activities, Other. **Further comment:** The construction stage of such a large project is bound to have a wide-range of negative externalities. The particular features of the location chosen entail that these effects will be more significant and cover a wide range of factors than many other locations and this is compounded by the significant energy infrastructure projects proposed for the area.	N	National Grid acknowledges this feedback. Potential impacts of the Proposed Project are considered in the ES in Volume 6 of the DCO application. Further information is contained in: • **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual;** • **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual;** • **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality;** • **Application Document 6.2.3.8 Part 3 Kent Chapter 8 Air Quality;** • **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration;**

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					• **Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration;** • **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport;** • **Application Document 6.2.2.7 Part 3 Kent Chapter 7 Traffic and Transport;** • **Application Document 6.2.2.4 Part 2 Suffolk Chapter 4 Water Environment;** • **Application Document 6.2.3.4 Part 3 Kent Chapter 4 Water Environment;** • **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism;** • **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism;** • **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects; and** • **Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects.** A register of all mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Furthermore, National Grid has an established and effective code of construction practice which has been used on many projects. Further details are contained in **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**.
		Consultation, Combined effect of the proposed Project	**Feedback form question 22:** What did you think of the information we have published for this consultation in terms of how clearly it was presented and how easy it was to understand? **Response:** Average. **Further comment:** The information published does not begin to explain the likely level of disruption. Even after meeting the project Chief Engineer (with all the extra information they provided) we can still only imagine the effect on our lives.	N	National Grid acknowledges this feedback. Potential impacts of the Proposed Project are considered in the ES in Volume 6 of the DCO application.

Table 1.14 SL-PIL-0686, SL-PIL-0384

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Needs case, Alternative solutions, Coordination with other Projects	**Feedback form question 1:** Do you support the principle of reinforcing the network in this location? **Response:** No. **Further comment:** It is my strong view that onshore connections should be placed on brownfield land much further down the coast, especially as East Suffolk will already be hosting the new Sizewell C nuclear power station. Therefore, I oppose the principle of reinforcing the network in this location.	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search that satisfy the needs were considered too small to accommodate the required infrastructure whether singly located or colocated. The criteria for the selected areas of search including the size of the site are explained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)**. National Grid has listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised these impacts onshore and offshore where possible. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The potential impacts of the Proposed Project have been assessed in the ES which is Volume 6 of the DCO application.
		Design, Onshore mitigation	**Feedback form question 2:** What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously? **Response:** I think the changes are negative. **Further comment:** I think there should be an upfront payment to all houses in manor gardens of circa 20% of their respective property	N	National Grid will continue to liaise with affected landowners on an ongoing basis. All affected landowners will be compensated on a fair and reasonable basis for any rights acquired, and any impacts on retained property will be considered in line with the Compulsory Purchase Compensation Code. Compensation claims for other disturbance are considered on a case-by-case basis if there is evidence of negative impacts as a result of the Proposed Project.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			values for any potential loss in value as a result of their proposals.		
		Onshore route location, Alternative solutions, coordination with other projects	**Feedback form question 3:** What do you think about our proposal to connect into the existing network via the proposed Friston substation? **Response:** I do not think this is the best location for connecting into the existing network. **Further comment:** The onshore connections for offshore wind should be placed on brownfield land! It is now likely that the Nautilus, North Falls and Five Estuaries will have a combined connection via the Isle of Grain. This is good and the same should be done for LionLink and Sea Link and EA1N and EA2. I beseech National Grid ventures to better explore the other options available.	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search that satisfy the needs were considered too small to accommodate the required infrastructure whether singly located or colocated. The criteria for the selected areas of search including the size of the site are explained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)**. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. National Grid as part of their submission has produced a report on coordination which covers how they approached coordination with other projects with the aim to reducing the impact on the environment and local communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise. National Grid is committed to developing a project that takes account of the feedback received during the course of consultation to avoid or

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					minimise as far as possible and to mitigate the significant effects of the construction and operation phases. The cumulative impact of the Proposed Project together with other projects in the area is set out in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
		Onshore route location	**Feedback form question 4:** What do you think about our proposed HVAC cable route in Suffolk? **Response:** I disagree with the proposed cable route.	N	National Grid acknowledges this feedback. Information on the selection of the cable route and the need for the Proposed Project is contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022) and Application Document 8.3 Strategic Options Report (October 2023)**.
		Converter station location, Landscape and visual, Health and wellbeing	**Feedback form question 5:** What do you think about our proposed converter station, including its proposed location? **Response:** I do not think the converter station is in the right location. **Further comment:** it will have a devastating impact on our previous local landscape and a profound impact on the quality of locals lives.	N	The potential effects of the Proposed Project on landscape and visual receptors is included within the Proposed Project ES in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual and Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**. The proposed mitigation in relation to the potential impacts is contained in these chapters. Mitigation measures are listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). The impact of the Proposed Project on the quality of life for local residents is assessed in the following relevant ES chapters: • **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport;** • **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality;** • **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration**; • **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism;** • **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and wellbeing.** Each of the options identified for the converter site areas and cable route corridors were appraised in accordance with National Grid's approach to options appraisal. In addition, in the absence of guidance for specific siting of converter stations, the Horlock Rules were applied. Although these were developed for the siting of substations, they were considered appropriate to use when identifying and appraising converter site areas.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		Design	**Feedback form question 6:** We have identified several design approaches for the converter station. Which approach(es) would you like to see explored at later design stages? **Response:** Green roof, Agricultural barns. **Further comment:** At very least the building should be so beautiful that people are drawn to it as an area of outstanding beauty.	N	National Grid acknowledges this feedback and the interest in the Proposed Project. The design of this structure, in terms of the building form and the external materials, will be developed alongside consultation and stakeholder feedback. A set of Design Principles for the building will be provided with the application for development consent (**Application Document 7.12.1 Design Principles – Suffolk**). The Design Principles will provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and is engaging with local design panels to further inform the design and development process.
		Onshore route location, Inter-Project cumulative effects, Alternative solutions	**Feedback form question 7:** What do you think about our proposed HVDC cable route in Suffolk? **Response:** I disagree with the proposed cable route. **Further comment:** I believe more can be done to find a solution outside of ruining the lives of people in East Suffolk! We already host Sizewell A, B and the new C and that is enough.	N	The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Landfall location, Onshore environmental impact, Socio-economic. recreation and tourism	**Feedback form question 8:** What do you think about our proposed landfall between Aldeburgh and Thorpeness? **Response:** I do not think this is the best location for the landfall.	N	The special nature of the landscape is acknowledged by National Grid. The effects arising from the Suffolk Onshore Scheme on the AONB are outlined within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. This includes reference to the statutory purpose of conserving and enhancing natural beauty as set out in the assessment considering the published Natural Beauty indicators and the relevant AONB indicators to landscape and visual matters. This Chapter includes proposed mitigation measures that have been embedded in the

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Further comment: This is very inconsiderate of the beautiful local nature reserves, areas of outstanding beauty and conservation areas. The disruption will damage the coastline in such a way that will also destroy the essential tourist trade in the area.		design to minimise the effects. The assessment concludes no likely significant effects on the landscape character of the Suffolk Coast and Heaths AONB during construction, operation or maintenance phases. Furthermore, the potential impacts on terrestrial ecology are considered in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity and Application Document 6.2.4.5 Part 4 Marine Chapter 5 Ornithology**. The mitigation hierarchy has been applied to lessen effects where possible.
		Coordination with other Projects	**Feedback form question 9:** Constructing additional ducts within the underground cable corridor to accommodate cables for up to two other projects **Response:** I do not support co-location.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other project with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.
		Coordination with other Projects	**Feedback form question 9:** Co-locating up to three converter stations at a single location near Saxmundham. **Response:** I do not support co-location.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other project with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.
		Coordination with other Projects	**Feedback form question 9:** Co-locating the landfall point of up to three projects at a location between Aldeburgh and Thorpeness. **Response:** I do not support co-location.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other project with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.
		Coordination with other Projects, Alternative solutions	**Feedback form question 9:** Are there any other ways that you would like us to explore coordination with other projects? **Response:** I don't oppose co-locating but just not in East Suffolk. This must not be here. It's my strong view this should happen on brownfield sites or somewhere where it won't disrupt East Suffolk**.**	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search that satisfy the needs were considered too small to accommodate the required infrastructure whether singly located or colocated. The criteria for the selected areas of search including the size of the site are explained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)**. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);**

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					• Application Document 7.2 Strategic Options Back Check Report; • Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered; • Application Document 7.10 Coordination Document; and • Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.

Table 1.15 SL-PIL-0215, SL-PIL-0223

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Needs case	**Feedback form question 1:** Do you support the principle of reinforcing the network in this location? **Response:** Yes.	N	National Grid acknowledges this feedback.
		Design	**Feedback form question 2:** What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously? **Response:** I think the changes are positive.	N	National Grid acknowledges this feedback.
		Onshore route location	**Feedback form question 3:** What do you think about our proposal to connect into the existing network via the proposed Friston substation? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Onshore route location	**Feedback form question 4:** What do you think about our proposed HVAC cable route in Suffolk? **Response:** I think this is the best cable route.	N	National Grid acknowledges this feedback.
		Converter station location	**Feedback form question 5:** What do you think about our proposed converter station, including its proposed location? **Response:** I think the converter station is in the right location.	N	National Grid acknowledges this feedback.
		Design	**Feedback form question 6:** We have identified several design approaches for the converter station. Which approach(es) would you like to see explored at later design stages? **Response:**	N	National Grid acknowledges this feedback and the interest in the Proposed Project. The design of this structure, in terms of the building form and the external materials, will be developed alongside consultation and stakeholder feedback. A set of Design Principles for the building will be provided with the application for development consent (**Application Document 7.12.1 Design Principles – Suffolk**). The Design Principles will provide guidance regarding the design intent and design principles that will be adopted and embedded

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Green roof.		into the detail proposals of the structure. National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and is engaging with local design panels to further inform the design and development process.
		Onshore Route location	**Feedback form question 7:** What do you think about our proposed HVDC cable route in Suffolk? **Response:** I think this is the best cable route.	N	National Grid acknowledges this feedback.
		Landfall location	**Feedback form question 8:** What do you think about our proposed landfall between Aldeburgh and Thorpeness? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Coordination with other Projects	**Feedback form question 9:** Constructing additional ducts within the underground cable corridor to accommodate cables for up to two other projects. **Response:** I support co-location.	N	National Grid acknowledges this feedback.
		Coordination with other Projects	**Feedback form question 9:** Co-locating up to three converter stations at a single location near Saxmundham. **Response:** I support co-location.	N	National Grid acknowledges this feedback.
		Coordination with other Projects	**Feedback form question 9:** Co-locating the landfall point of up to three projects at a location between Aldeburgh and Thorpeness. **Response:** I do not support co-location.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other project with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.
		Construction - general	**Feedback form question 18:** Do you have any key concerns regarding the construction stage of Sea Link? **Response:** Traffic and transportation, Disruption to land use.	N	National Grid acknowledges this feedback. Potential impacts of the Proposed Project are considered in the ES in Volume 6 of the DCO application. Further details are contained in: • **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport; and** • **Application Document 6.2.2.7 Part 3 Kent Chapter 7 Traffic and Transport.** A register of all mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Consultation	**Feedback form question 22:** What did you think of the information we have published for this consultation in terms of how clearly it was presented and how easy it was to understand? **Response:** Good.	N	National Grid acknowledges this feedback.

Table 1.16 SL-PIL-0058, SL-PIL-0066

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Needs case	**Feedback form question 1:** Do you support the principle of reinforcing the network in this location? **Response:** No	N	The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Design	**Feedback form question 2:** What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously? **Response:** I think the changes are neither positive or negative.	N	National Grid acknowledges this feedback.
		Onshore route location	**Feedback form question 3:** What do you think about our proposal to connect into the existing network via the proposed Friston substation? **Response:** I do not think this is the best location for connecting into the existing network.	N	National Grid acknowledges this feedback. Information on the connection points for the Proposed Project and its need is contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022) and Application Document 8.3 Strategic Options Report (October 2023)**.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		Onshore route location	**Feedback form question 4:** What do you think about our proposed HVAC cable route in Suffolk? **Response:** I disagree with the proposed cable route.	N	National Grid acknowledges this feedback. Information on the selection of the cable route and the need for the Proposed Project is contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022) and Application Document 8.3 Strategic Options Report (October 2023)**.
		Converter Station location	**Feedback form question 5:** What do you think about our proposed converter station, including its proposed location? **Response:** I do not think the converter station is in the right location.	N	National Grid acknowledges this feedback. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects, the selection of the converter station and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. Each of the options identified for the converter site areas and cable route corridors were appraised in accordance with National Grid's approach to options appraisal. In addition, in the absence of guidance for specific siting of converter stations, the Horlock Rules were applied. Although these were developed for the siting of substations, they were considered appropriate to use when identifying and appraising converter site areas.
		Design, Converter station location	**Feedback form question 6:** We have identified several design approaches for the converter station. Which approach(es) would you like to see explored at later design stages? **Response:** None. **Further comment:** NONE OF THE ABOVE. WHATEVER IS DONE ALL DEVELOPMENT MUST BE GROUNDED IN THE REALITY OF SUSTAINABILITY SO THAT THE BUILDING HAS MINIMAL ECOLOGICAL AND ENVIRONMENTAL IMPACT.	N	National Grid is committed to developing a project that takes account of the sensitivities of the local people and the environment to avoid or minimise as far as possible and to mitigate the significant effects of the construction and operation phases. Potential impacts are detailed in the ES in Volume 6 of the DCO application. Where land perceived to be of value is lost as a result of new permanent infrastructure this needs to be balanced with the Proposed Project needs case, which will help the UK with British Energy Security Strategy 'Security of Supply' and with helping the UK to meet its Net Zero target to reduce carbon emissions. National Grid has a duty to balance the need to be economic and efficient, whilst also having regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. As such, National Grid is rigorously assessing the Proposed Project's impact on

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					designated sites and the environment, adhering to the "mitigation hierarchy" by avoiding, minimising, restoring and offsetting impacts.
		Onshore route location, Traffic and transport	**Feedback form question 7:** What do you think about our proposed HVDC cable route in Suffolk? **Response:** I disagree with the proposed cable route. **Further comment:** NO INFORMATION IS SUPPLIED ABOUT HOW THE ROUTE BE SERVICED. ROADS FOR SERVICE VEHICLES ETC.	N	The information presented in consultation materials provides as much detail as is available at the time of writing. More detailed information is available with the DCO application. Traffic and transport details are included in **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**, which outlines mitigation measures. A register of all mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Additional details on permanent access routes have been publicised in documentation associated with further consultation on the Proposed Project and shown in **Application Document 2.14.1 General Arrangements Plans - Suffolk**.
		Landfall location, Terrestrial Ecology	**Feedback form question 8:** What do you think about our proposed landfall between Aldeburgh and Thorpeness? **Response:** I do not think this is the best location for the landfall. Further comment: THE MAP ABOVE CLEARLY DEMONSTRATES WHY THE LOCATION IS WRONG. STRAIGHT THROUGH SSSI!	N	National Grid recognises the statutory designation mentioned in the feedback. A detailed impact assessment is provided in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. While this chapter addresses impacts on terrestrial birds, further information is provided in **Application Document 6.2.4.5 Part 4 Marine Chapter 5 Ornithology**. The map referred to is shown on page 12 of the Proposed Project Feedback Form. It shows the draft Order Limits and the HVDC cable route superimposed on the footprints of the North Warren Nature Reserve, the Sandlings and Thames Estuary SPA and the Leiston-Aldeburgh SSSI. National Grid is committed to a trenchless solution beneath these designated sites and they have not included the option of a trenched installation. An extensive programme of environmental surveys has been undertaken including for breeding and non-breeding birds, reptiles, invertebrates, badger, riparian mammals, dormice and plants. A rigorous impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements.
		Coordination with other Projects	**Feedback form question 9:** Constructing additional ducts within the underground cable corridor to accommodate cables for up to two other projects **Response:** I support co-location.	N	National Grid acknowledges this feedback.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		Coordination with other Projects	**Feedback form question 9:** Co-locating up to three converter stations at a single location near Saxmundham **Response:** I do not support co-location.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other project with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.
		Coordination with other Projects	**Feedback form question 9:** Co-locating the landfall point of up to three projects at a location between Aldeburgh and Thorpeness **Response:** I do not support co-location.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other project with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.
		Coordination with other Projects, Design	**Feedback form question 9:** Are there any other ways that you would like us to explore coordination with other projects? **Response:** CO LOCATION AS A PRINCIPAL IS OF COURSE SENSIBLE THE PLAN PRESENTED IS NOT.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other project

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					with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.
		Consultation, Design, traffic and transport, landscape and visual	**Feedback form question 10:** Is there anything further you would like us to take into consideration when developing our proposals in Suffolk? **Response:** YOU HAVE PROVIDED NO DETAIL ON THE FOLLOWING: 1. SERVICE ROADS ETC (FUTURE NEEDS OF SITES) 2. HEIGHTS AND SCALES OF BUILDINGS (THESE STRUCTURES COVER AREAS AND WILL BE SEEN FROM SPACE). 3. WHAT THE WORKS WILL LOOK LIKE ENTAIL, SPOIL HEADS, JUNCTION STRUCTURES ETC. THE LEVEL OF DETAIL IS VERY POOR AND NOT SATISFACTORY WHEN ASSEMBLING A DEVELOPMENT PROPOSAL OF SUCH SCALE.	N	A complete project description is contained in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. As part of the DCO submission, National Grid has included a complete set of drawings which provide detail of the Proposed Project. A guide to the drawings is provided in **Application Document 2.1 Guide to the Plans**. Design drawings are from **Application Document 2.13.1 to 2.13.4** and general arrangement plans are from **Application Document 2.14.1 to 2.14.3**. Further information on the detailed design will be forthcoming as the Proposed Project progresses into the more detailed design stage. National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and will seek engagement with local design panels to further inform the design and development process. The information presented in consultation materials provides as much detail as is available at the time of writing. More detailed information is available with the DCO application. Traffic and transport details are included in **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**, which outlines mitigation measures. A register of all mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Additional details on permanent access routes have been publicised in documentation associated with further consultation on the Proposed Project and shown in **Application Document 2.14.1 General Arrangements Plans - Suffolk**.
		Consultation	**Feedback form question 22:**	N	National Grid acknowledges this feedback.

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			What did you think of the information we have published for this consultation in terms of how clearly it was presented and how easy it was to understand? **Response:** Average. Further comment: POOR LEVEL OF DETAIL.		

Table 1.17 SL-PIL-0147, SL-PIL-0150

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023		**Feedback form question 1:** Do you support the principle of reinforcing the network in this location? **Response:** No. **Further comment:** There may be a need to reinforce the network but the chosen location and in particular the location in Suffolk I do not support.	N	The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
	Design		**Feedback form question 2:** What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously? **Response:** I think the changes are neither positive or negative. **Further comment:** I think the changes are negligible.	N	National Grid acknowledges this feedback. Please see the response above on the need for the Proposed Project.
	Onshore route location, Socio-economic. recreation and tourism,		**Feedback form question 3:** What do you think about our proposal to connect into the existing network via the proposed Friston substation? **Response:**	N	A complete assessment of socio-economics effects has been undertaken. This is set out in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		Alternative solutions	I do not think this is the best location for connecting into the existing network. **Further comment:** The impact to this rural area will be huge, this is a thriving tourist area and an environmentally important area. I feel there are other options which should be explored.		coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Onshore route location, Alternative solutions	**Feedback form question 4:** What do you think about our proposed HVAC cable route in Suffolk? **Response:** I disagree with the proposed cable route. **Further comment:** I think offshore options would be a better solution.	N	National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. National Grid has listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised these impacts onshore and offshore where possible. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);**

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					• **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Converter station location, Landscape and visual	**Feedback form question 5:** What do you think about our proposed converter station, including its proposed location? **Response:** I do not think the converter station is in the right location. **Further comment:** The size of the converter station in Suffolk will make a huge detrimental impact in this rural area - However, you try to disguise it or reduce its impact it is an industrial scale building in a rural area.	N	The sensitivity of the area is noted and is reflected in the assessment of effects as set out within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. National Grid's landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section of the ES. Mitigation includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting and has been designed in collaboration with relevant stakeholders. Furthermore, the ES sets out the environmental considerations, including landscape and visual considerations, which have informed the siting and outline design of the proposed Converter Station. The design of this structure, in terms of the building form and the external materials, will be developed alongside consultation and stakeholder feedback. National Grid has developed design principles for the building in **Application Document 7.11.1 Design Approach Document – Suffolk and Application Document 7.12.1 Design Principles - Suffolk**. These Principles will provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and will seek engagement with local design panels to further inform the design and development process.
		Design, Alternative solutions	**Feedback form question 6:** We have identified several design approaches for the converter station. Which approach(es) would you like to see explored at later design stages? **Response:** None. **Further comment:** The design approaches for the converter station are all ways to disguise an eyesore in a rural area - if it were placed either offshore or in a more industrial or brownfield site there would be no need to disguise it.	N	National Grid acknowledges this feedback and the interest in the Proposed Project. The design of this structure, in terms of the building form and the external materials, will be developed alongside consultation and stakeholder feedback. A set of Design Principles for the building will be provided with the application for development consent (**Application Document 7.12.1 Design Principles – Suffolk**). The Design Principles will provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and is engaging with local design panels to further inform the design and development process. In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search that satisfy the needs were considered too small to accommodate the required infrastructure whether

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					singly located or colocated. The criteria for the selected areas of search including the size of the site are explained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)**. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Onshore route location, socio-economics, recreation and tourism,	**Feedback form question 7:** What do you think about our proposed HVDC cable route in Suffolk? **Response:**	N	A complete assessment of socio-economics effects has been undertaken. This is set out in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. There are no significant impacts predicted. Both **Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan and Application Document 7.5.3.1**

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		terrestrial ecology, noise	I disagree with the proposed cable route. **Further comment:** The impact of this rural area cannot be underestimated, it is a thriving tourist area and ecologically important area. There would be noise pollution and general disruption over many years with no long term gain to the area.		**CEMP Appendix A Outline Code of Construction Practice** set out the good practice measures to reduce effects on people and local communities during construction and also include a commitment to communicate information about the Proposed Project to local communities. National Grid supports the delivery of community benefits associated with transmission infrastructure, and already has a number of established programmes which deliver this. National Grid is waiting for the Government's position on the provision of community benefits associated with transmission infrastructure. This will determine its future approach.
		Landfall location, Onshore environmental impact	**Feedback form question 8:** What do you think about our proposed landfall between Aldeburgh and Thorpeness? **Response:** I do not think this is the best location for the landfall. **Further comment:** The map says it all - landfall is through a SSSI.	N	National Grid recognises the statutory designation mentioned in the feedback. A detailed impact assessment is provided in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. While this chapter addresses impacts on terrestrial birds, further information is provided in **Application Document 6.2.4.5 Part 4 Marine Chapter 5 Ornithology**. The map referred to is shown on page 12 of the Proposed Project Feedback Form. It shows the draft Order Limits and the HVDC cable route superimposed on the footprints of the North Warren Nature Reserve, the Sandlings and Thames Estuary SPA and the Leiston-Aldeburgh SSSI. National Grid is committed to a trenchless solution beneath the SSSI and it has not included the option of a trenched installation. An extensive programme of environmental surveys has been undertaken including for breeding and non-breeding birds, reptiles, invertebrates, badger, riparian mammals, dormice and plants. A rigorous impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements.
		Landfall location	**Feedback form question 10:** Is there anything further you would like us to take into consideration when developing our proposals in Suffolk? **Response:** Further investigation into offshore options should be considered. Most continental countries have found offshore solutions. The area chosen in Suffolk is not the right place it will be totally changed if these proposal go ahead.	N	National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that In Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2GW are not available yet. As such, in Belgium, the 3.5GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at

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					least 13 individual 2GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide.
		Onshore route location, Design	**Feedback form question 16:** What do you think about our plans to use overhead lines to connect the proposed substation into the existing Richborough to Canterbury overhead line? **Response:** I disagree with the plans to use an overhead line connection.	N	Following feedback from stakeholders and the public following both Non statutory consultation and Statutory consultation, National Grid reviewed the engineering design to consider removing the need for the overhead lines across the railway and the River Stour. The poor ground conditions under the railway preclude the use of trenchless technology to cross from the substation to the overhead line; these would cause settlement issues for the railway line. National Grid considered locations further north from the Converter Station site towards Minster for a crossing point where the ground is more suitable, and this would introduce more trenching, ditch crossings and land take. Once across the railway, the river would still have to be crossed which proves difficult again due to the ground conditions because trenchless technology needs stable ground conditions for it to be feasible and the conditions under the river are not considered to be stable enough. Once under the river, construction of further electrical infrastructure (a smaller substation) would be required in the flood plain to connect the cables to the existing overhead line. Considering all of the engineering challenges set out above alongside the environmental impacts of a larger footprint of the construction works and the safety concerns over going under the railway, the conclusion was to use overhead lines. Further details of the option selections are contained in **Application Document 8.2 Options Selection and Design Evolution Report (October 2023)**. The visual impact of the overhead lines on the character of the area and how the impacts have been quantified is assessed in **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**.
		Construction – general, Combined effect of the proposed Project	**Feedback form question 18:** Do you have any key concerns regarding the construction stage of Sea Link? **Response:** Impact on people, Landscape and visual impact, Ecology and biodiversity, Air quality, Noise, Traffic and transportation, Archaeology, Public access to rights of way (such as bridleways), Disruption to land use, Drainage, Impact on tourism, Impact on recreational activities.	N	National Grid acknowledges this feedback. Potential impacts of the Proposed Project are considered in the ES in Volume 6 of the DCO application. Further information is contained in: • **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual;** • **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual;** • **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity;**

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					• **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality;** • **Application Document 6.2.3.8 Part 3 Kent Chapter 8 Air Quality;** • **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration;** • **Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration;** • **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport;** • **Application Document 6.2.2.7 Part 3 Kent Chapter 7 Traffic and Transport;** • **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage;** • **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage;** • **Application Document 6.2.2.4 Part 2 Suffolk Chapter 4 Water Environment;** • **Application Document 6.2.3.4 Part 3 Kent Chapter 4 Water Environment;** • **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism; and** • **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism.** A register of all mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Consultation	**Feedback form question 22:** What did you think of the information we have published for this consultation in terms of how clearly it was presented and how easy it was to understand? **Response:** Average.	N	National Grid acknowledges this feedback.

Table 1.18 SL-PIL-0938

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Needs case, Alternative solutions	**Feedback form question 1:** Do you support the principle of reinforcing the network in this location? **Response:** No **Further comment:** I am totally against it. It has nothing to do with Suffolk, take the energy from it's source direct to where it is needed. Please consider off shore alternative.	N	National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Design, Combined effect of the proposed Project, Intra-project	**Feedback form question 2:** What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously? **Response:**	N	National Grid is committed to developing a project that takes account of the sensitivities of the local people and the environment to avoid or minimise as far as possible and to mitigate the significant effects of the construction and operation phases. Potential impacts are detailed in the ES in Volume 6 of the DCO application.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		cumulative effects	I think the changes are negative. **Further comment:** The changes you have made do not change my mind. Destroying more land, disrupting wildlife, reducing property value, constriction lasting for longer are all TERRIBLE IDEAS.		
		Onshore Route Location, Design	**Feedback form question 3:** What do you think about our proposal to connect into the existing network via the proposed Friston substation? **Response:** I do not think this is the best location for connecting into the existing network. **Further comment:** Why do you need to bring the cable so far in land? What a waste of time, money and wildlife. Go direct!	N	The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Onshore route location, Walking, cycling and horse riding	**Feedback form question 4:** What do you think about our proposed HVAC cable route in Suffolk? **Response:** I disagree with the proposed cable route. **Further comment:** They will destroy land that I walk on every day. Why come even further inland away from where the power is needed?!	N	The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in:

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					• **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The potential impacts of the Proposed Project on PRoW are assessed in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**.
		Converter station location, Combined effect of the proposed Project	**Feedback form question 5:** What do you think about our proposed converter station, including its proposed location? **Response:** I do not think the converter station is in the right location. **Further comment:** Too close to resident's houses, Light, sound and environmental pollution. Our children are DEVASTATED at the proposals - it's showing next generation wildlife etc doesn't matter. Devaluing of property prices. Construction traffic on Church Hill - pedestrian crossing near Manor Gardens needed. LOTS of wildlife inc deer, pheasants, birds of prey will be displaced. How would be compensated for noise/light pollution, reduction in our quality (important as I have asthma triggered by dust and house value dropping?	N	National Grid is committed to developing a project that takes account of the sensitivities of the local people and the environment to avoid or minimise as far as possible and to mitigate the significant effects of the construction and operation phases. Potential impacts are detailed in the ES in Volume 6 of the DCO application and mitigation measures are listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. Each of the options identified for the converter site areas and cable route corridors were appraised in accordance with National Grid's approach to options appraisal. In addition, in the absence of guidance for specific siting of converter stations, the Horlock Rules were applied. Although these were

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					developed for the siting of substations, they were considered appropriate to use when identifying and appraising converter site areas. Details of the appraisal process are set out in **Application Document 8.2 Option Selection and Design Evolution Report (October 2023)** Potential impacts of the Proposed Project are considered in the ES in Volume 6 of the DCO application. Further information is contained in: • **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality;** • **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration; and** • **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport.** All affected landowners will be compensated on a fair and reasonable basis for any rights acquired, and any impacts on retained property will be considered in line with the Compulsory Purchase Compensation Code. Compensation claims for other disturbance are considered on a case-by-case basis if there is evidence of negative impacts as a result of the Proposed Project.
		Design, Landscape and visual	**Feedback form question 6:** We have identified several design approaches for the converter station. Which approach(es) would you like to see explored at later design stages? **Response:** Green roof. **Further comment:** [Interested party has draw an arrow from the 'Colour' box stating "In addition to sinking/building and trees”]. This is the least worse option. Would prefer building sunk in ground if it is built. Trees in pictures nowhere near their actual height - they'd be much shorter in comparison. [Interested party had drawn arrows from 'Green roof' and Colour and curve' to here stating “if bunking came higher up sides from all sides, so buildings less visible”].	N	National Grid acknowledges this feedback and the interest in the Proposed Project. The design of this structure, in terms of the building form and the external materials, will be developed alongside consultation and stakeholder feedback. A set of Design Principles for the building will be provided with the application for development consent (**Application Document 7.12.1 Design Principles – Suffolk**). The Design Principles will provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and is engaging with local design panels to further inform the design and development process. Due to the ground conditions, it is not possible for the Converter Station to be sunk into the ground.
		Onshore route location,	**Feedback form question 7:**	N	The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. National Grid’s publicly documented needs case explains the

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		Alternative solutions	What do you think about our proposed HVDC cable route in Suffolk? **Response:** I disagree with the proposed cable route. **Further comment:** Or you could go from source of power DIRECT to where it is needed in Kent. Underground cables = destroyed wildlife. Overground = destroyed sight lines.		requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Landfall Location, Combined effect of the proposed Project	**Feedback form question 8:** What do you think about our proposed landfall between Aldeburgh and Thorpeness? **Response:** None. **Further comment:** You'll destroy a nature reserve, actually more than one! Sizewell C already ruining just down the coast. It's also far too close to properties, disrupting residents and devaluing property. It's also right across Suffolk Coastal Path [Transcription note Q8: interested party circled the nature reserves on map provided].	N	National Grid recognises the statutory designation mentioned in the feedback. A detailed impact assessment is provided in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. While this chapter considers impacts on terrestrial birds, further information can be found in **Application Document 6.2.4.5 Part 4 Marine Chapter 5 Ornithology**. National Grid is committed to a trenchless solution beneath the SSSI and it has not included the option of a trenched installation. An extensive programme of environmental surveys has been undertaken including for breeding and non-breeding birds, reptiles, invertebrates, badger, riparian mammals, dormice and plants. A rigorous impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. Impacts on footpaths in Suffolk are considered in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**.

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					An outline PRoW Management Plan has been prepared for Suffolk as part of the DCO application. This has been developed in consultation with the relevant local planning authorities and provides details on PRoW diversions, closures and management during the construction, operation and decommissioning phases. See **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**.
		Coordination with other Projects	**Feedback form question 9:** Constructing additional ducts within the underground cable corridor to accommodate cables for up to two other projects. **Response:** I do not support co-location.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other project with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.
		Coordination with other Projects	**Feedback form question 9:** Co-locating up to three converter stations at a single location near Saxmundham. **Response:** I do not support co-location.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other project with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.

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		Coordination with other Projects	**Feedback form question 9:** Co-locating the landfall point of up to three projects at a location between Aldeburgh and Thorpeness **Response:** I do not support co-location.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other project with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.
		Coordination with other Projects, Combined effect of the proposed Project	**Feedback form question 9:** Are there any other ways that you would like us to explore coordination with other projects? **Response:** Co-locating means even larger areas of land are destroyed. THREE converter stations net to residential properties is a TERRIBLE idea. Why on earth come so far in land to just take power back out to sea and to Kent?! The rest of Europe go direct - learn from them, don't be ridiculous come in land destroying so much unnecessarily!	N	The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.

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		Onshore environmental impact, Walking, cycling and horse riding	**Feedback form question 10:** Is there anything further you would like us to take into consideration when developing our proposals in Suffolk? **Response:** Why are you considering building so close to residential property? Our children are devastated at the proposals. They love the countryside and want to protect it, they enjoy walking where you're proposing the converter stations will be built. What are you teaching the next generation about environmental concern? Why are you even considering Suffolk in the first place? Take the power direct to where it is needed.	N	Please see the answer to question 9 on the need for the Proposed Project.
		Offshore route location, Alternative Solutions	**Feedback form question 11:** Do you have any comments or issues you would like us to take into consideration regarding our marine proposals? **Response:** Why bring it to Suffolk first? Direct is best.	N	Please see the answer to question 9 on the need for the Proposed Project.
		Landfall location, Terrestrial ecology, Cultural heritage	**Feedback form question 12:** What do you think about our proposed landfall at Pegwell Bay? **Response:** I do not think this is the best location for the landfall. **Further comment:** It's an SSS1 and a major historical site	N	National Grid acknowledges the ecological sensitivity of Minster Marshes and Pegwell Bay. A detailed impact assessment is provided in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. While this Chapter provides some information on terrestrial birds, further assessment can be found in **Application Document 6.2.4.5 Part 4 Marine Chapter 5 Ornithology**. In Kent, National Grid will use trenchless construction methods for cabling under the sensitive saltmarsh habitat from the transitional joint bay eastwards. The DCO will therefore not include an option for surface trenching in the SSSI. Further information on the construction methodologies is available within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The drawing showing the extent of use of a trenchless construction solution is within **Application Document 2.1 Guide to the Plans – Plan DCO/S/DE/SS/1211**. The Proposed Project is committed to achieving 10% Biodiversity Net Gain. Refer to **Application Document 6.12 Biodiversity Net Gain Feasibility Report**. The impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and

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					Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. It is of note that Minster Marshes is not designated as a SSSI and is not a protected site. Further information on the reasoning behind the landfall location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.**
		Onshore Route location, Cultural heritage	**Feedback form question 13:** What do you think about our proposed HVDC cable route in Kent? **Response:** I disagree with the proposed cable route. **Further comment:** [Transcription note: respondent circled Ebbsfleet Traditional site of the Landings of the Saxons and of St Augustine on the map and stated too close to here".]	N	National Grid acknowledges the potential for adverse impacts on historic sites. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce cultural heritage impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as the sensitive routeing and siting of infrastructure and temporary works. Impacts on cultural heritage from the Kent Onshore Scheme are assessed within **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**. The proposed mitigation in relation to the potential impacts is contained in this chapter. Mitigation measures are listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Information on the selection of the cable route and the need for the Proposed Project is contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022), Application Document 8.3 Strategic Options Report (October 2023), Application Document 7.2 Strategic Options Back Check Report and Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered.**

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		Converter station location	**Feedback form question 14:** What do you think about our proposed converter station and adjacent substation near Minster? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Design, Landscape and visual	**Feedback form question 15:** We have identified several design approaches for the converter station. Which approach(es) would you like to see explored at later design stages? **Response:** Colour, Green roof. **Further comment:** Trees would not be that tall don't lie. Bury the building as much as possible and colour fades and trees.	N	National Grid acknowledges this feedback and the interest in the Proposed Project. The design of this structure, in terms of the building form and the external materials, will be developed alongside consultation and stakeholder feedback. A set of Design Principles for the building will be provided with the application for development consent (**Application Document 7.12.2 Design Principles – Kent**). The Design Principles will provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and is engaging with local design panels to further inform the design and development process. Due to the ground conditions, it is not possible to bury the Kent Converter Station.
		Onshore route location	**Feedback form question 16:** What do you think about our plans to use overhead lines to connect the proposed substation into the existing Richborough to Canterbury overhead line? **Response:** I disagree with the plans to use an overhead line connection.	N	Following feedback from stakeholders and the public following both Non statutory consultation and Statutory consultation, National Grid reviewed the engineering design to remove the need for the overhead lines across the railway and the River Stour. The poor ground conditions under the railway preclude the use of trenchless technology to cross from the substation to the overhead line; these would cause issues for the railway line. National Grid looked further up towards Minster for a crossing point where the ground is more suitable, and this would introduce more trenching, ditch crossings and land take. Once across the railway, the river would still have to be crossed which proves difficult again due to the ground conditions. Once under the river, it would then need to build further electrical infrastructure (a smaller substation) in the flood plain. Considering all of the engineering challenges set out above alongside the environmental impacts of a larger footprint of the construction works and the safety concerns over going under the railway, the conclusion was to use overhead lines. Further details of the option selections are contained in **Application Document 8.2 Options Selection and Design Evolution Report (October 2023)**. The visual impact of the overhead lines on the character of the area and how the impacts have been quantified is assessed in **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**.
		Alternative solutions	**Feedback form question 17:**	N	National Grid acknowledges this feedback and directs you to its response to question 9 relating to the need for the Proposed Project.

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			Anything else comments? **Response:** Go direct to Kent!		
		Construction – general, Combined effect of the proposed Project	**Feedback form question 18:** Do you have any key concerns regarding the construction stage of Sea Link? **Response:** Impact on people, Landscape and visual impact, Ecology and biodiversity, Air quality, Noise, Traffic and transportation, Public access to rights of way (such as bridleways), Disruption to land use, Drainage, Impact on tourism, Impact on recreational activities, Other.	N	National Grid acknowledges this feedback. Potential impacts of the Proposed Project are considered in the ES in Volume 6 of the DCO application. Further information is contained in: • **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual;** • **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual;** • **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality;** • **Application Document 6.2.3.8 Part 3 Kent Chapter 8 Air Quality;** • **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration;** • **Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration;** • **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport;** • **Application Document 6.2.2.7 Part 3 Kent Chapter 7 Traffic and Transport;** • **Application Document 6.2.2.4 Part 2 Suffolk Chapter 4 Water Environment;** • **Application Document 6.2.3.4 Part 3 Kent Chapter 4 Water Environment;** • **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism; and** • **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism.** A register of all mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).

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		Onshore mitigation, Project finance / cost of scheme	**Feedback form question 19:** Do you have any comments about how we could deliver environmental mitigation and enhancement (such as hedgerow creation, native tree planting or funding local wildlife groups) as part of our proposals? **Response:** Financial compensation to those who own property near construction area. Properties will decrease in value. Sink/bury proposed substations as much as possible to alleviate noise and visual pollution. Rewild area. Plant more woodland. Create a better public footpath to replace the one destroyed by converter stations near Saxmundham (which stations can't be seen from). Give funding to local schools for Forest school and outdoor learning activities. e.g. Sax primary schools. Put in reservoirs. Fund outdoor, community gym in Fromus Park (providing alternative outdoor recreation). Swift boxes. Bat boxes. Introduce deer colony.	N	National Grid greatly appreciate the insights of the local communities in how it can best mitigate any residual impacts on the environment and enhance the environment further than its baseline condition. The EIA process is responsible for establishing the baseline environmental condition of the Proposed Project area, which then determines the mitigation that National Grid must put in place. This is then discussed with the relevant statutory advisory services such as Natural England, Historic England and the Environment Agency. With regard to the feedback, this has been provided to and read by the environmental specialists who are responsible for determining the mitigation measures to be put in place, and is actively being considered within the relevant Management Plans to be provided to the Main Works Contractors'. Potential impacts of the Proposed Project are considered in the ES in Volume 6 of the DCO application. Further information is contained in: **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual; Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity; Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration; and Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**. A register of all mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). All affected landowners will be compensated on a fair and reasonable basis for any rights acquired, and any impacts on retained property will be considered in line with the Compulsory Purchase Compensation Code. Compensation claims for other disturbance are considered on a case-by-case basis if there is evidence of negative impacts as a result of the Proposed Project.
		Consultation, Landscape and visual	**Feedback form question 22:** What did you think of the information we have published for this consultation in terms of how clearly it was presented and how easy it was to understand? **Response:** Average. **Further comment:** You lie about height of trees. Transcription note interested party drew an arrow to the 'Ask the Experts' options and wrote 'but they had no answers to any of my questions. My daughters cried when they saw models of converter station buildings next to our house'.	N	The 3D model available at the public information exhibitions was one of several tools utilised by National Grid to help explain its proposals. Information about the proposed planting around the converter station can be found in **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan – Suffolk and Application Document 7.5.7.2 Outline Landscape and Ecological Management Plan – Kent**. A range of technical disciplines were represented at each public information exhibition. All members of the team were able to talk about the broad plans for the Proposed Project, whilst representatives from each discipline were able to talk about their specialism in further detail. Where a person attending the public information exhibitions expressed a desire to talk about a specific subject, the Proposed Project team tried to ensure that they were able to talk to the relevant discipline wherever possible, but this may have not always been possible. In the event that a member of the team was unable to answer a question posed by an attendee, they first tried to find the relevant discipline

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					representative to provide an answer during the event. In any rare instances that this was not possible, Proposed Project team representatives will have offered to follow-up by phone/email with a response.
		Consultation	**Feedback form question 26:** Do you have further comments about our materials, consultation process or any suggestions for how we can improve our consultation? **Response:** Draw to scale. Have people there that can actually answer questions, not just dodge them!! It was so unhelpful/ sad to see models providing how disruptive proposed plans will be.	N	Please see the response above.

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24 October 2023	18 December 2023	Needs case, Alternative Solutions	**Feedback form question 1:** Do you support the principle of reinforcing the network in this location? **Response:** No. **Further comment:** I do not agree with the principle of destroying the countryside when other options are available, and I do not understand why you have not considered the option of a offshore grid linking into existing brownfield sites that have already destroyed the countryside. This option has been adopted by the Dutch and Belgians and I cannot see why we cannot do this on this side of the North Sea.	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. This includes land at Sizewell. The criteria for the selected areas of search including the size of the site are explained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)**. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that In Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2GW are not available yet. As such, in Belgium, the 3.5GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. National Grid has listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised these impacts onshore and offshore where possible. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;**

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					• **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Design, Needs case, Alternative solutions	**Feedback form question 2:** What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously? **Response:** I think the changes are negative. **Further comment:** Your latest proposals do not address the principle issue outlined in by response to item 1.	N	Please see the response to question 1 above.
		Onshore route location, Agriculture and soils, Onshore environmental impact	**Feedback form question 3:** What do you think about our proposal to connect into the existing network via the proposed Friston substation? **Response:** I do not think this is the best location for connecting into the existing network. **Further comment:** This is a very large development on productive agricultural land and out of keeping with that environment.	N	National Grid acknowledges this feedback. Information on the connection points for the Proposed Project and its need is contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022) and Application Document 8.3 Strategic Options Report (October 2023)**. A complete assessment of the impacts on agriculture in Suffolk has been undertaken. This is set out in **Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils**. The proposed mitigation in relation to the potential impacts is contained in this chapter. Mitigation measures are listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Onshore route location, Needs case	**Feedback form question 4:** What do you think about our proposed HVAC cable route in Suffolk? **Response:** I disagree with the proposed cable route. **Further comment:** As we do not agree with your proposal I cannot agree with this route.	N	National Grid acknowledges this feedback. Information on the selection of the cable route and the need for the Proposed Project is contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022) and Application Document 8.3 Strategic Options Report (October 2023)**.
		Converter station location, Needs case	**Feedback form question 5:** What do you think about our proposed converter station, including its proposed location? **Response:**	N	National Grid acknowledges this feedback. Information on the selection of the converter station location and the need for the Proposed Project is contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022) and Application Document 8.3 Strategic Options Report (October 2023)**.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			I do not think the converter station is in the right location. **Further comment:** See previous comments.		
		Landfall location, Onshore environmental impact	**Feedback form question 8:** What do you think about our proposed landfall between Aldeburgh and Thorpeness? **Response:** I do not think this is the best location for the landfall. **Further comment:** This is destroying an area that has been designated as an area of Outstanding Natural Beauty and is on an eroding coastline. THINK AGAIN.	N	The effects arising from the Suffolk Onshore Scheme on the AONB are outlined within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. This includes reference to the statutory purpose of conserving and enhancing natural beauty as set out in the assessment considering the published Natural Beauty indicators and the relevant AONB indicators to landscape and visual matters. The assessment concludes no likely significant effects on the landscape character of the Suffolk Coast and Heaths AONB during construction, operation or maintenance phases. A detailed assessment of the impact on the coastline and beaches (Including coastal erosion) is provided in **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment**. The sensitivity of landfall sites to erosion has been fully assessed taking into consideration that erosion and beach lowering is already taking place in some areas. The assessment concludes at both landfalls that the magnitude of the impact is likely to be small. This will result in a minor effect that is not significant. In addition, Mitigation measure MPE06 states that over the operational lifetime of the Proposed Project, monitoring of the beach profile and erosion rates is carried out at the Suffolk landfall site where protection are planned to be placed at the HDD exit pits. This assessment concludes no significant effects associated with the Proposed Project.
		Coordination with other Projects, Inter-Project cumulative effects	**Feedback form question 9:** Are there any other ways that you would like us to explore coordination with other projects? **Response:** If Sizewell C is given the go ahead then this will have a massive impact on this area, and any of your proposals must take this into account with regard to co-location.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other project with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document.** This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.
		Offshore route location,	**Feedback form question 11:**	N	National Grid acknowledges this feedback.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		Alternative solutions	Do you have any comments or issues you would like us to take into consideration regarding our marine proposals? **Response:** Offshore marine cables are acceptable when they have landfall to existing coastal broad field sites not when they are destroying protected environments and productive agricultural land.		
		Construction – general, Combined effect of the proposed Project	**Feedback form question 18:** Do you have any key concerns regarding the construction stage of Sea Link? **Response:** Impact on people, Landscape and visual impact, Ecology and biodiversity, Air quality, Noise, Traffic and transportation, Archaeology, Public access to rights of way (such as bridleways), Disruption to land use, Drainage, Impact on tourism, Impact on recreational activities.	N	National Grid acknowledges this feedback. Potential impacts of the Proposed Project are considered in the ES in Volume 6 of the DCO application. Further information is contained in: • **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual;** • **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual;** • **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality;** • **Application Document 6.2.3.8 Part 3 Kent Chapter 8 Air Quality;** • **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration;** • **Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration;** • **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport;** • **Application Document 6.2.2.7 Part 3 Kent Chapter 7 Traffic and Transport;** • **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage;** • **Application Document 6.2.3.3 Part 2 Suffolk Chapter 3 Cultural Heritage;** • **Application Document 6.2.2.4 Part 2 Suffolk Chapter 4 Water Environment;** • **Application Document 6.2.3.4 Part 3 Kent Chapter 4 Water Environment;** • **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism; and**

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					• **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism.** A register of all mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Onshore mitigation, alternative solutions	**Feedback form question 19:** Do you have any comments about how we could deliver environmental mitigation and enhancement (such as hedgerow creation, native tree planting or funding local wildlife groups) as part of our proposals? **Response:** Do not destroy it in the first place, THINK AGAIN and reuse the land you have already destroyed in the first place.	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. This includes land at Sizewell. The criteria for the selected areas of search including the size of the site are explained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)**. National Grid has listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised these impacts onshore and offshore where possible. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Consultation	**Feedback form question 22:** What did you think of the information we have published for this consultation in terms of how clearly it was presented and how easy it was to understand? **Response:** Average.	N	National Grid acknowledges this feedback.
		Consultation	**Feedback form question 26:**	N	National Grid hosted nine public information exhibitions across Suffolk and Kent both at the weekend and in the week. It is acknowledged that not

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Do you have further comments about our materials, consultation process or any suggestions for how we can improve our consultation? **Response:** Would attend public information exhibitions if timing were more convenient.		everybody would be able to attend an exhibition and to counter this, National Grid published a range of materials on the Proposed Project Website, sent newsletters to the PCZ and SCZ and placed all project information at information points throughout both counties.

Table 1.20 SL-PIL-0042, SL-PIL-0050

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Needs case, Alternative solutions	**Feedback form question 1:** Do you support the principle of reinforcing the network in this location? **Response:** No **Further comment:** This location option tears up the countryside over a period of years and will be very intrusive. Other options would be much less intrusive e.g. an offshore option or alternative brownfield sites.	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. This includes land at Sizewell. The criteria for the selected areas of search including the size of the site are explained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)**. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. National Grid has listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised these impacts onshore and offshore where possible. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;**

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					• **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Design	**Feedback form question 2:** What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously? **Response:** I think the changes are negative.	N	National Grid acknowledges this feedback. Please see the response above on the need for the Proposed Project.
		Onshore route location, Agriculture and soils, Onshore environmental impact	**Feedback form question 3:** What do you think about our proposal to connect into the existing network via the proposed Friston substation? **Response:** I do not think this is the best location for connecting into the existing network. **Further comment:** This proposed development (very large) is on agricultural land and is totally out of keeping with the local environment.	N	National Grid acknowledges this feedback. Information on the connection points for the Proposed Project and its need is contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022) and Application Document 8.3 Strategic Options Report (October 2023)**. A complete assessment of the impacts on agriculture in Suffolk has been undertaken. This is set out in **Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils**. The proposed mitigation in relation to the potential impacts is contained in this chapter. Mitigation measures are listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Onshore route location, Needs case	**Feedback form question 4:** What do you think about our proposed HVAC cable route in Suffolk? **Response:** I disagree with the proposed cable route. **Further comment:** Totally unsuitable - as I do not agree with the whole proposal - obviously it should not be necessary to tear up this area.	N	National Grid acknowledges this feedback. Information on the selection of the cable route and the need for the Proposed Project is contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022) and Application Document 8.3 Strategic Options Report (October 2023)**.
		Converter station location	**Feedback form question 5:** What do you think about our proposed converter station, including its proposed location? **Response:** I do not think the converter station is in the right location. **Further comment:** Totally unsuitable development in a rural area.	N	National Grid acknowledges this feedback. Information on the selection of the converter station location and the need for the Proposed Project is contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022) and Application Document 8.3 Strategic Options Report (October 2023)**.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		Design, Landscape and visual	**Feedback form question 6:** We have identified several design approaches for the converter station. Which approach(es) would you like to see explored at later design stages? **Response:** None. **Further comment:** None of the above- this proposal is much too big and intrusive and dominant in a rural area.	N	National Grid acknowledges this feedback and the interest in the Proposed Project. The design of this structure, in terms of the building form and the external materials, will be developed alongside consultation and stakeholder feedback. A set of Design Principles for the building will be provided with the application for development consent (**Application Document 7.12.1 Design Principles – Suffolk**). The Design Principles will provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and is engaging with local design panels to further inform the design and development process. National Grid is taking a comprehensive masterplanning approach towards the development of the converter station site, seeking to utilise the site's topography and natural features within the design as much as possible, to lessen the visual impact. Landscape planting required for screening will be undertaken in advance of construction wherever possible. However, it should be acknowledged that such measures take time to establish, meaning that there will be some residual effects will remain.
		Onshore route location	**Feedback form question 7:** What do you think about our proposed HVDC cable route in Suffolk? **Response:** I disagree with the proposed cable route. **Further comment:** Previous comments as regards a rural area apply to this proposal also.	N	National Grid acknowledges this feedback. Information on the selection of the cable route and the need for the Proposed Project is contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022) and Application Document 8.3 Strategic Options Report (October 2023)**.
		Landfall location, Onshore environmental impact	**Feedback form question 8:** What do you think about our proposed landfall between Aldeburgh and Thorpeness? **Response:** I do not think this is the best location for the landfall. **Further comment:** Definitely not the best location. Destroying an area that has been designated an Area of Outstanding Natural beauty. Also this is an eroding coastline.	N	The effects arising from the Suffolk Onshore Scheme on the AONB are outlined within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. This includes reference to the statutory purpose of conserving and enhancing natural beauty as set out in the assessment considering the published Natural Beauty indicators and the relevant AONB indicators to landscape and visual matters. The assessment concludes no likely significant effects on the landscape character of the Suffolk Coast and Heaths AONB during construction, operation or maintenance phases. A detailed assessment of the impact on the coastline and beaches (Including coastal erosion) is provided in **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment**. The sensitivity of landfall sites to erosion has been fully assessed taking into consideration that erosion and beach lowering is already taking place in some areas. The assessment concludes at both landfalls that the magnitude of the impact is likely to be small. This will result in a minor effect that is not significant. In addition Mitigation measure MPE06 states that over the operational lifetime of the Proposed Project, monitoring of the beach profile and erosion rates is carried out at the Suffolk landfall site where protection are planned to be placed at the HDD exit pits.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					This assessment concludes no significant effects associated with the Proposed Project.
		Coordination with other projects, Needs case	**Feedback form question 9:** Are there any other ways that you would like us to explore coordination with other projects? **Response:** As I do not agree with the whole proposal in this particular area this question does not apply.	N	National Grid acknowledges this feedback. Please see the response to question 1 regarding the need for the Proposed Project.
		Alternative solutions	**Feedback form question 10:** Is there anything further you would like us to take into consideration when developing our proposals in Suffolk? **Response:** Again I would ask you to consider alternative options.	N	Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The description provided in Chapter 4 is the preferred solution for the Proposed Project.
		Offshore route location, Landfall location	**Feedback form question 11:** Do you have any comments or issues you would like us to take into consideration regarding our marine proposals? **Response:** Offshore proposals seem acceptable but not to proposed landfall sites on the map.	N	National Grid acknowledges this feedback. Information on the selection of the landfall site and the need for the Proposed Project is contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022) and Application Document 8.3 Strategic Options Report (October 2023)**.
		Construction – general, Combined effect of the proposed Project	**Feedback form question 18:** Do you have any key concerns regarding the construction stage of Sea Link? **Response:** Impact on people, Landscape and visual impact, Ecology and biodiversity, Air quality, Noise, Traffic and transportation,	N	National Grid acknowledges this feedback. Potential impacts of the Proposed Project are considered in the ES in Volume 6 of the DCO application. Further information is contained in: • **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual;**

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Archaeology, Public access to rights of way (such as bridleways), Disruption to land use, Drainage, Impact on tourism, Impact on recreational activities.		• **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual;** • **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality;** • **Application Document 6.2.3.8 Part 3 Kent Chapter 8 Air Quality;** • **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration;** • **Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration;** • **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport;** • **Application Document 6.2.2.7 Part 3 Kent Chapter 7 Traffic and Transport;** • **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage;** • **Application Document 6.2.3.3 Part 2 Suffolk Chapter 3 Cultural Heritage;** • **Application Document 6.2.2.4 Part 2 Suffolk Chapter 4 Water Environment;** • **Application Document 6.2.3.4 Part 3 Kent Chapter 4 Water Environment;** • **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism; and** • **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism.** A register of all mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
	Onshore mitigation, Alternative solutions	**Feedback form question 19:** Do you have any comments about how we could deliver environmental mitigation and enhancement (such as hedgerow creation, native tree planting or funding local wildlife groups) as part of our proposals?	N	Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in:

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Response: It would be better not to tear up the landscape in the first place when alternative options are available.		• **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The description provided in Chapter 4 is the preferred solution for the Proposed Project.
		Consultation	**Feedback form question 22:** What did you think of the information we have published for this consultation in terms of how clearly it was presented and how easy it was to understand? **Response:** Average.	N	National Grid acknowledges this feedback.
		Consultation	**Feedback form question 26:** Do you have further comments about our materials, consultation process or any suggestions for how we can improve our consultation? **Response:** Timings of public information exhibitions - often difficult to get to.	N	National Grid hosted four public information exhibitions across Suffolk both at the weekend and in the week. It is acknowledged that not everybody would be able to attend an exhibition and to counter this, National Grid published a range of materials on the Proposed Project Website, sent newsletters to the PCZ and SCZ and placed all Project information at information points throughout the county.

Table 1.21 SL-PIL-0608, SL-PIL-0903, SL-PIL-0354, SL-PIL-0365

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Needs case, Alternative solutions	**Feedback form question 1:** Do you support the principle of reinforcing the network in this location? **Response:** No. Further comment: Not in this area but in an area where the infrastructure is already present e.g. Kingsnorth.	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. This includes land at Kingsnorth. The criteria for the selected areas of search including the size of the site are explained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)**. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Design, alternative solutions	**Feedback form question 2:** What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously? **Response:** I think the changes are neither positive nor negative. **Further comment:** It is good that the cables are going underground but it is still in the wrong location.	N	Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					The description provided in Chapter 4 is the preferred solution for the Proposed Project.
		Onshore route location, Onshore environmental impact	**Feedback form question 3:** What do you think about our proposal to connect into the existing network via the proposed Friston substation? **Response:** I do not think this is the best location for connecting into the existing network. **Further comment:** You are ruining a really important natural environment site.	N	National Grid acknowledges this feedback. Information on the connection points for the Proposed Project and its need is contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022) and Application Document 8.3 Strategic Options Report (October 2023)**. The respondent's concerns are noted. National Grid is committed to developing a project that takes account of the sensitivities of the local people and the environment to avoid or minimise as far as possible and to mitigate the significant effects of the construction and operation phases. Potential impacts are detailed in the ES in Volume 6 of the DCO application.
		Onshore route location, Onshore environmental impact	**Feedback form question 4:** What do you think about our proposed HVAC cable route in Suffolk? **Response:** I disagree with the proposed cable route. **Further comment:** The environmental impact will be v negative.	N	National Grid acknowledges this feedback. Information on the selection of the cable route and the need for the Proposed Project is contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022) and Application Document 8.3 Strategic Options Report (October 2023)**. Potential impacts are detailed in the ES in Volume 6 of the DCO application.
		Converter station location	**Feedback form question 5:** What do you think about our proposed converter station, including its proposed location? **Response:** I do not think the converter station is in the right location.	N	National Grid acknowledges this feedback. Information on the selection of the converter station location and the need for the Proposed Project is contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022) and Application Document 8.3 Strategic Options Report (October 2023)**.
		Design	**Feedback form question 6:** We have identified several design approaches for the converter station. Which approach(es) would you like to see explored at later design stages? **Response:** Enhanced elevations, Colour, Green roof, Colour and curve.	N	National Grid acknowledges this feedback and the interest in the Proposed Project. The design of this structure, in terms of the building form and the external materials, will be developed alongside consultation and stakeholder feedback. A set of Design Principles for the building will be provided with the application for development consent (**Application Document 7.12.1 Design Principles – Suffolk**). The Design Principles will provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and is engaging with local design panels to further inform the design and development process.
		Onshore route location	**Feedback form question 7:** What do you think about our proposed HVDC cable route in Suffolk?	N	National Grid acknowledges this feedback. Information on the selection of the cable route and the need for the Proposed Project is contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting**

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Response: I disagree with the proposed cable route.		**Study (October 2022) and Application Document 8.3 Strategic Options Report (October 2023)**.
		Landfall location	**Feedback form question 8:** What do you think about our proposed landfall between Aldeburgh and Thorpeness? **Response:** I do not think this is the best location for the landfall.	N	National Grid acknowledges this feedback. Information on the selection of the landfall site route and the need for the Proposed Project is contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022) and Application Document 8.3 Strategic Options Report (October 2023)**.
		Coordination with other projects, Alternative solutions	**Feedback form question 9:** Are there any other ways that you would like us to explore coordination with other projects? **Response:** Electricity needs to be brought in through brown field sites where colocation could be used.	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search that satisfy the needs were considered too small to accommodate the required infrastructure whether singly located or colocated. The criteria for the selected areas of search including the size of the site are explained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)**. National Grid as part of its submission has produced a report on coordination which covers how it approached coordination with other projects with the aim to reducing the impact on the environment and local communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.
		Alternative solutions, Design	**Feedback form question 10:** Is there anything further you would like us to take into consideration when developing our proposals in Suffolk? **Response:** Is there anywhere else this can be located not near an RSSP reserve?	N	National Grid undertook an extensive search of available sites. This is detailed in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)**. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);**

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					• **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The description provided in Chapter 4 is the preferred solution for the Proposed Project.
		Landfall location, Alternative solutions	**Feedback form question 12:** What do you think about our proposed landfall at Pegwell Bay? **Response:** I do not think this is the best location for the landfall. **Further comment:** It should come into an industrialised area not over fields and onto a green field site.	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. This includes land at Kingsnorth. The criteria for the selected areas of search including the size of the site are explained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)**. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. National Grid acknowledges the ecological sensitivity of Minster Marshes and Pegwell Bay. A detailed impact assessment is provided in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. In Kent, National Grid will use trenchless construction methods for cabling under the sensitive saltmarsh habitat from the transitional joint bay eastwards. The DCO will therefore not include an option for surface trenching in the SSSI. Further information on the construction methodologies is available within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.

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					The drawing showing the extent of use of a trenchless construction solution is within **Application Document 2.1 Guide to the Plans – Plan DCO/S/DE/SS/1211**. The description provided in Chapter 4 is the preferred solution for the Proposed Project.
		Onshore route location, Alternative solutions	**Feedback form question 13:** What do you think about our proposed HVDC cable route in Kent? **Response:** I disagree with the proposed cable route. **Further comment:** It should come into an industrialised area not over fields and onto a green field site.	N	Please see response above.
		Converter station location, Alternative solutions	**Feedback form question 14:** What do you think about our proposed converter station and adjacent substation near Minster? **Response:** I do not think the substation and the converter station are in the right location. **Further comment:** It should be sited at Kingsnorth on the old power station site. Or sited behind the old power station in the cross hatched section - this would reduce the overhead line connection considerably as the cable is already there.	N	Please see response above.
		Design	**Feedback form question 15:** We have identified several design approaches for the converter station. Which approach(es) would you like to see explored at later design stages? **Response:** Enhanced elevations, Colour, Green roof, Colour and curve.	N	National Grid acknowledges this feedback and the interest in the Proposed Project. The design of this structure, in terms of the building form and the external materials, will be developed alongside consultation and stakeholder feedback. A set of Design Principles for the building will be provided with the application for development consent (**Application Document 7.12.2 Design Principles – Kent**). The Design Principles will provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and is engaging with local design panels to further inform the design and development process.
		Onshore route location, Ornithology	**Feedback form question 16:** What do you think about our plans to use overhead lines to connect the proposed substation into the existing Richborough to Canterbury overhead line?	N	Following feedback from stakeholders and the public following both Non statutory consultation and Statutory consultation, National Grid reviewed the engineering design to remove the need for the overhead lines across the railway and the River Stour.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Response: I disagree with the plans to use an overhead line connection. **Further comment:** You will be putting in 10 new pylons whilst removing two this will adversely affect migratory and local birds.		The poor ground conditions under the railway preclude the use of trenchless technology to cross from the substation to the overhead line; these would cause issues for the railway line. National Grid looked further up towards Minster for a crossing point where the ground is more suitable, and this would introduce more trenching, ditch crossings and land take. Once across the railway, the river would still have to be crossed which proves difficult again due to the ground conditions. Once under the river, it would then need to build further electrical infrastructure (a smaller substation) in the flood plain. Considering all of the engineering challenges set out above alongside the environmental impacts of a larger footprint of the construction works and the safety concerns over going under the railway, the conclusion was to use overhead lines. Further details of the option selections are contained in **Application Document 8.2 Options Selection and Design Evolution Report (October 2023)**. National Grid recognises the importance of the English East Coast and its coastal wetlands (to include Pegwell Bay) as being globally important for migratory waterbirds using the East Atlantic Flyway which extends from the Arctic to South Africa. The importance of the English East Coast and these wetland sites is reflected by a series of existing protected nature conservation areas, designated for their international importance, including SPAs and Ramsar Convention Wetlands of International Importance and underpinned by other national designations such as SSSIs. Detailed assessments are provided in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 3 Ecology and Biodiversity, Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity, Application Document 6.2.4.5 Part 4 Chapter 5 Ornithology and Application Document 6.6 Habitats Regulations Assessment Report**, which consider the impacts of the Proposed Project on important sites for waterbirds and waterbird populations, and thus the relevant components which contribute to the East Atlantic Flyway. Although the assessment concludes no significant impact even in the absence of mitigation, mitigation has been included in the form of bird diverters on the new section of overhead line. Further details can be found in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity and Application Document 6.6 Habitats Regulations Assessment Report**.
		Construction – general, Combined effect of the proposed project	**Feedback form question 18:** Do you have any key concerns regarding the construction stage of Sea Link? **Response:** Impact on people, Landscape and visual impact, Ecology and biodiversity, Air quality, Noise, Traffic and transportation, Archaeology, Public access to rights of way (such as bridleways), Disruption to land use, Drainage, Impact on tourism, Impact on recreational activities, Other.	N	National Grid acknowledges this feedback. Potential impacts of the Proposed Project are considered in the ES in Volume 6 of the DCO application. Further information is contained in: • **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual;** • **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual;** • **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity;**

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					• **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality;** • **Application Document 6.2.3.8 Part 3 Kent Chapter 8 Air Quality;** • **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration;** • **Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration;** • **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport;** • **Application Document 6.2.2.7 Part 3 Kent Chapter 7 Traffic and Transport;** • **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage;** • **Application Document 6.2.3.3 Part 2 Suffolk Chapter 3 Cultural Heritage;** • **Application Document 6.2.2.4 Part 2 Suffolk Chapter 4 Water Environment;** • **Application Document 6.2.3.4 Part 3 Kent Chapter 4 Water Environment;** • **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism; and** • **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism.** A register of all mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Consultation	**Feedback form question 22:** What did you think of the information we have published for this consultation in terms of how clearly it was presented and how easy it was to understand? **Response:** Poor. **Further comment:**	N	In accordance with the requirements of the Planning Act 2008, National Grid has made diligent inquiries to identify Persons with an Interest in Land, in order to notify them of consultation on the Proposed Project. This comprised initial desktop referencing using information obtained from the Land Registry and other online resources (such as Experian, Royal Mail address verification and Companies House checks). The land referencing methodology is provided in **Application Document 5.1.8 Appendix G Land Referencing Methodology** and **Application Document 8.3 Strategic Options Report (October 2023)**. Following this initial desktop exercise, National Grid issued letters and forms by post (First Class) requesting further information (see section 5 of **Application Document 5.1.6 Appendix E Statutory**

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			Businesses have not been informed.		**Consultation)** from the parties identified to confirm the interests in the land held by those parties and requesting information on any other persons with interests in the land. Further inquiries were made by way of further written correspondence, site visits, telephone calls, emails and landowner engagement meetings. Furthermore, National Grid undertook consultation with the local community and key stakeholders in accordance with the published **Statement of Community Consultation Application Document 5.1.5**.

Table 1.22 SL-PIL-0331

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Needs case, Alternative solutions, ecology and biodiversity, socio-economic, traffic and transport	**Feedback form question 1:** Do you support the principle of reinforcing the network in this location? **Response:** Unsure. **Further comment:** We are unsure as we don't know what the alternative sites may have been. This site will surely have an impact on the marshland ecosystem currently home to many different animal species and construction and access for the site may directly affect our business.	N	National Grid undertook an extensive search of available sites. This is detailed in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)**. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The description provided in Chapter 4 is the preferred solution for the Proposed Project. The respondent's concerns are noted. National Grid is committed to developing a project that takes account of the sensitivities of the local people and the environment to avoid or minimise as far as possible and to mitigate the significant effects of the construction and operation phases. Potential impacts are detailed in the ES in Volume 6 of the DCO application. Impacts on the marshland are considered in **Application Document 6.2.2.2 Part 3 Kent Chapter 2 Ecology and Biodiversity** and Traffic and transport details are included in **Application Documents 7.5.1.2 Outline Construction Traffic Management and Travel Plan and Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**, which will outline mitigation measures. These are controlled through **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and**

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					Commitments (REAC) which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Design	**Feedback form question 2:** What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously? **Response:** I think the changes are neither positive or negative.	N	National Grid acknowledges this feedback.
		Onshore route location	**Feedback form question 3:** What do you think about our proposal to connect into the existing network via the proposed Friston substation? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Onshore route location	**Feedback form question 4:** What do you think about our proposed HVAC cable route in Suffolk? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Converter station location	**Feedback form question 5:** What do you think about our proposed converter station, including its proposed location? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Design	**Feedback form question 6:** We have identified several design approaches for the converter station. Which approach(es) would you like to see explored at later design stages? **Response:** Green roof.	N	National Grid acknowledges this feedback and the interest in the Proposed Project. The design of this structure, in terms of the building form and the external materials, will be developed alongside consultation and stakeholder feedback. A set of Design Principles for the building will be provided with the application for development consent (**Application Document 7.12.1 Design Principles – Suffolk**). The Design Principles will provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and is engaging with local design panels to further inform the design and development process.

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		Onshore route location	**Feedback form question 7:** What do you think about our proposed HVDC cable route in Suffolk? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Landfall location	**Feedback form question 8:** What do you think about our proposed landfall between Aldeburgh and Thorpeness? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Coordination with other Projects	**Feedback form question 9:** Constructing additional ducts within the underground cable corridor to accommodate cables for up to two other projects. **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Coordination with other Projects	**Feedback form question 9:** Co-locating up to three converter stations at a single location near Saxmundham **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Coordination with other Projects	**Feedback form question 9:** Co-locating the landfall point of up to three projects at a location between Aldeburgh and Thorpeness. **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Landfall location, Terrestrial ecology	**Feedback form question 12:** What do you think about our proposed landfall at Pegwell Bay? **Response:** I do not think this is the best location for the landfall. **Further comment:** It will undoubtedly cause disturbance to the wildlife and ecosystem of the SSSI and nature reserve, as evidenced by the nemo cable installed a few years ago.	N	The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce ecology and biodiversity impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. Information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how

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					National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The description provided in Chapter 4 is the preferred solution for the Proposed Project. An extensive programme of environmental surveys has been undertaken including for breeding and non-breeding birds, reptiles, invertebrates, badger, riparian mammals, dormice and plants. A rigorous impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. The Proposed Project is also committed to achieving 10% Biodiversity Net Gain. Further details relating to the ecology assessment are contained in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity and Application Document 6.6 Habitats Regulations Assessment Report**. Further details regarding Biodiversity Net Gain are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**. The Nemo Link interconnector is a joint venture between National Grid Interconnector Holdings Limited, a subsidiary company of the UK's National Grid Plc, and the Belgian Elia group which is a separate entity to National Grid Electricity Transmission. While the Proposed Project does make landfall

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					in Pegwell Bay, National Grid has committed to a trenchless technique to go beneath the sensitive saltmarsh habitat.
		Onshore route location, Terrestrial ecology	**Feedback form question 13:** What do you think about our proposed HVDC cable route in Kent? **Response:** I disagree with the proposed cable route. **Further comment:** Again the digging etc required will disrupt wildlife habitat and I worry that habitat will not be properly reinstated after the works as seen at Pegwell with a huge long chalk mound left bare.	N	The effects arising from the cable routes will be temporary. Reinstatement of the cable corridors will occur following the construction period as far as practically possible. Details regarding the reinstatement of the cable corridors including monitoring and management measures are contained in **Application Document 7.5.7.2 Outline Landscape and Ecological Management Plan – Kent**. National Grid acknowledges this feedback. Information on the selection of the cable route and the need for the Proposed Project is contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022), Application Document 8.3 Strategic Options Report (October 2023), Application Document 7.2 Strategic Options Back Check Report and Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered.** Please refer to the above response regarding the Nemo Link.
		Converter station location, Agriculture and soils, Terrestrial ecology	**Feedback form question 14:** What do you think about our proposed converter station and adjacent substation near Minster? **Response:** I do not think the substation and the converter station are in the right location. **Further comment:** It will cover agricultural land adding to the reduction of national and local food sustainability and security: Greatly affect the local ecosystem and reduce biodiversity. It leaves no room for the sewage works to expand to deal with the extra flow created by many new housing developments in Minster.	N	A complete assessment of the impacts on agriculture in Kent has been undertaken. This is set out in **Application Document 6.2.3.6 Part 3 Kent Chapter 6 Agriculture and Soils**. Please see comments above relating to ecology and biodiversity in National Grid's answer to question 12. National Grid is aware of Southern Water's requirements and is maintaining ongoing dialogue with them about the potential impacts of the Proposed Project upon its assets in terms of ongoing maintenance, future needs and access to the wastewater treatment works. Information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;**

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					• **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The description provided in Chapter 4 is the preferred solution for the Proposed Project.
		Design, Terrestrial ecology	**Feedback form question 15:** We have identified several design approaches for the converter station. Which approach(es) would you like to see explored at later design stages? **Response:** Green roof. **Further comment:** This may at least replace some of lost wildlife habitat.	N	National Grid acknowledges this feedback and the interest in the Proposed Project. The design of this structure, in terms of the building form and the external materials, will be developed alongside consultation and stakeholder feedback. A set of Design Principles for the building will be provided with the application for development consent (**Application Document 7.12.2 Design Principles – Kent**). The Design Principles will provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and is engaging with local design panels to further inform the design and development process.
		Onshore route location	**Feedback form question 16:** What do you think about our plans to use overhead lines to connect the proposed substation into the existing Richborough to Canterbury overhead line? **Response:** I disagree with the plans to use an overhead line connection.	N	Following feedback from stakeholders and the public following both Non statutory consultation and Statutory consultation, National Grid reviewed the engineering design to remove the need for the overhead lines across the railway and the River Stour. The poor ground conditions under the railway preclude the use of trenchless technology to cross from the substation to the overhead line; these would cause issues for the railway line. National Grid looked further up towards Minster for a crossing point where the ground is more suitable, and this would introduce more trenching, ditch crossings and land take. Once across the railway, the river would still have to be crossed which proves difficult again due to the ground conditions. Once under the river, it would then need to build further electrical infrastructure (a smaller substation) in the flood plain. Considering all of the engineering challenges set out above alongside the environmental impacts of a larger footprint of the construction works and the safety concerns over going under the railway, the conclusion was to use overhead lines. Further details of the option selections are contained in **Application**

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					Document 8.2 Options Selection and Design Evolution Report (October 2023). The visual impact of the overhead lines on the character of the area and how the impacts have been quantified is assessed in **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**.
		Alternative solutions	**Feedback form question 17:** Anything else, comments? **Response:** I would like to see possible alternative options for siting the station and cabling.	N	National Grid undertook an extensive search of available sites and routes. This is detailed in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)**. The alternatives considered are addressed within **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered and Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The description provided in Chapter 4 is the preferred solution for the Proposed Project.
		Construction – general, Traffic and transport, Combined effect of the proposed Project	**Feedback form question 18:** Do you have any key concerns regarding the construction stage of Sea Link? **Response:** Impact on people, Landscape and visual impact, Ecology and biodiversity, Traffic and transportation, Public access to rights of way (such as bridleways), Disruption to land use, Drainage, Other. **Further comment:** Our business is sited directly next to the converter station and the roads which will be used for access during construction. In January surveyors and their equipment often blocked access to our business on the one track road to our workshop. After talking to your engineering and lands representatives it is clear that traffic on jutes lane will be disrupted and access made difficult/impossible at times. There is already a problem with traffic queueing for the school morning and afternoon reducing access to one lane. There are also often queues of sewages lorries waiting for access to the sewage works which reduces flow to one lane. We require access for large lorries during working hours.	N	National Grid acknowledges this feedback. Potential impacts of the Proposed Project are considered in the ES in Volume 6 of the DCO application. Further information is contained in: • **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual;** • **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.3.8 Part 3 Kent Chapter 8 Air Quality;** • **Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration;** • **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage;** • **Application Document 6.2.2.7 Part 3 Kent Chapter 7 Traffic and Transport;** • **Application Document 6.2.3.4 Part 3 Kent Chapter 4 Water Environment; and** • **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism.** More detailed information is submitted with the DCO application. Traffic and transport details will be included in **Application Documents 7.5.1.2 Outline Construction Traffic Management and Travel Plan – Kent and Application Document 7.5.3.1 CEMP Appendix A Outline**

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					Code of Construction Practice, which will outline mitigation measures. A register of all mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Onshore mitigation, Consultation	**Feedback form question 19:** Do you have any comments about how we could deliver environmental mitigation and enhancement (such as hedgerow creation, native tree planting or funding local wildlife groups) as part of our proposals? **Response:** As we are not experts in this field I would advise you consult a number of independent bodies including the RSPB and Kent Wildlife Trust along with local custodians of the land and those who use the area recreationally and have observed the local environment and wildlife. I would hope many surveys of the ecosystem are made before construction goes ahead as mitigation and compensation often cannot repair irrepairably affected or destroyed habitats.	N	An extensive programme of environmental surveys has been undertaken including for breeding and non-breeding birds, reptiles, invertebrates, badger, riparian mammals, dormice and plants. A rigorous impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements.
		Socio-economic. recreation and tourism, Traffic and transport	**Feedback form question 20:** Do you have any other comments about Sea Link to give that you have not previously mentioned? **Response:** If construction goes ahead we would expect a potentially affected business to be taken into account within the plans for access to the site. We are one of many small businesses on Jutes Lane and access can already be challenging at times as I have mentioned in Part 18. We would expect that any blocking of access be done outside of our business hours of 8-6 Mon-Sat. We often need to come and go during these houses to and from sites in and around Thanet as part of our work. We also need to receive deliveries of materials during these times often on large trucks/lorries.	N	More detailed information is submitted with the DCO application. Traffic and transport details will be included in **Application Documents 7.5.1.2 Outline Construction Traffic Management and Travel Plan – Kent and Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**, which will outline mitigation measures. A register of all mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Consultation	**Feedback form question 22:** What did you think of the information we have published for this consultation in terms of how clearly it was presented and how easy it was to understand? **Response:**	N	National Grid acknowledges this feedback.

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			Average.		

Table 1.23 SL-PIL-0144, SL-PIL-0148

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Needs case, Alternative solutions	**Feedback form question 1:** Do you support the principle of reinforcing the network in this location? **Response:** No. **Further comment:** Principle of development. We object in principle to the proposals, under section 42 and 49 Planning Act (2008), Regulation 3 of the Infrastructure Planning Regulations 2009, and Regulation 11 of the Infrastructure Planning Regulations 20217. The detrimental environmental impact of the proposals on the Suffolk Coast and Heath area of outstanding beauty (AONB) and affected site of special scientific interest (SSSI) will be profound and permanent. The proposals should be fundamentally reconsidered to minimise these impacts, potentially by considering a fully offshore route.	N	A rigorous impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council, Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. The potential impacts of the Proposed Project on the AONB and SSSI are acknowledged. The assessment of effects on the AONB is set out within **Application Document Part 2 Suffolk Chapter 1 Landscape and Visual,** and the effects on the SSSI in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity and Application Document 6.6 Habitats Regulations Assessment Report**. The mitigation hierarchy has been applied to lessen effects where possible. National Grid undertook an extensive search of available sites and routes. Information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The description provided in Chapter 4 is the preferred solution for the Proposed Project. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide.
		Design, Onshore route location	**Feedback form question 2:** What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously? **Response:** I think the changes are negative. **Further comment:** Changes since earlier consultation. As an affected landowner (Sea Link_ s.44_0144), the latest proposals have fundamentally worsened the impact the proposals will have on our property. The route of the HVDC cable corridor has been altered in the latest proposals to include two right angle bends within the Aldeburgh Golf Club's northern field so that the original straight route across the field (adjoining our property), now diverts to a position directly adjacent to us. The proposed route is now less than 40m from High Warren, closer than any other dwelling along the entire Suffolk to Kent corridor. Apart from the worsened proximity to High Warren, (and similarly Tall Pines and Pinehurst) the new bends will lengthen the cable by approximately 50m, increasing costs and project duration.	Y	Having had regard to this feedback and through further discussions with relevant stakeholders, National Grid has realigned the cable route and haul road in this location to address these comments. (**Application Document 2.1.4.1 General Arrangement Plans**, drawing DCO/S/IGA/PS/1505).
		Onshore route location	**Feedback form question 3:** What do you think about our proposal to connect into the existing network via the proposed Friston substation? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Onshore route location	**Feedback form question 4:** What do you think about our proposed HVAC cable route in Suffolk? **Response:**	N	National Grid acknowledges this feedback.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			I have no preference either way.		
		Converter station location	**Feedback form question 5:** What do you think about our proposed converter station, including its proposed location? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Design, Converter station location	**Feedback form question 6:** We have identified several design approaches for the converter station. Which approach(es) would you like to see explored at later design stages? **Response:** Kinetic.	N	National Grid acknowledges this feedback and the interest in the Proposed Project. The design of this structure, in terms of the building form and the external materials, will be developed alongside consultation and stakeholder feedback. A set of Design Principles for the building will be provided with the application for development consent (**Application Document 7.12.1 Design Principles – Suffolk**). The Design Principles will provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and is engaging with local design panels to further inform the design and development process.
		Onshore Route location, Combined effect of the proposed Project	**Feedback form question 7:** **What do you think about our proposed HVDC cable route in Suffolk?** **Response:** I disagree with the proposed cable route. **Further comment:** The route of the HVDC cable corridor has been altered in the latest proposals to include two right angle bends within the Aldeburgh Golf Club's northern field so that the original straight route across the field (adjoining our property), now diverts to a position directly adjacent to us. The proposed route is now less than 40m from High Warren, closer than any other dwelling along the entire Suffolk to Kent corridor. Apart from the worsened proximity to High Warren, (and similarly Tall Pines and Pinehurst) the new bends will lengthen the cable by approximately 50m, increasing costs and project duration.	N	Having had regard to this feedback and through further discussions with relevant stakeholders, National Grid has realigned the cable route and haul road in this location to address these comments. (**Application Document 2.1.4.1 General Arrangement Plans**, drawing DCO/S/IGA/PS/1505).
		Onshore Route location, Combined effect of the proposed Project	**Feedback form question 8:** What do you think about our proposed landfall between Aldeburgh and Thorpeness? **Response:** I do not think this is the best location for the landfall.	N	National Grid acknowledges this feedback.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Further comment: See earlier comments.		
		Coordination with other Projects	**Feedback form question 9:** Constructing additional ducts within the underground cable corridor to accommodate cables for up to two other projects. **Response:** I do not support co-location.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other project with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**.
		Coordination with other Projects	**Feedback form question 9:** Co-locating up to three converter stations at a single location near Saxmundham. **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Coordination with other Projects	**Feedback form question 9:** Co-locating the landfall point of up to three projects at a location between Aldeburgh and Thorpeness. **Response:** I do not support co-location.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other project with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.
		Coordination with other Projects, Combined effect of the proposed Project,	**Feedback form question 9:** Are there any other ways that you would like us to explore coordination with other projects? **Response:** While co-location with other infrastructure projects may be positive in principle, we are concerned that co-location will	N	There are benefits to co-location with other projects because if infrastructure can be sited in one location it reduces the difficulties associated with finding locations for up to two other converter station sites in the surrounding area which meet the requirements for the connection agreements, whilst taking into account landscape designations and other sensitive receptors. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce ecology

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		Timescales / programme	increase both the scope and duration of the construction works and therefore worsen the impact on High Warren and other directly affected landowners. Furthermore, the lack of agreement in this regard risks missing the opportunity for simultaneous works in favour of a sequential strategy that would inevitably extend the period of disruption.		and biodiversity impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. An extensive programme of environmental surveys has been undertaken, informed by consultation with key stakeholders, and a rigorous impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. However, these are separate projects being promoted by different developers and working to different timescales for delivery. National Grid is committed to coordinating consenting and delivery with other projects where opportunities are available, including the co-location of infrastructure where it can be demonstrated that this will support reductions in cumulative impacts. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other project with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.
		Construction – general, Alternative solutions, Combined effect of the proposed Project	**Feedback form question 10:** Is there anything further you would like us to take into consideration when developing our proposals in Suffolk? **Response:** Construction There remains a high degree of uncertainty in relation to construction methodology, sequencing, access strategy, etc, and the stated intention that these will be decided by the appointed contractor is likely to result in a construction strategy that prioritises cost and convenience to the contractor rather than minimising construction duration and detrimental impacts on local residents. Suggestions If the HVDC cable corridor is to proceed, the current proposals should be revised at the Aldeburgh Golf Club's northern field to avoid unnecessary impact on High Warren, Tall Pines, and Pinehurst. The layout should revert to the original, diagonal route across the field, shortening the route by approx. 50m and	Y	Having had regard to this feedback and through further discussions with relevant stakeholders, National Grid has realigned the cable route and haul road in this location to address these comments. (**Application Document 2.1.4.1 General Arrangement Plans**, drawing DCO/S/IGA/PS/1505). The programme is designed to allow the cable to be installed in sections, therefore, the impact can be reduced in this area. The construction methodology for the Proposed Project is contained in **Application Document 6.2.1.4 Part 1 Introduction Description of the Proposed Project** and **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**. The detailed construction methodology is contained in the detailed Code of Construction Practice, submission of which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). The construction working hours for the Proposed Project will be secured through Requirement 7 of Schedule 3 of the draft DCO (**Application Document 3.1**).

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			therefore reducing the programme and minimising the period of impact on adjoining properties. The implementation of the works should be carried sequentially (i.e., commencing and completing the works on a phased basis) This would allow works at the AGC field to be completed as quickly as possible and reinstated before the entirety of the works are completed, lessening the period of disruption to the adjoining owners. The access and construction strategy and methodology should avoid unnecessary detrimental impacts on adjoining properties including noise, dust, staging, lighting, hours of operation, etc.		
		Landfall location	**Feedback form question 12:** What do you think about our proposed landfall at Pegwell Bay? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Onshore route location	**Feedback form question 13:** What do you think about our proposed HVDC cable route in Kent? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Converter station location	**Feedback form question 14:** What do you think about our proposed converter station and adjacent substation near Minster? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Onshore route location	**Feedback form question 16:** What do you think about our plans to use overhead lines to connect the proposed substation into the existing Richborough to Canterbury overhead line? **Response:** I disagree with the plans to use an overhead line connection.	N	Following feedback from stakeholders and the public following both Non statutory consultation and Statutory consultation, National Grid reviewed the engineering design to remove the need for the overhead lines across the railway and the River Stour. The poor ground conditions under the railway preclude the use of trenchless technology to cross from the substation to the overhead line; these would cause issues for the railway line. National Grid looked further up towards Minster for a crossing point where the ground is more suitable, and this would introduce more trenching, ditch crossings and land take. Once across the railway, the river would still have to be crossed which proves difficult again due to the ground conditions. Once under the river, it would then need to build further electrical infrastructure (a smaller substation) in the flood plain. Considering all of the engineering challenges set out above alongside the environmental impacts of a larger footprint of the construction works and the safety concerns over going under the railway, the conclusion was to use overhead lines. Further details of the option selections are contained in

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					Application Document 8.2 Options Selection and Design Evolution Report (October 2023). The visual impact of the overhead lines on the character of the area and how the impacts have been quantified is assessed in **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**.
		Construction – general, Combined effect of the proposed Project	**Feedback form question 18:** Do you have any key concerns regarding the construction stage of Sea Link? **Response:** Impact on people, Landscape and visual impact, Ecology and biodiversity, Air quality, Noise, Traffic and transportation, Archaeology, Public access to rights of way (such as bridleways), Disruption to land use, Drainage.	N	National Grid acknowledges this feedback. Potential impacts of the Proposed Project are considered in the ES in Volume 6 of the DCO application. Further information is contained in: • **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual;** • **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual;** • **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality;** • **Application Document 6.2.3.8 Part 3 Kent Chapter 8 Air Quality;** • **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration;** • **Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration;** • **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport;** • **Application Document 6.2.2.7 Part 3 Kent Chapter 7 Traffic and Transport;** • **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage;** • **Application Document 6.2.3.3 Part 2 Suffolk Chapter 3 Cultural Heritage;** • **Application Document 6.2.2.4 Part 2 Suffolk Chapter 4 Water Environment;** • **Application Document 6.2.3.4 Part 3 Kent Chapter 4 Water Environment;** • **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism; and**

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					• **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism.** A register of all mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Consultation	**Feedback form question 22:** What did you think of the information we have published for this consultation in terms of how clearly it was presented and how easy it was to understand? **Response:** Very good.	N	National Grid acknowledges this feedback.

Table 1.24 SL-PIL-0837, SL-PIL-0184

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Needs case	**Feedback form question 1:** Do you support the principle of reinforcing the network in this location? **Response:** Unsure.	N	The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
	Design	**Feedback form question 2:** What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously? **Response:** I think the changes are neither positive nor negative.	N	National Grid acknowledges this feedback.
	Landfall location, Onshore route location, Socio-economic. recreation and tourism	**Feedback form question 12:** What do you think about our proposed landfall at Pegwell Bay? **Response:** I do not think this is the best location for the landfall. **Further comment:**	N	National Grid acknowledges this feedback. National Grid has been and will continue to work with this landowner to help mitigate any impact the cable would have on their land which would allow them to explore raising the land levels. This will be confirmed following the detailed design of the Proposed Project. National Grid is negotiating voluntary easements with landowners for the cable and that easement does include certain restrictions to protect the cable.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			This has a direct impact on my client. We are concerned about the route of the cable, subsidence and the potential hazard of Bentonite if it comes to the surface of the golf club. My client is concerned that this line could impact the future plans of the golf club, such as raising levels and if they can build on top of the cable.		Bentonite is chosen as a filling material as it is an inert substance, therefore poses no risk. After construction, all land will be reinstated to its previous use, with no change in land levels. Settlement is unlikely because the drilling infrastructure is in competent ground over its length. In the unlikely event that discernible settlement occurs, it would be near the entry or exit point. For guidance on settlement limits, major roads (motorways and A roads) typically require settlement to be less than 10 mm and based on National Grid's calculations, any settlement will be less than this.
		Construction – General, Socio-economic. recreation and tourism	**Feedback form question 17:** Anything else, comments? **Response:** My client is concerned about continued access from contractors for this project onto their land, it is a working business and therefore any interruption has a detrimental effect.	N	National Grid acknowledges this feedback. Land agents will work with landowners to mitigate disturbance where possible. During construction, contractors will be required to adhere to **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** and develop their own task-specific management plans. These plans will help the control and management of potential impacts on landowners. This Plan is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Construction – General, Combined effect of the proposed Project	**Feedback form question 18:** Do you have any key concerns regarding the construction stage of Sea Link? **Response:** Disruption to land use, Drainage, Impact on recreational activities.	N	National Grid acknowledges this feedback. Potential impacts of the Proposed Project are considered in the ES in Volume 6 of the DCO application. Further information is contained in: • **Application Document 6.2.2.4 Part 2 Suffolk Chapter 4 Water Environment;** • **Application Document 6.2.3.4 Part 3 Kent Chapter 4 Water Environment;** • **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism; and** • **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism.** A register of all mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Consultation	**Feedback form question 22:** What did you think of the information we have published for this consultation in terms of how clearly it was presented and how easy it was to understand? **Response:** Average. Further comment:	N	National Grid has engaged with the respondent throughout the consultation periods held since 2022 and representatives from National Grid's land agents and its engineering team, have held meetings with the respondent and their agent. Details are contained in Appendix B of **Application Document 8.3 Strategic Options Report (October 2023)**.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			It has taken a while to receive any meaningful information regarding the scheme.		

Table 1.25 SL-PIL-0631, SL-PIL-0370

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Needs case	**Feedback form question 1:** Do you support the principle of reinforcing the network in this location? **Response:** No. **Further comment:** I do not support you reinforcing the network in this particular location, its impact will be greater myself and the local population than progressing this project in a different location.	N	The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Design, Noise and vibration, Landscape and visual	**Feedback form question 2:** What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously? **Response:** I think the changes are negative. **Further comment:** Your proposal will impact on fields that are in close to my property, and therefore may cause noise and light pollution to myself.	N	An assessment of construction noise impacts has been undertaken as part of the ES, including consideration of any potential night-time works. The assessment indicates that with mitigation in the form of best practicable means, significant adverse effects from construction activities can be avoided. Further detailed assessment will be conducted by the contractor and specific mitigation measures will be identified and incorporated in the works. Further details are contained in **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration and Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration**. National Grid is committed to conserving and enhancing the natural beauty of the landscape, including a dark skies policy pertaining to use of lighting on new infrastructure. The potential effects of lighting proposals on landscape and visual receptors is included within the Proposed Project ES in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual and Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**.
		Onshore route location,	**Feedback form question 3:**	N	National Grid acknowledges this feedback. Information on the connection points for the Proposed Project and its need is contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting**

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		Alternative solutions	What do you think about our proposal to connect into the existing network via the proposed Friston substation? **Response:** I do not think this is the best location for connecting into the existing network. **Further comment:** I think you could connect in a more remote location.		**Study (October 2022) and Application Document 8.3 Strategic Options Report (October 2023)**.
		Onshore route location, Land rights and CPO	**Feedback form question 4:** What do you think about our proposed HVAC cable route in Suffolk? **Response:** I disagree with the proposed cable route. **Further comment:** Your proposed cable route impacts on local properties.	N	National Grid acknowledges this feedback. It took a staged approach to identify corridors and potential preliminary routeing and siting options for the Proposed Project. This approach considered the potential effects on the environment, the local community, relevant spatial planning policy and planning applications, other existing and proposed developments as we ll as technical and engineering design considerations. Details are contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation siting Study (October 2022)**. The impact on properties is contained in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**.
		Converter station location, Noise and vibration, Landscape and visual	**Feedback form question 5:** What do you think about our proposed converter station, including its proposed location? **Response:** I do not think the converter station is in the right location. **Further comment:** Your proposal to build at this location places the converter station in a place where noise and light pollution may affect my property and impact on my enjoyment of spending time living here.	N	An assessment of construction noise impacts has been undertaken as part of the ES, including consideration of any potential night-time works. The assessment indicates that with mitigation in the form of best practicable means, significant adverse effects from construction activities can be avoided. Further detailed assessment will be conducted by the contractor and specific mitigation measures will be identified and incorporated in the works. Further details are contained in **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration**. National Grid is committed to conserving and enhancing the natural beauty of the landscape, including a dark skies policy pertaining to use of lighting on new infrastructure. The potential effects of lighting proposals on landscape and visual receptors is included within the Proposed Project ES in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**.
		Design, Landscape and visual	**Feedback form question 6:** We have identified several design approaches for the converter station. Which approach(es) would you like to see explored at later design stages? **Response:** None. **Further comment:** I do not support any of these disguises to you converter station, all will be a big change to the current views.	N	National Grid acknowledges this feedback and the interest in the Proposed Project. The design of this structure, in terms of the building form and the external materials, will be developed alongside consultation and stakeholder feedback. A set of Design Principles for the building will be provided with the application for development consent (**Application Document 7.12.1 Design Principles – Suffolk**). The Design Principles will provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and is engaging with local design panels to further inform the design and development process.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					The special nature of the landscape is acknowledged by National Grid. The effects arising from the Proposed Project on landscape and visual aspects have been assessed in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. This Chapter includes proposed mitigation measures that have been embedded in the design to minimise the effects.
		Onshore route location, Alternative solutions	**Feedback form question 7:** What do you think about our proposed HVDC cable route in Suffolk? **Response:** I disagree with the proposed cable route. **Further comment:** I do not agree with your proposed cable route and believe you should create an offshore structure to house the converter stations.	N	National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. Information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Landfall location, Alternative solutions	**Feedback form question 8:** What do you think about our proposed landfall between Aldeburgh and Thorpeness?	N	Please see National Grid's response to question 7 above.

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			Response: I do not think this is the best location for the landfall. **Further comment:** I do not agree with the landfall proposal and believe you should carry out the construction of offshore converter stations and substations.		
		Coordination with other Projects	**Feedback form question 9:** Constructing additional ducts within the underground cable corridor to accommodate cables for up to two other projects. **Response:** I do not support co-location.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other project with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.
		Coordination with other Projects	**Feedback form question 9:** Co-locating up to three converter stations at a single location near Saxmundham? **Response:** I do not support co-location.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other project with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.

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		Coordination with other Projects	**Feedback form question 9:** Co-locating the landfall point of up to three projects at a location between Aldeburgh and Thorpeness? **Response:** I do not support co-location.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other project with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.
		Coordination with other Projects, Alternative solutions	**Feedback form question 9:** Are there any other ways that you would like us to explore coordination with other projects? **Response:** I do not support your proposal to build 3 converter stations in the field close to my property. I think you should work with Lion Link and other projects and undertake to complete all of these projects offshore.	N	National Grid has engaged with other project developers, including LionLink, seeking to identify opportunities for co-ordination whilst maintaining its obligations to facilitate network connection agreements by providing the required network reinforcement. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other project with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to

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					10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. Information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Combined effect of the proposed Project, Landscape and visual, Traffic and transport	**Feedback form question 10:** Is there anything further you would like us to take into consideration when developing our proposals in Suffolk? **Response:** Your proposals will impact on my property and the enjoyment I have living here. Your proposal will change the views on the local area and cause noise and light pollution. Your proposal will cause traffic and parking problems for myself and local residents.	N	An assessment of construction noise impacts has been undertaken as part of the ES, including consideration of any potential night-time works. The assessment indicates that with mitigation in the form of best practicable means, significant adverse effects from construction activities can be avoided. Further detailed assessment will be conducted by the contractor and specific mitigation measures will be identified and incorporated in the works. Further details are contained in **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration**. The special nature of the landscape is acknowledged by National Grid. The effects arising from the Proposed Project on landscape and visual aspects have been assessed in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. This Chapter includes proposed mitigation measures that have been embedded in the design to minimise the effects. The potential impact of the Proposed Project on the local road network is assessed in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. The assessment demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network.

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					Impacts associated with the operational and maintenance phase were scoped out of the assessment on the basis that the vehicle movements associated with this phase will be infrequent and low. **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk** is provided to help mitigate any potential impacts. This document includes construction traffic management measures that will be implemented in support of the Proposed Project, to avoid any adverse impacts on the surrounding networks during the construction phase.
		Offshore Route location, Alternative solutions	**Feedback form question 11:** Do you have any comments or issues you would like us to take into consideration regarding our marine proposals? **Response:** Your marine proposal would be better accomplished by offshore connections removing the need to do any construction on land.	N	National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. Information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Landfall location,	**Feedback form question 12:**	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the

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		Alternative solutions	What do you think about our proposed landfall at Pegwell Bay? **Response:** I do not think this is the best location for the landfall. **Further comment:** Landfall at Bradwell in Essex would allow construction on buildings close to Bradwell power station and connection to the grid by building a new substation there and re-stringing or renewing the pylon line to Rayleigh.		brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. This includes land at Bradwell. Information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Onshore route location, Alternative solutions	**Feedback form question 13:** What do you think about our proposed HVDC cable route in Kent? **Response:** I disagree with the proposed cable route. **Further comment:** A landfall at Bradwell would remove the need for this cable route.	N	Please see the response to question 12 above.
		Converter station location, Alternative solutions	**Feedback form question 14:** What do you think about our proposed converter station and adjacent substation near Minster? **Response:** I do not think the substation and the converter station are in the right location. **Further comment:** A landfall at Bradwell would remove the need for this converter station.	N	Please see the response to question 12 above.
		Onshore route location	**Feedback form question 16:** What do you think about our plans to use overhead lines to connect the proposed substation into the existing Richborough to Canterbury overhead line?	N	National Grid acknowledges this feedback.

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			Response: I have no preference either way.		
		Construction – general, Combined effect of the proposed Project	**Feedback form question 18:** Do you have any key concerns regarding the construction stage of Sea Link? **Response:** Impact on people, Landscape and visual impact, Noise, Traffic and transportation, Public access to rights of way (such as bridleways), Disruption to land use, Impact on recreational activities.	N	National Grid acknowledges this feedback. Potential impacts of the Proposed Project are considered in the ES in Volume 6 of the DCO application. Further information is contained in: • **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual;** • **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual;** • **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration;** • **Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration;** • **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport;** • **Application Document 6.2.2.7 Part 3 Kent Chapter 7 Traffic and Transport;** • **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism; and** • **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism.** A register of all mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Consultation	**Feedback form question 22:** What did you think of the information we have published for this consultation in terms of how clearly it was presented and how easy it was to understand? **Response:** Good.	N	National Grid acknowledges this feedback.

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24 October 2023	18 December 2023	Needs case, alternative solutions	**Feedback form question 1:** Do you support the principle of reinforcing the network in this location? **Response:** No. **Further comment:** I do not support you reinforcing the network in this particular location, its impact will be greater myself and the local population than progressing this project in a different location.	N	The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The description provided in Chapter 4 is the preferred solution for the Proposed Project.
		Design, Noise and vibration, Landscape and visual, Construction - general	**Feedback form question 2:** What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously? **Response:** I think the changes are negative. Further comment: Your proposal will impact on fields that are in close to my property During construction you will cause noise and light pollution to myself and affect the enjoyment I have living here.	N	An assessment of construction noise impacts has been undertaken as part of the ES, including consideration of any potential night-time works. The assessment indicates that with mitigation in the form of best practicable means, significant adverse effects from construction activities can be avoided. Further detailed assessment will be conducted by the contractor and specific mitigation measures will be identified and incorporated in the works. Further details are contained in **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration and Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration**. National Grid is committed to conserving and enhancing the natural beauty of the landscape, including a dark skies policy pertaining to use of lighting on new infrastructure. The potential effects of lighting proposals on landscape and visual receptors is included within the Proposed Project ES in **Application Document 6.2.2.1**

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					Part 2 Suffolk Chapter 1 Landscape and Visual and Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual.
		Onshore route location, Alternative solutions	**Feedback form question 3:** What do you think about our proposal to connect into the existing network via the proposed Friston substation? **Response:** I do not think this is the best location for connecting into the existing network. **Further comment:** I think you should build offshore structures for connection.	N	National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Onshore route location	**Feedback form question 4:** What do you think about our proposed HVAC cable route in Suffolk? **Response:** I disagree with the proposed cable route.	N	The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project.

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			Further comment: Your proposed cable route impacts on local properties.		Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. Compensation offered for voluntary land rights is benchmarked against other similar utility providers. If a voluntary agreement cannot be reached, then the Compulsory Purchase Compensation Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of their property ownership being worth less as a direct result of the works. Compensation for compulsory acquired rights is governed by statute.
		Converter station location, Landscape and visual, Noise and vibration	**Feedback form question 5:** What do you think about our proposed converter station, including its proposed location? **Response:** I do not think the converter station is in the right location. **Further comment:** Your proposal to build at this location places the converter station in a place where noise and light pollution will affect my property and impact on my enjoyment of spending time living here. You also suggest you may build further converter stations which will cause even more disruption.	N	An assessment of construction noise impacts has been undertaken as part of the ES, including consideration of any potential night-time works. The assessment indicates that with mitigation in the form of best practicable means, significant adverse effects from construction activities can be avoided. Further detailed assessment will be conducted by the contractor and specific mitigation measures will be identified and incorporated in the works. Further details are contained in **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise**. National Grid is committed to conserving and enhancing the natural beauty of the landscape, including a dark skies policy pertaining to use of lighting on new infrastructure. The potential effects of lighting proposals on landscape and visual receptors is included within the Proposed Project ES in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. National Grid acknowledges that the Proposed Project, together with other planned projects in the area, may have cumulative impacts and as such has undertaken a complete assessment of potential cumulative impacts in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has

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					developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. Whilst National Grid is not considering a further converter station as part of the Proposed Project, other developers may construct one as part of a different project. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other project with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**.
		Design, Converter station	**Feedback form question 6:** We have identified several design approaches for the converter station. Which approach(es) would you like to see explored at later design stages? **Response:** None. **Further comment:** I do not support any of these buildings which is imply a way of you disguising your converter station.	N	National Grid acknowledges this feedback and the interest in the Proposed Project. The design of this structure, in terms of the building form and the external materials, will be developed alongside consultation and stakeholder feedback. A set of Design Principles for the building will be provided with the application for development consent (**Application Document 7.12.1 Design Principles – Suffolk**). The Design Principles will provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and is engaging with local design panels to further inform the design and development process. The special nature of the landscape is acknowledged by National Grid. The effects arising from the Proposed Project on landscape and visual aspects have been assessed in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. This Chapter includes proposed mitigation measures that have been embedded in the design to minimise the effects.
		Onshore route location, Alternative solutions	**Feedback form question 7:** What do you think about our proposed HVDC cable route in Suffolk? **Response:** I disagree with the proposed cable route. **Further comment:** I do not agree with your proposed cable route and believe you should create an offshore structure to house the converter stations which would better serve myself and the local community.	N	National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide.

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					Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Landfall location, Alternative solutions, Coordination with other Projects	**Feedback form question 8:** What do you think about our proposed landfall between Aldeburgh and Thorpeness? **Response:** I do not think this is the best location for the landfall. **Further comment:** I do not support your proposal to build 3 converter stations in the field close to my property. I think you should work with Lion Link and other projects and undertake to complete all of these projects offshore where it will not cause light and noise pollution.	N	National Grid has engaged with other project developers, including LionLink, seeking to identify opportunities for co-ordination whilst maintaining its obligations to facilitate network connection agreements by providing the required network reinforcement. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in:

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					• **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Coordination with other Projects	**Feedback form question 9:** Constructing additional ducts within the underground cable corridor to accommodate cables for up to two other projects. **Response:** I do not support co-location.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other project with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.
		Coordination with other Projects	**Feedback form question 9:** Co-locating up to three converter stations at a single location near Saxmundham? **Response:** I do not support co-location	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other project with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental

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					and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.
		Coordination with other Projects	**Feedback form question 9:** Co-locating the landfall point of up to three projects at a location between Aldeburgh and Thorpeness? **Response:** I do not support co-location.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other project with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.
		Coordination with other Projects, Alternative solutions	**Feedback form question 9:** Are there any other ways that you would like us to explore coordination with other projects? **Response:** I do not support your proposal to build 3 converter stations in the field close to my property. I think you should work with Lion Link and other projects and undertake to complete all of these projects offshore where it will not cause light and noise pollution. Working with other projects would allow the sharing of costs.	N	National Grid has engaged with other project developers, including LionLink, seeking to identify opportunities for co-ordination whilst maintaining its obligations to facilitate network connection agreements by providing the required network reinforcement. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other project with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network.

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					It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Landscape and visual, Noise and vibration, Traffic and transport	**Feedback form question 10:** Is there anything further you would like us to take into consideration when developing our proposals in Suffolk? **Response:** Your proposals will impact on my property and the enjoyment I have living here. Your proposal will change the views on the local area and cause noise and light pollution. Your proposal will cause traffic and parking problems for myself and local residents.	N	An assessment of construction noise impacts has been undertaken as part of the ES, including consideration of any potential night-time works. The assessment indicates that with mitigation in the form of best practicable means, significant adverse effects from construction activities can be avoided. Further detailed assessment will be conducted by the contractor and specific mitigation measures will be identified and incorporated in the works. Further details are contained in **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration**. The special nature of the landscape is acknowledged by National Grid. The effects arising from the Proposed Project on landscape and visual aspects have been assessed in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. This Chapter includes proposed

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					mitigation measures that have been embedded in the design to minimise the effects. The potential impact of the Proposed Project on the local road network is assessed in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. The assessment demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network. Impacts associated with the operational and maintenance phase were scoped out of the assessment on the basis that the vehicle movements associated with this phase will be infrequent and low. **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk** is provided to help mitigate any potential impacts. This document includes construction traffic management measures that will be implemented in support of the Proposed Project, to avoid any adverse impacts on the surrounding networks during the construction phase.
		Alternative solutions, Coordination with other Projects	**Feedback form question 11:** Do you have any comments or issues you would like us to take into consideration regarding our marine proposals? **Response:** Your marine proposal would be better accomplished by offshore connections removing the need to do any construction on land. Working with other projects would allow the sharing of costs.	N	National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. National Grid is coordinating with other developers of large-scale infrastructure in Suffolk, noting that those other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);**

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					• **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Landfall location, Alternative solutions	**Feedback form question 12:** What do you think about our proposed landfall at Pegwell Bay? **Response:** None. **Further comment:** Landfall at Bradwell in Essex would allow construction on buildings close to Bradwell power station and connection to the grid by building a new substation there and re-stringing or renewing the pylon line to Rayleigh.	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. This includes land at Bradwell. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The description provided in Chapter 4 is the preferred solution for the Proposed Project.
		Onshore route location, Landfall location, Alternative solutions	**Feedback form question 13:** What do you think about our proposed HVDC cable route in Kent? **Response:** I disagree with the proposed cable route. **Further comment:** A landfall at Bradwell would remove the need for this cable route.	N	Please see the response to question 12 above.

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		Converter station location, Alternative solutions	**Feedback form question 14:** What do you think about our proposed converter station and adjacent substation near Minster? **Response:** I do not think the substation and the converter station are in the right location. **Further comment:** A landfall at Bradwell would remove the need for this converter station.	N	Please see the response to question 12 above.
		Design, Alternative solutions	**Feedback form question 15:** We have identified several design approaches for the converter station. Which approach(es) would you like to see explored at later design stages? **Response:** None. **Further comment:** A landfall at Bradwell would remove the need for this converter station.	N	Please see the response to question 12 above.
		Onshore route location	**Feedback form question 16:** What do you think about our plans to use overhead lines to connect the proposed substation into the existing Richborough to Canterbury overhead line? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Construction – general, Combined effect of the proposed Project	**Feedback form question 18:** Do you have any key concerns regarding the construction stage of Sea Link? **Response:** Impact on people, Landscape and visual impact, Noise, Traffic and transportation, Public access to rights of way (such as bridleways), Disruption to land use, Impact on recreational activities.	N	National Grid acknowledges this feedback. Potential impacts of the Proposed Project are considered in the ES in Volume 6 of the DCO application. With regard to the issues raised in the feedback, further information is contained in: • **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual;** • **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual;**

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					• **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration;** • **Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration;** • **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport;** • **Application Document 6.2.2.7 Part 3 Kent Chapter 7 Traffic and Transport;** • **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism; and** • **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism.** A register of all mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Land rights and CPO, Intra-Project cumulative effects, noise, landscape and visual, traffic and transport	**Feedback form question 20:** Do you have any other comments about Sea Link to give that you have not previously mentioned? **Response:** Your proposals will impact on my property and the enjoyment I have living here. Your proposal will change the views on the local area and cause noise and light pollution. Your proposal will cause traffic and parking problems for myself, while you were conducting investigations into the fields close to our property we had problems with vehicles and noise. The building of converter station will cause problems during construction and leave an ongoing intrusion into our enjoyment of living here.	N	National Grid acknowledges this feedback. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce ecology and biodiversity impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. Potential impacts of the Proposed Project are considered in the ES in Volume 6 of the DCO application. Further information is contained in: • **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual;** • **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual;** • **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration;** • **Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration;** • **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport;**

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					• **Application Document 6.2.2.7 Part 3 Kent Chapter 7 Traffic and Transport;** • **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism; and** • **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism.** A register of all mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application Document 7.5.3.2 CEMP Appen x B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). During construction, contractors will be required to adhere to **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** and develop their own task-specific management plans. This will help to minimise any disruption caused.
		Consultation	**Feedback form question 22:** What did you think of the information we have published for this consultation in terms of how clearly it was presented and how easy it was to understand? **Response:** Very good.	N	National Grid acknowledges this feedback.

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Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Needs case	**Feedback form question 1:** Do you support the principle of reinforcing the network in this location? **Response:** No.	N	The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
	Design	**Feedback form question 2:** What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously? **Response:** I think the changes are broadly positive but still need some refinement.	N	The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);**

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					• **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Landfall location, Terrestrial ecology	**Feedback form question 12:** What do you think about our proposed landfall at Pegwell Bay? **Response:** I do not think this is the best location for the landfall. **Further comment:** The effect it will have on the wildlife.	N	National Grid acknowledges the ecological sensitivity of Minster Marshes and Pegwell Bay. A detailed impact assessment is provided in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity and Application Document 6.6 Habitats Regulations Assessment Report**. While this Chapter provides some information on terrestrial birds, further assessment can be found in **Application Document 6.2.4.5 Part 4 Marine Chapter 5 Ornithology**. In Kent, National Grid will use trenchless construction methods for cabling under the sensitive saltmarsh habitat from the transitional joint bay eastwards. The DCO will therefore not include an option for surface trenching in the SSSI. Further information on the construction methodologies is available within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The drawing showing the extent of use of a trenchless construction solution is within **Application Document 2.1 Guide to the Plans – Plan DCO/S/DE/SS/1211**. The commitment is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). The Proposed Project is committed to achieving 10% Biodiversity Net Gain. Refer to **Application Document 6.12 Biodiversity Net Gain Feasibility Report**. The impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. It is of note that Minster Marshes is not designated as a SSSI and is not a protected site. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);**

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					• **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Onshore route location	**Feedback form question 13:** What do you think about our proposed HVDC cable route in Kent? **Response:** I disagree with the proposed cable route.	N	National Grid acknowledges this feedback. Information on the selection of the cable route and the need for the Proposed Project is contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022) and Application Document 8.3 Strategic Options Report (October 2023)**.
		Converter station location, Terrestrial ecology, Ornithology, landscape and visual	**Feedback form question 14:** What do you think about our proposed converter station and adjacent substation near Minster? **Response:** I do not think the substation and the converter station are in the right location. **Further comment:** Loss of views, wildlife and their habitats. The proposed pylons and over head cables will pose an aerial threat to migratory birds.	N	National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. Alternative options have been carefully considered. Reasoning behind the connection location for the Proposed Project has been addressed within **Application Document 6.2.1.3 ES Part 1 Introduction Chapter 3 Main Alternatives Considered and Application Document 6.2.1.4 ES Part 1 Introduction Chapter 4 Description of the Proposed Project**. National Grid's duties and obligations involve balancing the need to be economic and efficient, whilst also having regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. An extensive programme of environmental surveys has been undertaken to help inform understanding of the sensitive receptors in this area, including for breeding and non-breeding birds, reptiles, invertebrates, badger, riparian mammals, dormice and plants. During the design of the Proposed Project these surveys have fed into design amendments and extensive discussions with Natural England, the Environment Agency, Thanet Council, Dover Council, Kent Council, the RSPB and Kent Wildlife Trust among others. Detailed assessment and mitigation measures has been developed and is presented within **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Ecology and Biodiversity.**

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					The key characteristics of this landscape have been taken into account through the design process. The permanent infrastructure has been sited near to the Richborough Energy Park and mature vegetation to minimise encroachment into the open marshland. The indicative landscape strategy for the Kent Onshore Scheme (**Application Document 7.5.7.2 Outline Landscape and Ecological Management Plan - Kent**) has been developed to provide belts of native woodland planting on the northern edge of the converter station and substation to provide landscape integration and partial screening. Opportunities to enhance the riparian vegetation along the River Stour and some of the drainage ditches is also incorporated into the design and will provide local landscape benefit. The ES sets out the environmental considerations, including landscape and visual considerations, which have informed the siting and outline design of the proposed Converter Station. The design of this structure, in terms of the building form and the external materials, has been developed alongside consultation and stakeholder feedback. **Application Document 7.12.2 Design Principles – Kent** outlines the Design Principles – providing guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. Design Principles have been established with regard to the requirements of national policy and National Grid is maintaining ongoing dialogue with the Host Authorities with regard to design aspects of the Proposed Project. It is seeking input from independent design review panels, as recommended by the Host Authorities. This will be an iterative process over the consenting, examination and delivery phases of the Proposed Project. The Design Principles for the Proposed Project will also reflect the principles set out in the National Infrastructure Commission's Design Group Project Level Design Principles. As part of the Proposed Project ES National Grid commissioned various surveys looking at the potential impacts of the overhead lines on birds. These surveys included a collision survey and a carcass survey. The assessment of avian collision risk is an annex to **Application Document 6.3.3.2.F ES Appendix 3.2.F 2023-2024 Vantage Point Survey** and the surveys are reported in **Application Document 6.3.3.2.G ES Appendix 3.2.G OHL Mortality Monitoring Report**. The Kent Onshore Route has been designed to reduce the number of towers required and the area between the lines has been kept to a minimum to help prevent birds from getting trapped. The potential impacts on birds in Kent is presented in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. Mitigation measures are detailed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
	Design, Landscape and visual	**Feedback form question 15:** We have identified several design approaches for the converter station. Which approach(es) would you like to see explored at later design stages?	N	National Grid acknowledges this feedback and the interest in the Proposed Project. The design of this structure, in terms of the building form and the external materials, will be developed alongside consultation and stakeholder feedback. A set of Design Principles for the building will be provided with the application for development consent (**Application Document 7.12.2 Design**

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			Response: None. **Further comment:** Any of these buildings will spoil the landscape and views of the area.		**Principles – Kent**). The Design Principles will provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and is engaging with local design panels to further inform the design and development process. The assessment of landscape impacts is contained within **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**. Landscape planting required for screening will be undertaken in advance of construction wherever possible. However, it should be acknowledged that such measures take time to establish, meaning that there will be some residual effects will remain.
		Onshore Route location, Alternative Solutions, Terrestrial ecology, Landscape and visual	**Feedback form question 16:** What do you think about our plans to use overhead lines to connect the proposed substation into the existing Richborough to Canterbury overhead line? **Response:** I disagree with the plans to use an overhead line connection. **Further comment:** Why cant the cables go underground to the existing pylons this will have less impact on the wild life, vistas, open skies and landscape.	N	Following feedback from stakeholders and the public following both Non statutory consultation and Statutory consultation, National Grid reviewed the engineering design to remove the need for the overhead lines across the railway and the River Stour. The poor ground conditions under the railway preclude the use of trenchless technology to cross from the substation to the overhead line; these would cause issues for the railway line. National Grid looked further up towards Minster for a crossing point where the ground is more suitable, and this would introduce more trenching, ditch crossings and land take. Once across the railway, the river would still have to be crossed which proves difficult again due to the ground conditions. Once under the river, it would then need to build further electrical infrastructure (a smaller substation) in the flood plain. Considering all of the engineering challenges set out above alongside the environmental impacts of a larger footprint of the construction works and the safety concerns over going under the railway, the conclusion was to use overhead lines. Further details of the option selections are contained in **Application Document 8.2 Options Selection and Design Evolution Report (October 2023)**. The visual impact of the overhead lines on the character of the area and how the impacts have been quantified is assessed in **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**.
		Alternative solutions, Construction - general, traffic and transport	**Feedback form question 17:** **Anything else, comments:** **Response:** What consideration has been given to using alternative sites of existing N.G sites. I live at Marsh Farm Road, Minster, so I am in very close proximity of where the proposed work is to be carried out and I am the one who suffered the most when work was carried out by N.G putting up the new pylons. I had to endure the constant daily noise of machinery, reversing vehicle, concrete breakers, diggers. The construction and deconstruction	N	Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);**

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			of an iron bridge and laying of a temporary road. Unable to access certain footpaths when construction was being carried out Vehicles using Marsh Farm Road even though it was prohibited and on occasions blocking my access. On this proposed Sealink construction the plans show that there will be vehicle access from Marsh Farm Road and the track that runs along side by property. So once again the impact of this proposed construction will be detrimental to my quality of life.		• **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.** Several alternative options were considered when developing plans for the Proposed Project, with details of these alternatives shared as part of the pre-application public consultations. For example, as part of the Strategic Options Report, National Grid set out how it considered connections to the Sellindge, Richborough and Canterbury areas. These areas were considered because the existing electricity transmission network is between Kemsley and Lovedean, meaning that any reinforcement must connect between these two locations. A connection in the Isle of Grain or Kingsnorth, two of the alternative locations suggested by stakeholders, would therefore not reinforce the network in the right place. A connection close to Richborough was found to offer environmental and socio-economic benefits over connecting in the Canterbury area, whilst a northern Kent landfall was found to be significantly constrained. At Richborough, National Grid also found opportunities to locate the converter station and substation close to the existing network and similar infrastructure. The construction vehicle routing has been designed to minimise impacts across the highway network, as set out within **Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan – Kent**. **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** demonstrate that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network, with the mitigation measures identified. This indicates that a very low proportion of construction vehicles (circa 1% in total, and less than 1% HGVs) is expected across the access points at Jutes Lane, Marsh Farm Road and Whitehouse Drove. Mitigation measures are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Marsh Farm Road is to be managed as a shared access route with up to ten HGV movements per day for circa six months of the programme. Movements to be guided by banksman to prevent any interactions with PRoW users.
		Construction – general, Combined effect	**Feedback form question 18:** Do you have any key concerns regarding the construction stage of Sea Link?	N	National Grid acknowledges this feedback. Potential impacts of the Proposed Project are considered in the ES in Volume 6 of the DCO application. Further information is contained in:

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		of the proposed Project	**Response:** Impact on people, Landscape and visual impact, Ecology and biodiversity, Air quality, Noise, Traffic and transportation, Archaeology, Public access to rights of way (such as bridleways), Disruption to land use, Drainage, Impact on tourism, Impact on recreational activities.		• **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual;** • **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual;** • **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality;** • **Application Document 6.2.3.8 Part 3 Kent Chapter 8 Air Quality;** • **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration;** • **Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration;** • **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport;** • **Application Document 6.2.2.7 Part 3 Kent Chapter 7 Traffic and Transport;** • **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage;** • **Application Document 6.2.3.3 Part 2 Suffolk Chapter 3 Cultural Heritage;** • **Application Document 6.2.2.4 Part 2 Suffolk Chapter 4 Water Environment;** • **Application Document 6.2.3.4 Part 3 Kent Chapter 4 Water Environment;** • **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism; and** • **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism.** A register of all mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which are secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Alternative solutions,	**Feedback form question 20:**	N	National Grid acknowledges this feedback. Please see the response to question 17.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		Construction - general	Do you have any other comments about Sea Link to give that you have not previously mentioned? **Response:** Please see question 17.		
		Consultation	**Feedback form question 22:** What did you think of the information we have published for this consultation in terms of how clearly it was presented and how easy it was to understand? **Response:** Poor. **Further comment:** Colour coding for routes and pylons very similar which makes it difficult to distinguish which route is which.	N	National Grid acknowledges this feedback and notes the confusion caused by the colour coding.

Table 1.28 SL-PIL-0642, SL-PIL-0376, SL-PIL-0459

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Needs case, Alternative solutions	**Feedback form question 1:** Do you support the principle of reinforcing the network in this location? **Response:** Yes. **Further comment:** Would prefer offshore as many countries have already proven to be safe and secure.	N	National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The description provided in Chapter 4 is the preferred solution for the Proposed Project.
		Design, Consultation	**Feedback form question 2:** What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously?	N	A range of measures were employed to help promote the Statutory consultation. These promotional measures included sending a newsletter to every property in the Primary Consultation Zone that gave details of the consultation, including details of every public information exhibition. The Statutory consultation and public information exhibitions were also advertised

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Response: None. **Further comment:** I couldn't answer. I have not been made aware of this project but 2 days before the consultation in Saxmundham.		in local newspapers and on social media. The locations referenced by the respondent are all within the Primary Consultation Zone, and were therefore due to receive this newsletter, which was sent via Royal Mail. The approach to Statutory consultation is set out in Section 7 and Appendix D of this Report (**Application Document 5.1 Consultation Report**).
		Onshore route location	**Feedback form question 3:** What do you think about our proposal to connect into the existing network via the proposed Friston substation? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Onshore route location, Design	**Feedback form question 4:** What do you think about our proposed HVAC cable route in Suffolk? **Response:** I think this is the best cable route. **Further comment:** As long as it is underground and not pillons above ground.	N	The HVAC cable route in Suffolk will be underground.
		Converter station location	**Feedback form question 5:** What do you think about our proposed converter station, including its proposed location? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Design, Landscape and Visual	**Feedback form question 6:** We have identified several design approaches for the converter station. Which approach(es) would you like to see explored at later design stages? **Response:** Green Roof. **Further comment:** Blend into surrounding area more.	N	National Grid acknowledges this feedback and the interest in the Proposed Project. The design of this structure, in terms of the building form and the external materials, will be developed alongside consultation and stakeholder feedback. A set of Design Principles for the building will be provided with the application for development consent (**Application Document 7.12.1 Design Principles – Suffolk**). The Design Principles will provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and is engaging with local design panels to further inform the design and development process.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		Onshore route location, Design	**Feedback form question 7:** What do you think about our proposed HVDC cable route in Suffolk? **Response:** I agree with some elements of the proposed cable route, but disagree with others. **Further comment:** As long as it is underground.	N	The HVDC cable route in Suffolk will be underground.
		Landfall location	**Feedback form question 8:** What do you think about our proposed landfall between Aldeburgh and Thorpeness? **Response:** I have no preference either way. **Further comment:** I haven't studied it enough to judge it.	N	National Grid acknowledges this feedback.
		Coordination with other Projects	**Feedback form question 9:** Constructing additional ducts within the underground cable corridor to accommodate cables for up to two other projects. **Response:** I do not support co-location.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other project with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.
		Coordination with other Projects	**Feedback form question 9:** Co-locating up to three converter stations at a single location near Saxmundham? **Response:**	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			I do not support co-location.		As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other project with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.
		Coordination with other Projects	**Feedback form question 9:** Co-locating the landfall point of up to three projects at a location between Aldeburgh and Thorpeness **Response:** I have no preference either way.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other project with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.
		Coordination with other Projects, Noise and vibration	**Feedback form question 9:** Are there any other ways that you would like us to explore coordination with other projects? **Response:** All three on one site is too much noise pollution.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other project with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. Inter-project cumulative effects are considered in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					An indicative assessment of operational noise from the proposed Saxmundham Converter Station, based on current design information, is presented in **Application Document 6.3.2.9.D Part 2 Appendix 9.D Suffolk Preliminary Operational Noise Assessment**. With standard embedded mitigation measures, the impact of operational noise from the proposed Saxmundham Converter Station on all nearby Noise Sensitive Receptors, has been assessed as having a small magnitude impact, during both daytime and night-time periods, taking account of context. This would result in a minor adverse effect at all nearby Noise Sensitive Receptors, which is considered to be not significant. The assessment is indicative for the purpose of demonstrating that significant adverse effects can be avoided. The assessment is based on early design information and standard noise mitigation measures. Further detailed design would be undertaken by the developers, including consideration of specific noise mitigation measures.
		Traffic and transport, Noise and vibration	**Feedback form question 10:** Is there anything further you would like us to take into consideration when developing our proposals in Suffolk? **Response:** The access road to it runs next to my property. After consultation my developer he assured me that the road to it lays too close to my property and the noise of the road will have a bearing on future development of my land. I therefore strongly object to this. Unless you buy me out or make a huge sound barrier.	N	National Grid is endeavouring to engage with the respondent regarding the issues raised. Traffic and transport details are included in **Application Documents 7.5.1.2 Outline Construction Traffic Management** and **Travel Plan and Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**, which will outline mitigation measures. These are controlled through **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Landfall location	**Feedback form question 12:** What do you think about our proposed landfall at Pegwell Bay? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Onshore route location	**Feedback form question 13:** What do you think about our proposed HVDC cable route in Kent? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.
		Converter station location	**Feedback form question 14:** What do you think about our proposed converter station and adjacent substation near Minster? **Response:** I have no preference either way.	N	National Grid acknowledges this feedback.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		Onshore route location, Landscape and visual	**Feedback form question 16:** What do you think about our plans to use overhead lines to connect the proposed substation into the existing Richborough to Canterbury overhead line? **Response:** I disagree with the plans to use an overhead line connection. **Further comment:** Never overhead in this day and age there is never a need for such thing. They are an eyesore no matter where you are in the country.	N	National Grid acknowledges this feedback and can confirm that it fully investigated alternatives to the provision of new pylons. Following the investigation, it was concluded that the potential for significant environmental impacts was greater with the option of going under the railway line and under the river than for the installation of overhead lines. For more information, please see the response to question 17 immediately below.
		Onshore route location, Design	**Feedback form question 17:** Anything else, comments? **Response:** Under cable NO overhead.	N	Following feedback from stakeholders and the public following both Non statutory consultation and Statutory consultation, National Grid reviewed the engineering design to consider removing the need for the overhead lines across the railway and the River Stour. The poor ground conditions under the railway preclude the use of trenchless technology to cross from the substation to the overhead line; these would cause settlement issues for the railway line. National Grid considered locations further north from the Converter Station site towards Minster for a crossing point where the ground is more suitable, and this would introduce more trenching, ditch crossings and land take. Once across the railway, the river would still have to be crossed which proves difficult again due to the ground conditions because trenchless technology needs stable ground conditions for it to be feasible and the conditions under the river are not considered to be stable enough. Once under the river, construction of further electrical infrastructure (a smaller substation) would be required in the flood plain to connect the cables to the existing overhead line. Considering all of the engineering challenges set out above alongside the environmental impacts of a larger footprint of the construction works and the safety concerns over going under the railway, the conclusion was to use overhead lines. Further details are set out in **Application Document 8.2 Historical Report 2 (Option Selection and Design Evolution Report)**.
		Construction – General, Landscape and visual, Traffic and transport, noise	**Feedback form question 18:** Do you have any key concerns regarding the construction stage of Sea Link? **Response:** Landscape and visual impact, Noise, Traffic and transportation, Other. **Further comment:** Overhead cabling a no-no Noise pollution of the site plus the noise relentless zooming of the access roads to the sites	N	National Grid acknowledges this feedback. Potential impacts of the Proposed Project are considered in the ES in Volume 6 of the DCO application. Further information is contained in: • **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual;** • **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual;** • **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration;**

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					• **Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration;** • **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport; and** • **Application Document 6.2.2.7 Part 3 Kent Chapter 7 Traffic and Transport.** A register of all mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Please see the above comment from National Grid in relation to overhead lines.
		Consultation	**Feedback form question 22:** What did you think of the information we have published for this consultation in terms of how clearly it was presented and how easy it was to understand? **Response:** Good.	N	National Grid acknowledges this feedback.
		Consultation	**Feedback form question 26:** Do you have further comments about our materials, consultation process or any suggestions for how we can improve our consultation? **Response:** Experts where vague when answering questions in particular about noise their answer was 'It should be'.	N	An indicative assessment of operational noise from the proposed Saxmundham Converter Station, based on current design information, is presented in **Application Document 6.3.2.9.D ES Appendix 9.D Suffolk Operational Noise Assessment**. With standard embedded mitigation measures, the impact of operational noise from the proposed Saxmundham Converter Station on all nearby Noise Sensitive Receptors, has been assessed as having a small magnitude impact, during both daytime and night-time periods, taking account of context. This would result in a minor adverse effect at all nearby Noise Sensitive Receptors, which is considered to be not significant. The assessment is indicative for the purpose of demonstrating that significant adverse effects can be avoided. The assessment is based on early design information and standard noise mitigation measures. Further detailed design would be undertaken by the developers, including consideration of specific noise mitigation measures.

Table 1.29 SL-PIL-0851, SL-PIL-0256

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Needs case	**Feedback form question 1:** Do you support the principle of reinforcing the network in this location? **Response:** Yes. **Further comment:** The importance of upgrading and reinforcing the electricity transmission network (Sea Link Project) as soon as practically possible cannot be overstated in our opinion. It is vital to the UK's need for energy independence, the green energy sectors, the environment and overall economic prosperity. As a major landowner and developer of Solar and BESS projects in Richborough we have seen how the existing capacity limitations to the grid have contributed to significant delays to connection dates. This has resulted in significant delays to numerous renewable energy projects totalling hundreds of MW's of green renewable energy.	N	National Grid acknowledges this feedback and welcomes your support for the Proposed Project.
		Design, Alternative solutions	**Feedback form question 2:** What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously? **Response:** I think the changes are negative. **Further comment:** It is essential from a delivery perspective as well as an environmental and sustainability perspective that the proposals requiring the erection of large numbers of new pylons and or new converter station(s) and or substation(s) are located on 'brownfield land' and as close as possible to National Grid's existing (high-voltage) assets and existing corridors. There are significant amounts of available brownfield land in the required scale that could be utilised throughout the area of interest. In some instances, similar utility infrastructure uses are already present. In our opinion sites/land with these characteristics and adjacencies should be utilised in the first instance. Brownfield land is available in sufficient scales to accommodate the required converter and substation land take plus the additional land inevitably required during the construction phase.	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The description provided in Chapter 4 is the preferred solution for the Proposed Project.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			This approach safeguards the areas invaluable agricultural land, the areas of Special Scientific Interest and is surely likely to safeguard the planning approval both in terms of outcome and timescales. At the same time, leaving such areas untouched greatly limits the potential for 'blight' given the volume of proposed pylons required plus the significant size and scale of the proposed converter and substation which we understand could be at least 26-meters high. We recognise the above may require more challenging technical or potentially expensive solutions due to the River (high-voltage) Richborough substation		
		Onshore route location	**Feedback form question 3:** What do you think about our proposal to connect into the existing network via the proposed Friston substation? **Response:** I have no preference either way. **Further comment:** We have no direct or first hand knowledge of the area concerned therefore cannot make an informed decision either way.	N	National Grid acknowledges this feedback.
		Onshore route location	**Feedback form question 4:** What do you think about our proposed HVAC cable route in Suffolk? **Response:** I have no preference either way. **Further comment:** We have no direct or first hand knowledge of the area concerned therefore cannot make an informed decision either way.	N	National Grid acknowledges this feedback.
		Converter station location	**Feedback form question 5:** What do you think about our proposed converter station, including its proposed location? **Response:** I have no preference either way. **Further comment:** We have no direct or first hand knowledge of the area concerned therefore cannot make an informed decision either way.	N	National Grid acknowledges this feedback.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		Design, Landscape and visual	**Feedback form question 6:** We have identified several design approaches for the proposed converter station. **Response:** Green roof, Colour and curve, Colour. **Further comment:** External design considerations, given the sheer scale of the converter stations, is essential to minimise the visual impact on the area. This is for the sake of local ecology, wildlife and any surrounding business such as golf courses and hospitality sectors relying on natural beauty.	N	National Grid acknowledges this feedback and the interest in the Proposed Project. The design of this structure, in terms of the building form and the external materials, will be developed alongside consultation and stakeholder feedback. A set of Design Principles for the building will be provided with the application for development consent (**Application Document 7.12.1 Design Principles – Suffolk**). The Design Principles will provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and is engaging with local design panels to further inform the design and development process. The special nature of the landscape is acknowledged by National Grid. The effects arising from the Proposed Project on landscape and visual aspects have been assessed in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. This Chapter includes proposed mitigation measures that have been embedded in the design to minimise the effects. Impacts on ecology are contained in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**.
		Onshore route location	**Feedback form question 7:** What do you think about our proposed HVDC cable route in Suffolk? **Response:** I have no preference either way. **Further comment:** We have no direct or first hand knowledge of the area concerned therefore cannot make an informed decision either way.	N	National Grid acknowledges this feedback.
		Landfall location	**Feedback form question 8:** What do you think about our proposed landfall between Aldeburgh and Thorpeness? **Response:** I have no preference either way. **Further comment:** We have no direct or first hand knowledge of the area concerned therefore cannot make an informed decision either way.	N	National Grid acknowledges this feedback.
		Coordination with other Projects	**Feedback form question 9:** Constructing additional ducts within the underground cable corridor to accommodate cables for up to two other projects.	N	National Grid acknowledges this feedback.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Response: I support co-location.		
		Coordination with other Projects	**Feedback form question 9:** Co-locating up to three converter stations at a single location near Saxmundham? **Response:** I support co-location.	N	National Grid acknowledges this feedback.
		Coordination with other Projects	**Feedback form question 9:** Co-locating the landfall point of up to three projects at a location between Aldeburgh and Thorpeness? **Response:** I support co-location.	N	National Grid acknowledges this feedback.
		Coordination with other Projects	**Feedback form question 9:** Are there any other ways that you would like us to explore coordination with other projects? **Response:** We imagine the Co-location of infrastructure is preferable for a wide range of reasons but in simple terms we support this approach on the basis that it will minimise the potential for future additional projects that would put further pressure on developing on or disrupting the countries precious greenfield and agricultural areas. Any route that protects our ecology, wildlife and agriculture areas is preferable. We are not aware of other ways you could explore coordination with other projects.	N	National Grid acknowledges this feedback and welcomes your support for co-location.
		Design	**Feedback form question 10:** Is there anything further you would like us to take into consideration when developing our proposals in Suffolk? **Response:** No.	N	National Grid acknowledges this feedback.
		Offshore route location	**Feedback form question 11:** Do you have any comments or issues you would like us to take into consideration regarding our marine proposals? **Response:** No.	N	National Grid acknowledges this feedback.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		Landfall location, Alternative solutions	**Feedback form question 12:** What do you think about our proposed landfall at Pegwell Bay? **Response:** I do not think this is the best location for the landfall. **Further comment:** We would like to see landfall to a point further towards Ebbsfleet House which will limit the disruption to St Augustine's and Stonelees Golf Club's and Hacklinge Marshes Site of Special Scientific Interest. Utilisation of running underground cables along existing highway routes (Sandwich Road & A256) is surely a 'win-win' from cost and planning perspectives.	N	National Grid has minimised the impact on the mentioned locations by using trenchless technology for construction of the landfall and cabling up to the transitional joint bay. The commitment to the use of this technology is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Further details on the selection of the landfall location are contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)**. Putting cables under existing highways is always considered; however, the Sandwich Road already contains the Thanet Windfarm cables. Therefore, there is no suitable route for the Proposed Project.
		Onshore route location, Design, Agriculture and soils	**Feedback form question 13:** What do you think about our proposed HVDC cable route in Kent? **Response:** I disagree with the proposed cable route. **Further comment:** We believe the route should follow the A256 wherever possible in order to limit the disruption to 'greenfield' and agricultural land which will inevitably be caused during the construction phase.	N	National Grid acknowledges this feedback. **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)** provides information reasoning behind the selection of the cable route.
		Converter station location, Alternative solutions	**Feedback form question 14:** What do you think about our proposed converter station and adjacent substation near Minster? **Response:** I do not think the substation and the converter station are in the right location. **Further comment:** The Converter Station and Substation should be located closer to National Grid's existing assets on Richborough Energy Park. Given their sheer scale they should be located on 'brownfield' land and adjacent to similar types of uses as opposed to being located on 'greenfield' land and or land currently being used for agricultural use. We believe from a planning approval process and a construction delivery phase perspective the above approach is far more sustainable in terms of planning approval and associated timescales.	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search that satisfy the needs were considered too small to accommodate the required infrastructure whether singly located or colocated. The criteria for the selected areas of search including the size of the site are explained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)**. This includes an explanation as to why it was not possible to accommodate a site within Richborough Energy Park. Information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Statement of Reasons (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;**

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			UGE (Kent) Limited is in possession of an 88-acre brownfield site and immediately adjacent to National Grid's existing assets at Richborough Energy Park. Land of sufficient size to accommodate the Converter and substation is in single ownership which is also beneficial.		• **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Design, Alternative solutions, Combined effect of the proposed Project, landscape and visual, terrestrial ecology	**Feedback form question 15:** We have identified several design approaches for the proposed converter station. Which approach(es) would you like to see explored at later design stages? **Response:** Green Roof, Colour & Curve, Colour **Further comment:** Unless the location of the converter Station and Substation are located on 'brownfield' land and in close proximity to similar uses and building sizes then the above crossed options will greatly reduce their visual impact. Regardless of the above design approaches and or however expensive they maybe it does not address the significant negative impact the building will have (if delivered in the currently proposed agricultural / greenfield land) on the ecology and wildlife.	N	National Grid acknowledges this feedback and the interest in the Proposed Project. The design of this structure, in terms of the building form and the external materials, will be developed alongside consultation and stakeholder feedback. A set of Design Principles for the building will be provided with the application for development consent (**Application Document 7.12.2 Design Principles – Kent**). The Design Principles will provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and is engaging with local design panels to further inform the design and development process. The impact of the Kent Converter Station on the landscape is assessed in **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**. In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The description provided in Chapter 4 is the preferred solution for the Proposed Project.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce ecology and biodiversity impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. An extensive programme of environmental surveys has been undertaken including for breeding and non-breeding birds, reptiles, invertebrates, badger, riparian mammals, dormice and plants. A rigorous impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. The Proposed Project is also committed to achieving 10% Biodiversity Net Gain. Further details relating to the ecology assessment are contained in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity and Application Document 6.6 Habitats Regulations Assessment Report**. Further details regarding biodiversity net gain are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**.
		Onshore route location, Alternative solutions, Landscape and visual	**Feedback form question 16:** What do you think about our plans to use overhead lines to connect the proposed substation into the existing Richborough to Canterbury overhead line? **Response:** I disagree with the plans to use an overhead line connection. **Further comment:** The above approach of delivering the Converter and Substation closer to Richborough Energy Park will significantly reduce the number of new pylons required. In turn this will further remove the development on greenfield land and the inevitable disruption to the ecology and wildlife around the SSSI. We estimate this will remove the need to deliver up to eight new pylons which are a blight on the landscape.	N	Following feedback from stakeholders and the public following both Non statutory consultation and Statutory consultation, National Grid reviewed the engineering design to remove the need for the overhead lines across the railway and the River Stour. The poor ground conditions under the railway preclude the use of trenchless technology to cross from the substation to the overhead line; these would cause issues for the railway line. National Grid looked further up towards Minster for a crossing point where the ground is more suitable, and this would introduce more trenching, ditch crossings and land take. Once across the railway, the river would still have to be crossed which proves difficult again due to the ground conditions. Once under the river, it would then need to build further electrical infrastructure (a smaller substation) in the flood plain. Considering all of the engineering challenges set out above alongside the environmental impacts of a larger footprint of the construction works and the safety concerns over going under the railway, the conclusion was to use overhead lines. Further details of the option selections are contained in **Application Document 8.2 Options Selection and Design Evolution Report (October 2023)**. The visual impact of the overhead lines on the character of the area and how the impacts have been quantified is assessed in **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**. Impacts on biodiversity are considered in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					The Richborough site is not big enough for use by the Proposed Project. Acknowledging the concerns about the potential impacts upon the SSSI, the Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce ecology and biodiversity impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. An extensive programme of environmental surveys has been undertaken, informed by consultation with key stakeholders, and a rigorous impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. Details of the appraisal process are set out in **Application Document 8.2 Options Selection and Design Evolution Report (October 2023), Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022) and Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**. National Grid is in discussion with the RSPB and Natural England (as well as the Suffolk Councils) regarding the route of the HVDC cable and the location of the joint bays and the high importance of the RSPB reserve and the AONB is noted. This is a major reason why the reserve will be traversed through trenchless methods. The other projects that may collocate in this area are being delivered at different timescales to the Proposed Project. As such, National Grid is maintaining ongoing dialogue with other developers to ensure coordination of project development, consenting and delivery - including shared use of accesses, compounds. Nonetheless, individual project must ensure that they are deliverable as standalone projects. The level of detail around these elements of the Proposed Project will develop as these discussion progress and as the design develops further.
		Land rights and CPO, Alternative solutions	**Feedback form question 17:** Is there anything further you would like us to take into consideration when developing our proposals in Kent? **Response:** More consideration and focus should have been given to existing landowners in the areas and priorities to those parties in the ownership Brownfield land of sufficient scale to accommodate the new buildings proposed. We believe this approach would greatly improve the projects deliverability in planning preparation, consultation and approval terms and as such reduce the planning approval difficulties the current proposals are likely to encounter.	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;**

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					• **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The description provided in Chapter 4 is the preferred solution for the Proposed Project.
		Construction – general, Combined effect of the proposed Project	**Feedback form question 18:** Do you have any key concerns regarding the construction stage of Sea Link? **Response:** Landscape and visual impact, Ecology and biodiversity, Air quality, Noise, Disruption to land use, Impact on tourism, Impact on recreational activities, Other. **Further comment:** The explanations provided in the above responses have already outlined the basis for the concerns we have from a environmental perspective of the proposed plans for the completed Sea Link project and these concerns are only magnified and increased further when considering the actual delivery and constructions phase. The fact that virtually all of the chosen routes and or locations for above ground development are on high-value green land (ecology, tourism, agriculture) then it also means that access roads and site compounds will also need to be formed. This could quite easily double if not triple the land that will be effected and we would like to understand the proposed access routes and location of the site construction compounds sufficient to receive, store and build building which will no doubt contain numerous items of plant weighing over 50-tones per item. Should Brownfield land have been chosen then in many cases existing access or indeed temporary access routes would be far easier to deliver and have a significantly reduced impact on the surrounding area.	N	National Grid acknowledges this feedback. Potential impacts of the Proposed Project are considered in the ES in Volume 6 of the DCO application. Further information is contained in: • **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual;** • **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual;** • **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality;** • **Application Document 6.2.3.8 Part 3 Kent Chapter 8 Air Quality;** • **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration;** • **Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration;** • **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport;** • **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism; and** • **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism.** A register of all mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Details of the proposed access routes are contained in **Application Document 6.2.1.4 Part 1 Introduction Description of the Proposed Project**. How National Grid will manage traffic during construction is set out in

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan – Kent. In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search that satisfy the needs were considered too small to accommodate the required infrastructure whether singly located or collocated. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The description provided in Chapter 4 is the preferred solution for the Proposed Project.
		Alternative solutions, Onshore mitigation, Consultation	**Feedback form question 19:** Do you have any comments about how we could deliver environmental mitigation and enhancement (such as hedgerow creation, native tree planting or funding local wildlife groups) as part of our proposals? **Response:** Meaningful engagement by the Sea Link project with local wildlife and ecological groups to understand their short, medium and long term funding requirements to enhance and protect the SSSI and other areas is one compensation type measure that should be introduced. This is in addition to the statutory consultation process that will be undertaken as part of the planning application process which as we have highlighted would be far more acceptable if delivery on Brownfield land had been made more of a priority.	N	Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. A register of all mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		Consultation, Land rights and CPO	**Feedback form question 20:** Do you have any other comments about Sea Link to give that you have not previously mentioned? **Response:** As a major landowner in the area we have established relationships with many of the adjoining land owners which can greatly assist with the delivery of the Sea Link project. Stakeholder engagement by the Sea Link team does not seem to have gone far enough in our opinion.	N	National Grid is engaging with affected landowners on an ongoing basis through meetings in order to understand the potential impacts of the Proposed Project and seeking to identify the most appropriate means of addressing these where necessary.
		Consultation, Alternative solutions	**Feedback form question 22:** What did you think of the information we have published for this consultation in terms of how clearly it was presented and how easy it was to understand? **Response:** Average. **Further comment:** It is unclear what other proposal have been considered before arriving at the current proposals and what were the technical reasons for choosing not to develop plans utilising Brownfield land or in closer proximity to existing Nation Grid assets such as NGET etc.	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The description provided in Chapter 4 is the preferred solution for the Proposed Project.

Table 1.30 SL-PIL-0155, SL-PIL-0159

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Consultation, Combined effect of the proposed Project, Alternative solutions	I live at Friston House, which shares curtilage with the proposed site at Friston, in addition sections of our land are within the red line of your draft order limits. This is now the third time we have been exposed to the insensitivity of a consultation process whose application directly impacts our property. This is taking a heavy toll on our mental health, as well as the value of our home. Your consultation process is disingenuous and clearly your team has made no effort to reference the findings of the Scottish Power examination and subsequent DCO's before forging ahead with your own proposal. Had your team done so they would be acutely aware of the concerns voiced by the local community regarding: Construction impacts; Working hours; Cumulative construction impacts; Flood risk; Noise; Traffic; Impact on local economy and used this information as a template. This carelessness makes National Grid look unprofessional and incompetent which in turn does not instil any kind of confidence in your 'consultation' process truly taking any interest in the concerns and wellbeing of the local community. This is just another insincere box ticking exercise for the local community to endure. I will not be filling out your feedback form as I am of the belief that you have skewered the questions to best suite the answers you wish to achieve. It is hard to believe that there were no other connection sites available in Suffolk using brownfield sites or near to pylons, with direct access to/from an 'A' road and a decent distance from a village or town. The fact that National Grid ever suggested (and offered up) a grid connection point so close to a village with such restricted site access is beyond any logical comprehension. Alternately this could all be avoided by using an offshore solution.	N	National Grid acknowledges these concerns. All affected landowners will be compensated on a fair and reasonable basis for any rights acquired, and any impacts on retained property will be considered in line with the Compulsory Purchase Compensation Code. Compensation claims for other disturbance are considered on a case-by-case basis if there is evidence of negative impacts as a result of the Proposed Project. The health and safety of the public, local communities and employees is National Grid's highest priority. National Grid has consulted on the Proposed Project, seeking feedback from local residents so it can identify means of mitigating impacts from construction and operational phases. The proposals will be scrutinised by the Planning Inspectorate's independent Examination Panel and determined by the Secretary of State. The consultation process is designed to gather a wide range of feedback and ensure that all voices are heard before any decisions are finalised. While initial assessments are necessary to identify feasible options, these are not definitive. National Grid is committed to engaging with the community at every stage, ensuring that feedback informs and shapes the project moving forward. In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					Information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.**

Table 1.31 SL-PIL-0853, SL-PIL-0275

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Needs case, Consultation	Thank you for your notification of 19 October 2023 seeking the views of the Coal Authority on the above. I have checked the site location plan against our coal mining information and can confirm that, whilst the proposed development site falls within the coalfield, it is located outside the Development High Risk Area as defined by the Coal Authority. On this basis, the Planning team at the Coal Authority have no comments to make. Please do not hesitate to contact us if you would like to discuss this matter further.	N	National Grid acknowledges this feedback.

Table 1.32 SL-PIL-0828, SL-PIL-0136, SL-PIL-0425

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Consultation	We act on behalf of Blackheath Farms Ltd, being the landowner of land and property known as the Blackheath Estate (the "Estate"). We are instructed to submit the following representation in response to the National Grid statutory consultation. The Estate is affected by the proposed National Grid Sea Link project (the "scheme"), which sees cables being brought onshore and laid underground up to the necessary substation. We have been instructed to submit the following concerns:	N	National Grid acknowledges this feedback and refers to the answers given below.
		Converter station location, Design	**Substation Location** On review of the statutory consultation documents, we note that the proposed location of the Converter Station is to be the site formally known as "Site 3". This is welcomed and supported by the Estate.	N	National Grid acknowledges your support for Site 3.
		Water environment, Consultation, Design	**Hazlewood Reservoir** The scheme's proposed red line boundary encompasses the Estate's main reservoir, known as Hazlewood reservoir. One of National Grids General Arrangement Plan's (plan ref: S42_S/IGA/PS/0005) identifies the reservoir for "Drainage Connection Works". Hazlewood reservoir is an integral part of the Estate, not least as it acts as the 'central hub' for the Estates irrigation, with the ability to store and move water from Hazlewood, across to the Estates other reservoir at Friston Hall. The capacity of Hazlewood reservoir is 250,000m³. To put this into perspective, this equates to 2,450 acre inches, providing enough water to irrigate approximately 400 acres of root crops. Our concerns are that should the reservoir continue to be incorporated into the red line boundary, and used for "drainage" purposes, we may, firstly, lose outright control of the reservoir and secondly, be at risk of the reservoir water becoming contaminated. Root crops are incredibly sensitive to water. Water must be applied regularly and at the right quantities to ensure the crop receives the water it requires in order to yield and survive to harvest. Should we not have outright control of the reservoir, the Estate is at risk of not being able to apply the water as and when required. The financial risk to the estate would be significant (see point 3 below).	Y	National Grid acknowledges the concerns raised regarding Hazlewood Reservoir and the sensitivity of the farming activity in this area and the perceived risk of contamination. Following review of feedback and recognition of the potential risks to the water supply on the estate, the reservoir has been removed from the Order Limits. National Grid is maintaining ongoing dialogue with landowners in order to better understand issues arising from the Proposed Project and appropriate mechanisms for safeguarding privately owned assets where interfaces are identified.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			As to any potential contamination, we would lose the ability to irrigate a substantial area of cropping. Whilst the capacity of the reservoir is 250,000m³, any contamination would in fact affect a much larger volume of water, as the Estate benefits from a winter and summer abstraction licence, thus as soon as the Estate is able to do so, it starts to top-up the reservoir levels in the summer months. As a result, the reservoir is very rarely emptied, meaning any contamination would remain in the water and would contaminate at least 250,000m³ of water. It was most frustrating at a recent National Grid public event when it was made clear that the National Grid representatives were unaware that the Hazlewood Reservoir was predominately an above ground structure. Thus, there had clearly been no consideration or attention to detail in drafting the proposals, as all water runoff from the nearby compound would have to be bunded and pumped up and over the reservoir banks. In light of the clear lack of knowledge on what the reservoir comprises and the importance of the reservoir to the Estate, we request that the reservoir is excluded from the red line boundary immediately, thus limited the potential impact on the Estates growing crops during the period of construction. In order to demonstrate cooperation, the Estate would be happy for water to be drained into a nearby pond (which is at ground level) and which eventually drains into a nearby watercourse. This provides a much cheaper and less risky water drainage solution, and had there been engagement on this matter, this would no doubt have been the chosen option.		
		Geology and hydrogeology, Water environment	**Irrigation** As eluded to above, the Estate is reliant on irrigation, predominantly because of the light soil type which makes up most of the Estate soil. The irrigation system at Blackheath has seen significant investment since 2017, with a new reservoir, new pumps, control boards and underground mains installed. The extent of the irrigation infrastructure is identified on the enclosed plan, which shows all underground infrastructure and hydrant locations. As you will note, the there are two mains out of the Hazlewood reservoir, the “200mm Transfer Main” and the “Original Hazlewood Irrigation main”. Should at any point the Hazlewood Irrigation Main become severed, broken, or unusable as a result of the scheme, the whole of Halewood side of the Estate will be without water. The same applies to the 200mm Transfer Main – should this become unusable, the Estate will lose all ability to transfer any water to the Friston side of the Estate.	N	National Grid acknowledges the significance and importance of land drainage and irrigation to the estate and its range of functions and the land produce. With regard to Hazlewood Reservoir, following review of feedback and recognition of the potential risks to the water supply on the estate, the reservoir has been removed from the Order Limits, therefore addressing these concerns. National Grid will work with landowners on an ongoing basis to understand the nuances of site drainage. However, assurances can be given insofar as the converter station site will be designed in accordance with current guidance around management of surface water run off on the site itself and use of Sustainable Drainage Systems. All of the potential effects on the water environment identified in the PEIR have been subject to detailed assessment, presented in **Application Document 6.8 Flood Risk Assessment** and **Application Document 6.2.2.4 Part 2 Suffolk Chapter 4 Water Environment**. Measures to avoid or mitigate the effects identified by these detailed assessments are described in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured

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			Both scenarios will have a detrimental impact on the Estates cropping, turnover and ultimately profitability. To provide a guide as to the area of cropping, which is reliant on water being continuously available, I provide a brief summary of this year's cropping rotation below: Crop / Hectares / Acres Potatoes / 78.37 / 193.65 Onions (sets and drill) / 52.04 / 128.73 Carrots / 25.03 / 61.86 Turf / 14.55 / 35.95 Dairy / 108.75 / 268.73 Sugar Beet / 70.15 / 173.34 Maize / 94.30 / 233.02 Wheat / 57.85 / 142.94 Pigs / 46.56 / 115.06 In order to further emphasise the importance of the water, the turnover generated by the Estate's cropping and let livestock enterprises, which are all reliant on water, is in excess of £1.5m. Should at any point the water become contaminated, or an irrigation main is interrupted or damaged, this turnover figure is significantly affected, which National Grid would be liable to compensate. The estate operates 14 irrigators, which during the summer, will all be running at any one time.		via Requirement 6 of Schedule 3 in the draft DCO, and the assessments conclude that there would be no significant effects on the water environment. National Grid will review the impact of the scheme on the irrigation mains and irrigation systems. Working with the landowners National Grid will look to ensure that the land is not left without irrigation where its works effect the landowner's ability to irrigate the land through its normal means. All affected landowners will be compensated on a fair and reasonable basis for any rights acquired, and any impacts on retained property will be considered in line with the Compulsory Purchase Compensation Code. Compensation claims for other disturbance are considered on a case-by-case basis if there is evidence of negative impacts as a result of the Proposed Project.
		Terrestrial ecology, Land rights and CPO	**Shoot** The Estate is subject to a shoot syndicate. The syndicate is an important part of the farm for two reasons: Firstly, biodiversity. The estate does not establish commercial game covers but utilises the wild bird seed mixes available under the Countryside Stewardship Scheme. The shoot syndicate can	N	National Grid acknowledges the diverse range of activities that the Estate caters for and the role that these may play in maintaining biodiversity and contributing to pest control. National Grid is maintaining ongoing dialogue with affected landowners in order to better understand issues arising from the Proposed Project and appropriate mechanisms for safeguarding identified interests.

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			therefore be deemed a 'warden' to the countryside stewardship covers, ensuring they flourish and provide the biodiversity benefits they are set out to do. Secondly, pest control. The shoot syndicate undertake all the Estates pest control all year round at no cost to the Estate. With the significant disruption caused by the scheme, it is unlikely the shoot syndicate will be able to continue to operate, thus the Estate would lose the benefit of pest control. This will have an immediate impact on the Estates cropping, adversely affecting yields and farm profitability. The only recourse would be to employ a pest control team/contractor, which will bring to a compensation claim due to the costs incurred.		All affected landowners will be compensated on a fair and reasonable basis for any rights acquired, and any impacts on retained property will be considered in line with the Compulsory Purchase Compensation Code. Compensation claims for other disturbance are considered on a case-by-case basis if there is evidence of negative impacts as a result of the Proposed Project.
		Design, Coordination with other Projects, Inter-Project cumulative effects	**Collaborative Working** This scheme, and National Grids additional projects (Lion Link and Nautilus) are all proposing to bring underground cables onshore and to connect into each project's respective converter stations, all of which will feed into the new Scottish Power Renewables substation at Friston. At this stage, we do not know whether each project will follow the same cable corridor or not and co-locate its respective convertor stations (albeit the chosen Sea Link converter station site implies opportunities for co-location). At this stage, there seems to be little collaboration between each National Grid project. Given the significant impact these schemes will have on the Estate and the environment, it seems insensitive that there cannot be more commitment to working together. We request that all schemes take place at one time, to avoid the possibility of three projects being constructed at three different times, which would bring rise to many years of disruption.	N	Each of the projects referenced by the respondent are separate, being promoted by different developers and working to different timescales for delivery. National Grid is committed to coordinating consenting and delivery with other projects where opportunities are available, including the colocation of infrastructure where it can be demonstrated that this will support reductions in cumulative impacts. There are benefits to co-location with other projects because if infrastructure can be sited in one location it reduces the difficulties associated with finding locations for up to two other converter station sites in the surrounding area which meet the requirements for the connection agreements, whilst taking into account landscape designations and other sensitive receptors, etc. National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.

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		Consultation	**Landowner Engagement** Throughout this process, there has been a lack of meaningful engagement, as demonstrated within point 2, above. We request that going forward, National Grids representatives engage fully and with empathy.	N	The consultation process is designed to gather a wide range of feedback and ensure that all voices are heard before any decisions are finalised. While initial assessments are necessary to identify feasible options, these are not definitive. National Grid will maintain ongoing engagement with landowners and the wider community at every stage, ensuring that feedback informs and shapes the project moving forward.
		Construction – general, Consultation,	**Code of Construction Practice** We note there is an Outline Code of Construction Practice in the documents supplied. This is very pertinent to the Estate, and we would like to be consulted on elements that should be included in this document as it is developed to ensure it addresses, where reasonable, items of concern to landowners. This code should apply to not just the main works but also the pre-construction investigations and mitigation works including archaeology. We are aware that there are specific requirements for archaeology that result in soil movement being carried out to preserve the archaeology to be investigated. The Estate and Brooks Leney need to be consulted to ensure the working methods are done in such a way as to minimise the impact on soils whilst also recognising the need to ensure archaeology is not destroyed before it is investigated.	N	National Grid is maintaining ongoing dialogue with affected landowners in order to better understand issues arising from the Proposed Project. Since submission of the PEIR, further works were undertaken including a geophysical survey, a review of aerial photographs and LiDAR data and evaluation trenching. National Grid has maintained ongoing dialogue with Historic England through regular thematic group meetings. A full detailed assessment is provided in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage** and **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage** and is based on the final project design as detailed within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. Archaeological survey work is progressing as part of the DCO application and ES preparation process. Affected landowners will be engaged throughout this process. As part of the Proposed Project EIA, baseline archaeological data has been collated and a Written Scheme of Investigation has been prepared. Please see **Application Document 7.5.4.1 Outline Overarching Written Scheme of Investigation – Suffolk (OWSI)**. **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**, outlines mitigation measures embedded within the Proposed Project. These are controlled through Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC) which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Agriculture and soils, Landscape and visual	**Soil** We request that an obligation is placed on National Grid and/or its appointed contractors to undertake a detailed soil analysis pre and post construction along the route of the cable. This will enable the Estate to properly assess the impact the scheme will have had on its soil quality in order to then assess remedial works required to put the land back in the same order as it was preconstruction. This survey needs to be carried out by a suitably qualified soil scientist with experience of analysing soils for agriculture and preferably experience of linear construction projects. Furthermore, we request that National Grid, under the Soil Management Plan, are obligated to establish a cover crop (such as a clover mix) on the soil bunds to prevent soil run off during wet weather, or wind erosion during adverse weather. Due to the	N	A complete assessment of the impacts on agriculture in Suffolk has been undertaken. This is set out in **Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils**. **Application Document 7.5.10.1 Outline Soil Management Plan - Suffolk** has been produced in line with good practice guidance including the Defra Construction Code of Practice. The oSMP contains measures informed by the site-specific desk-based information and will be updated to form a detailed SMP prior to construction commencing to take account of detailed soil and Agricultural Land Classification (ALC) surveys, the detailed design and the specific contractor approach. The detailed surveys will be undertaken by suitably qualified soil scientists with expertise in ALC surveys and ALC grade assessment. The oSMP includes a requirement for stockpiles to be seeded if they will be in place for over 6 months and other measures to be used, as appropriate, to limit dust generation or erosion.

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			nature of the soil types, blowing sand is common and thus this must be managed when the soil is in bunds. We also request the soil bunds are kept clear of all weeds, to minimise weed pressure when the land is reinstated.		
		Water environment, Construction - general	**Drainage** **We have not** had any engagement on land drainage, specifically pre and post construction drainage. We request the Estate, where required, has the ability to appoint their own drainage contactor to advise on the drainage schemes, the costs of which will be payable by National Grid. We cannot stress the importance of fully functioning land drainage for the purpose of land husbandry. Without this, some land will be rendered unproductive, and the proposed scheme will have a severe impact of the productivity of the land. The scheme will therefore require pre and post construction schemes to be put in place by National Grid.	N	National Grid will work with landowners on an ongoing basis to understand the nuances of site drainage. However, assurances can be given insofar as the converter station site will be designed in accordance with current guidance around management of surface water run off on the site itself and use of Sustainable Drainage Systems, as proposed by **Application Document 6.8 Flood Risk Assessment**. A register of all mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Discussions around the appointment of a drainage contractor will feature as part of ongoing discussions with landowners and related compensation claims.
		Water environment, Onshore route location, Construction - general	**Private Water Supplies** This scheme will impact private water supplies running underground across the Estate. In the interest of highlighting these now, a plan is enclosed identifying the indicative location of these. We request National Grid, and its contractors ensure careful management of these, so not to disrupt supply to Estate and third-party properties.	N	Information on private water supplies within the study area has been obtained and an assessment on the potential impacts on groundwater receptors including the abstractions is included within **Application Document 6.2.2.5 Part 2 Suffolk Chapter 5 Geology and Hydrogeology for Suffolk** and **Application Document 6.2.3.5 Part 3 Kent Chapter 5 Geology and Hydrogeology**. National Grid is maintaining ongoing dialogue with landowners in order to better understand issues arising from the Proposed Project and appropriate mechanisms for safeguarding privately owned assets where interfaces are identified.
		Construction – general, Water environment	Cable Depth The minimum soil cover to the top of the tile over the ducts should be 1.2m in order to provide sufficient clearance for the land drainage and irrigations infrastructure, allowing the Estate to manage their land as they were pre-construction.	Y	Based on feedback received during the consultation process, the typical depth of the cable trenches will be 1.5 m, see **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** for further information. The minimum depth of burial of the cable to the top of the protective tile will be 0.9 mm. In some instances, subject to discussion and agreement with the landowner this may be deeper but this will depend on cable design. Any disturbance to or modifications required to the current land drainage system will be incorporated into the construction scope to ensure the land is properly reinstated and drains are left in no worse condition than prior to construction. The cable routes will be reinstated post construction to allow the previous farming operations to continue.

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		Air quality, Onshore mitigation	**Carbon** Will there be scope to review the requirements of the scheme to offset either carbon/biodiversity footprints and will there be opportunities for fields that are left too small or awkwardly shaped to be used for offsetting during the scheme? Such proposals could be of mutual benefit to National Grid and the Estate.	N	A lifecycle greenhouse gas assessment is included in **Application Document 6.2.5.1 Part 5 Combined Chapter 1 Climate Change**. This is an assessment of the greenhouse gas emissions (also known as 'carbon' for shorthand) associated with the Proposed Project over its whole life, including operational emissions and embodied carbon. This assessment considers the mitigation measures embedded in the Proposed Project to reduce greenhouse gas emissions, as well as puts forward additional mitigation measures where applicable. This assessment has been conducted in accordance with the Institute of Environmental Management and Assessment good practice guidance for greenhouse gas assessments in EIA. National Grid has a corporate commitment to at least 10% environmental net gain, which includes Biodiversity Net Gain. There is currently no statutory requirement for Biodiversity Net Gain on NSIPs, but this is anticipated to come into effect from November 2025. It is not expected that the Proposed Project will be caught by this statutory requirement. However, there is policy requirement for NSIPs to provide BNG and environmental net gain as set out in National Policy Statements EN-1 and EN-5. Where possible, the Proposed Project will deliver BNG offsite at scale through partnerships and seek to provide value-added BNG with wider benefits to ensure best value for money from consumer-funded BNG. Other options are by the purchase of BNG commercial units or statutory credits but as a last resort. National Grid is rigorously assessing the Proposed Project's impact on designated sites and the environment, adhering to the "mitigation hierarchy" by avoiding, minimising, restoring, and offsetting impacts. **Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture & Soils and Application Document and 6.2.3.6 Part 3 Kent Chapter 6 Agriculture & Soils** make reference to access to and from residential, commercial, community and agricultural land uses will be maintained throughout the construction period or as agreed through the landowner discussions. This may require signed diversions or temporary restrictions to access. The means of access to affected properties, facilities and land parcels will be communicated to affected parties at the start of the project, with any changes communicated in advance of the change being implemented. Where field-to-field access points require alteration as a result of construction, alternative suitable field access will be provided in consultation with the landowner/occupier. A register of all mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Agriculture and soils, Water environment, Onshore	**Cropping** As referred to above, the majority of the Estate's cropping is reliant on irrigation. How a field is irrigated is stipulated by the	N	All affected landowners will be compensated on a fair and reasonable basis for any rights acquired, and any impacts on retained property will be considered in line with the Compulsory Purchase Compensation Code.

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		mitigation, CPO	location of the mains, the hydrants, and the shape of the field. As a result of the scheme proposals, there will be part fields severed, or left with an awkward boundary, resulting in areas that may not be suitable for farming, or not be available to irrigate. In such circumstances, we would expect National Grid to compensate the Estate on whole field basis and not just on an area taken basis. We would also expect National Grid to compensate the Estate in establishing and maintain the cover crop in the severed areas, to prevent weed and pest build up. In addition, considering the damage a scheme such as Sea Link has on soil structure and quality, we request the Estate, if required at the time, has the right to establish and maintain a cover crop over the affected fields for a period of up to two years, in order to remediate the damage caused by the scheme and before establishing a commercial crop. Should this be a necessity at the time, National Gird will compensate the Estate for the loss of income and costs in establishing and maintaining the cover crops.		Compensation claims for other disturbance, such as loss of ability to irrigate a part of a field during the construction phase, are considered on a case-by-case basis if there is evidence of negative impacts as a result of the Proposed Project. All soil handling (stripping, stockpiling and reinstatement) will be undertaken in accordance with good practice. **Application Document 7.5.10.1 Outline Soil Management Plan - Suffolk** has been produced in line with good practice guidance including the Defra Construction Code of Practice. The oSMP contains measures informed by the site-specific desk-based information and will be updated to form a detailed SMP prior to construction commencing to take account of detailed soil and Agricultural Land Classification (ALC) surveys, the detailed design and the specific contractor approach. The detailed surveys will be undertaken by suitably qualified soil scientists with expertise in ALC surveys and ALC grade assessment. This includes a requirement for an Aftercare Management Plan to be produced; this will include all measures required post-restoration to ensure the recovery of the soils to pre-construction condition. Fragmentation of land was scoped out of the ES and **Application Document 7.12.1 Design Principles – Suffolk** outlines how National Grid will minimise land take, make efficient use of land in consideration of potential seasonal disruption, and avoid where reasonably practical dividing land to be returned into farming use into inaccessible and unsuitable parcels. However, this principle should be considered in the context of awareness of the need to consider and facilitate delivery of future projects to the extent that they are known about and likely to proceed. has sought to make effective use of space that minimises fragmentation of agricultural land.
		Agriculture and soils, Onshore mitigation, CPO	**Farm Management** The proposed scheme will dissect fields and the associated construction will involve track closures. This will have a significant impact on the day to day running of the Estate, especially during harvest and lifting of root crops. We assume the Estate will be appropriately compensated in time and running costs associated with additional travel required.	N	National Grid will continue to liaise with affected landowners on an ongoing basis. All affected landowners will be compensated on a fair and reasonable basis for any rights acquired, and any impacts on retained property will be considered in line with the Compulsory Purchase Compensation Code. Compensation claims for other disturbance are considered on a case-by-case basis if there is evidence of negative impacts as a result of the Proposed Project.
		Agriculture and soils, Design	**Link Boxes** We are naturally concerned with the potential number of link boxes along the cable route. We understand there will be a requirement for link boxes every 500 – 1,000m, which in some cases may well be in the middle of arable fields. This will cause inefficiencies to farming and thus we request all link boxes are in field hedges, abutting hedgerows/roadsides and where they can't be, the link boxes are buried to a cover of 1.2m to allow for uninterpreted farming going forward.	Y	National Grid acknowledges these concerns and will seek to place link box kiosks at the edges of fields wherever possible, in order to minimise impacts on agricultural land. National Grid has allowed sufficient space within the Limits of Deviation to accommodate adjustments in the position of link boxes. Link boxes are only present above ground on the HVAC cables and, as mentioned, these will be placed at the edges of fields where possible to allow the uninterrupted farming of land.

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		Agriculture and soils, Consultation	**Heat** Due to the size of the cables, there are concerns that heat generated from the cables will have an adverse impact on the above soil, possibly affecting yields achieved. Landowners will need some explanation/undertaking that this will not be a significant problem for their ongoing use of their land.		Electric current passing through the cables generates heat that must eventually be dissipated to the atmosphere. The heat dissipation is limited in part through the temperature limit at which the cables can operate. The cable is designed to limit the maximum temperature that occurs at the 'worst case' location along the entire route. This 'worst case' is generally the location where the cable is at the greatest depth, this is generally associated with a trenchless installation or another crossing point where the cable passes under a watercourse or embankment, etc. Therefore, if the peak temperature is reached at this 'worst case' location then the temperature at shallower depths along the route, such as through agricultural fields, will always be lower than this peak value as the cable is the same throughout. The cable system design is developed in accordance with the relevant National Grid Technical Specifications. These consider the seasonal variations of ground temperature and the system is designed based on the most onerous seasonal ground temperature considered, summer. Note the ground temperature is taken at 1 m depth. Further mitigation is provided through the separation of the cables and the provision of a thermally suitable surround material that helps to dissipate the heat uniformly away from the cables before it is conducted into the surrounding ground. The issue of heat dissipation was not considered in the ES as it was scoped out during the scoping phase. Information on the scoping exercise undertaken is contained in **Application Document 6.14 Environmental Scoping Report 2022**.

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24 October 2023	18 December 2023	Needs case	Aldeburgh Golf Club (AGC) is one of the leading golf courses in the UK (ranked number 1 in Suffolk and 80 in Golf Monthly's UK's Top 100 Courses in 2023). As such it makes a significant contribution to the local economy, attracting visitors to the area and supporting the employment of over 20 full time equivalent staff; and makes a significant contribution to the health and wellbeing of the community. It is a local business that relies on the health of the local economy for its success and will consequently suffer from the wider Economic Impact of these proposals on East Suffolk. AGC is a significant landowner located at the western edge of Aldeburgh with Golf Courses on either side, north and south of Saxmundham Road (A1094), the road linking Friston to the Coast. On AGC's behalf we made representations to the non-statutory public consultation in December 2022 on the Sea Link proposals. Representatives of the Club have also met with members of the Sea Link team to explain their concerns. AGC objects to the Sea Link proposals in the strongest possible terms. Their objections fall into three categories: That the fundamental need for the Sea Link Project has not been established; notwithstanding which That the selection of the proposed landfall site and route is flawed; notwithstanding which That the selection of the proposed Route across AGC land is flawed. These are detailed in turn below.	N	National Grid notes your objection to the Proposed Project. Please see the comments below.
	Traffic and transport, Landscape and visual, Terrestrial ecology	**<u>The Fundamental Need for the Sea Link Project</u>** AGC have raised strong objections to this major infrastructure energy project either in isolation or in combination with other local Nationally Significant Infrastructure Projects - East Anglia One North, East Anglia Two which were granted a consent Order on 31 March 2022; Nautilus Interconnector (non-statutory consultation 2022); and Lion Link (public consultation 2023) on the basis of: The serious impact of their construction, maintenance and operation on the sensitive and valued local landscape and wildlife habitat.	N	The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);**

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			Traffic impacts, with projected increases in traffic movement and particularly of HGVs leading to congestion and safety concerns for members and visitors accessing the Club's courses.		• **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.** **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** considers traffic impacts in Suffolk in relation to existing traffic and pedestrian route severance, pedestrian delay, non-motorised user amenity, fear and intimidation, driver delay, road safety and PRoW closures and diversion. The assessment demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts. Potential impacts of the Proposed Project on landscape and visual receptors is contained in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. Potential impacts of the Proposed Project on ecology is contained in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Socio-economic. recreation and tourism, Coordination with other Projects, Alternative solutions	Economic impacts with the effects of the development highlighted above having a severe negative impact on the attractiveness of the area with consequent decline in visitor numbers to the area and a serious detrimental economic impact on the Club and its operations. What remains absent in this latest round of public consultation is a coordinated strategic approach to these projects which seeks to co-locate and limit their significant environmental effects. It is unacceptable for such major, environmentally impactful projects to be brought forward on a piecemeal basis. It is inappropriate to seek to justify this approach on the basis that they are being progressed by different companies at different design stages. These are nationally important infrastructure projects with far reaching environmental, social and economic impacts which should be coordinated as such to limit impacts and disruption to the communities affected. Our representations to the non-statutory consultation made the point that consideration of the Sea Link proposals in isolation	N	Potential impacts on the tourism economy are assessed in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. The chapter concludes that there are no anticipated significant effects as a result of the Proposed Project. All affected landowners will be compensated on a fair and reasonable basis for any rights acquired, and any impacts on retained property will be considered in line with the Compulsory Purchase Compensation Code. Compensation claims for other disturbance are considered on a case-by-case basis if there is evidence of negative impacts as a result of the Proposed Project. National Grid as part of its submission has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and local communities (**see Application Document 7.13 Coordination Document**). National Grid has engaged with other project developers, seeking to identify opportunities for co-ordination whilst maintaining its obligations to facilitate network connection agreements by providing the required network

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			were premature and the case for the need for Sea Link is fundamentally incomplete in the absence of: **An ENERGY INFRASTRUCTURE STRATEGIC PLAN encompassing:** Existing & future Offshore Wind Projects (including EA1N & EA2); Sizewell B and the proposed Sizewell C nuclear plants; Future onshore renewable projects (e.g. solar); Grid Reinforcement (like Sea Link); 'Multipurpose' Interconnectors (like Nautilus & Euro, now Lion Link); Complementary (and necessary) Technology to large-scale intermittent renewable generation such as Battery Energy Storage Solutions (BESS) and Power-to-X (like Green Hydrogen); Associated Landfall, Cable Route, Converter Station and Sub-Station requirements and associated BESS and Power-to-X infrastructure; **A COMPARATIVE STUDY of all GRID OPTIONS and LANDFALL SITES including:** Offshore grids and/or more extensive use of multipurpose interconnectors such as Lion Link to integrate Landfall, Cable Routes, Converter Locations and Connections; Brownfield Sites for Landfall and Infrastructure; and		reinforcement. In doing so, National Grid acknowledges the respondent's concerns about the potential impacts of the Proposed Project and is committed to developing a scheme that takes account of the feedback received during the course of consultation to avoid or minimise as far as possible and to mitigate the significant effects of the construction and operation phases. The cumulative impact of the Proposed Project together with other projects in the area is set out in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. National Grid has listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised these impacts onshore and offshore where possible. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce environmental impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);**

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					• **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.**
		Inter-Project cumulative effects	**A TRANSPARENT ASSESSMENT of the CUMULATIVE IMPACT:** of the potential energy infrastructure in East Suffolk, where we have particular concerns over the permanent cumulative and growing impact on the Environment and Local Economy of creating an 'Energy Hub' at Friston and its future role as the logical host for future BESS and Power-to-X Technology and infrastructure, as well as the connection point for future Offshore Wind, Onshore Renewable and Interconnector Projects.	N	National Grid acknowledges these concerns. However, the development of other projects is outside of National Grid Electricity Transmission's control. National Grid has endeavoured to show information on other projects where possible. As part of the Statutory consultation, the Project Overview Document produced for the Statutory consultation included a map which included the Draft Order Limits for the Proposed Project alongside committed and planned developments in Suffolk. These other developments included Sizewell C, East Anglia One North, East Anglia Two, LionLink and Nautilus. The interactive map on the project website during the Statutory consultation also included a number of layers showing the location of other infrastructure projects in Suffolk. National Grid did not include these developments on all of its plans as it would have made the plans more difficult to understand. While there are clear benefits associated with coordination of project delivery and colocation of infrastructure with other projects, proposals coming forward in close proximity must show consideration of the cumulative effects. In the case of the Proposed Project and the other projects planned in Suffolk is considered in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
		Landfall location, Onshore route Location, Onshore environmental impact	**Sea Link Proposed Landfall & Route** Notwithstanding the above, it is particularly concerning that the proposed route impacts directly on Golf Club land. AGC objects to the proposals in the strongest possible terms. The proposed route would have significant impacts on the Heritage Coast, AONB, Special Protection Area, Important Bird Area and RSPB reserves. These would be greater than the 'Suffolk Site 1 – Alternative' illustrated in the Sea Link Options and Design Evolution Report which is already impacted by Sizewell and its associated infrastructure and pylons etc. Furthermore, the route from Sizewell, as illustrated in the plans contained in the same report would avoid more protected environments than the proposed route.	N	The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. The need case for the Proposed Project has identified that connection is required within the Sizewell area, therefore delivery outside of this area would not fulfil the network reinforcement requirement that the Proposed Project is intended to provide (**Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**). The reasoning behind the selection of the location and the alternatives considered is set out in • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**. • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023); and**

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					• **Application Document 7.2 Strategic Options Back Check Report.** National Grid is in discussion with the RSPB and Natural England (as well as the Suffolk Councils) regarding the route of the HVDC cable and the location of the joint bays and the high importance of the RSPB reserve and the AONB is noted. This is a major reason why the reserve will be traversed through trenchless methods. The sensitivity of this area is noted and is reflected in the assessment of effects as set out within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual and Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**
		Coordination with other Projects	The current consultation advises that the proposals are being brought forward as a stand-alone project with 'opportunities to co-locate' infrastructure. It is understood that of those other projects Nautilus Interconnector is focussing on a potential location away from Suffolk on the Isle of Grain in Kent. The Lion Link project is well behind Sea Link in its progress towards an application being made, with a range of options still under consideration. This undermines the reason given for discounting a connection and route from Sizewell (Suffolk Site 1 – Alternative), i.e. that the benefits of co-location outweigh the technical difficulties of delivering the Alternative route from Sizewell. The explanation given in the Project Overview Document indicates that technical difficulties of this option are being afforded priority over environmental impacts. Furthermore, in the absence of any clear evidence to the contrary the claimed benefits of co-location which it appears may never happen should be afforded little or no weight at this stage of the process.	N	A staged approach was adopted to identify corridors and preliminary routeing and siting options for the Proposed Project, considering environmental and socioeconomic factors as well as technical and engineering design considerations, and cost. The approach was used to identify 'on-balance' preferences for landfalls, converter station sites and potential route corridors within which preliminary alignments could be developed. Each of the options identified for the converter site areas and cable route corridors were appraised in accordance with National Grid's approach to options appraisal. In addition, in the absence of guidance for specific siting of converter stations, the Horlock Rules were applied. Although these were developed for the siting of substations, they were considered appropriate to use when identifying and appraising converter site Areas. Details of the appraisal process are set out in **Application Document 8.2 Options Selection and Design Evolution Report (October 2023)**. National Grid has provided the details of what the co-ordination and co-location of the three projects might look like, but have no control over the timescales of the NGV Projects. All three projects need to submit planning applications through the DCO process and gain consent for their individual assets, without this they cannot be installed. The Proposed Project is an NSIP and therefore its programme cannot be delayed as National Grid has an OFGEM Licence condition to deliver it. National Grid is working closely with NGV and other developers to minimise the disruption caused by the Proposed Project and, where possible, will look to provide a co-ordinated programme of works where possible. National Grid as part of its submission has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and local communities (**see Application Document 7.10 Coordination Document**).
		Legislation and policy inc. permits, Landscape and visual	The National Planning Policy Framework (NPPF) leaves no doubt as to the importance which should be afforded conserving landscape and scenic beauty in Areas of Outstanding Natural Beauty (AONB) which have the highest status of protection in relation to these issues, as should the conservation and enhancement of wildlife and cultural heritage in these areas.1	N	The Planning Act 2008 states that the National Policy Statements for Energy (NPS) provide the primary basis for decisions taken by the SoS on applications for development consent he or she receives for electricity network infrastructure, and in turn, the Proposed Project. Paragraph 5 of the NPPF makes it clear that the NPPF does not contain specific policies for developments requiring development consent and that applications in relation

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			Paragraph 177 of the NPPF makes it clear that major development as defined by footnote 60 of the NPPF, for which these proposals would certainly qualify, should be refused other than in exceptional circumstances, including an assessment of: The need for the development, including in terms of any national considerations, and the impact of permitting it or refusing it, upon the local economy; The cost of, and scope for developing outside the designated area, or meeting the need for it in some other way; and Any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated. We maintain that a full and proper assessment of the proposals against criteria b) and c) has not been conducted including the scope to progress less damaging alternatives. Accordingly, the proposals do not satisfy this test and if progressed to application unaltered should be refused. This important national policy is not somehow disengaged by the nature of these proposals with the National Planning Practice Guidance (NPPG) advising that a need for renewable energy does not override environmental protections nor indeed the planning concern of local communities.		to developments requiring development consent are to be determined in accordance with the decision-making framework set out in the Planning Act 2008. Appendix A, NPS Accordance Table of **Application Document 7.3 Planning Statement** sets out an analysis of compliance with the policies within the NPS. Section 7.3 of the **Application Document 7.1 Planning Statement** confirms compliance with the policy tests set out in NPS EN-1 paragraphs 4.2.17, 5.10.32, 5.10.33 and 5.10.34 and NPS EN-5 paragraph 2.2.11.
		Coordination with other Projects	Furthermore, the concept of 'Project Coordination' is worthless in the absence of a Strategic Plan, and meaningless when National Grid cannot guarantee coordination across NGESO and NGV Projects, let alone integration with other projects (like Sizewell B & C, EA1N & EA2).	N	National Grid has provided the details of what the co-ordination and co-location of the three projects might look like; but have no control over the timescales of the NGV Projects. All three projects need to submit planning applications through the DCO process and gain consent for their individual assets, without this they cannot be installed. National Grid is working closely with NGV and other developers to minimise the disruption caused by the Proposed Project and, where possible, will look to provide a co-ordinated programme of works; however, this will depend on the programme of the other projects. The Proposed Project is an NSIP and therefore its programme cannot be delayed as National Grid has an OFGEM Licence condition to deliver it. National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other

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					proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.
		Onshore route location, Onshore environmental impact, Socio-economic. recreation and tourism	The proposed route will directly impact on communities, settlements and countryside areas which unlike Sizewell have not thus far been impacted. In so doing these proposals do not meet any of the claimed intentions to: Limit environmental damage and disruption; Avoid landscape designations; Limit visual impacts; Limit ecologically designated and sensitive sites; Avoid recreational areas; and As far as possible co-locate infrastructure and cable routes to maximise opportunities for joint working and limit environmental impacts Sea Link Proposed AGC Route Notwithstanding the above, AGC contends that the selection of the proposed route in the region of the Golf Club is fundamentally flawed as it did not take into account the full environmental impact. The proposed route impacts on Aldeburgh Golf Club land within the AONB. Indeed it directly impacts on costly proposals to extend the course in an area of their land where the route is proposed. The plans to deliver new championship standard golf holes designed by international leading golf architects and granted planning permission by East Suffolk Council (Planning application reference DC/22/2697/FUL) in March 2023 are being brought forward now. Representatives of the Golf Club have met with Sea Link to discuss their respective proposals and it is understood that should the Sea Link proposals get permission and go ahead as currently proposed they will inevitably negatively impact on: The appearance and attractiveness of the course; Noise and disturbance impacting on enjoyment of the course by fee paying members, visitors, neighbours of the course and those utilising the public footpath network etc;	N	In developing the Proposed Project, National Grid's duties and obligations involve balancing the need to be economic and efficient, whilst also having regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. The sensitivity of this area is noted and is reflected in the assessment of effects as set out within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual and Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. National Grid's landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section of the ES. Mitigation includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting and has been designed in collaboration with relevant stakeholders. The concerns of Aldeburgh Golf Course are acknowledged, including those relating to the potential environmental impacts of the Proposed Project. The route selection process is explained in detail in the following documents: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)**. • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.** The landscape and visual team have been a key discipline when determining the route of the required cables. This has been developed to minimise effects on the landscape character, including avoiding landscape features where possible and visual amenity, including limiting the infrastructure in views from sensitive receptors including residential and recreational receptors. It should also be noted that the effects arising from the cable routes will be temporary and that reinstatement of the cable corridors will occur following the construction period as far as practically possible. Acknowledging the important role that the Golf Course plays as a visitor attraction in this area, a complete assessment of socio-economics effects has

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			Landscape and ecological enhancements which are being delivered upfront by the Club as part of the course extension works to comply with a pre-commencement planning condition of the planning permission for the new holes; The enjoyment of playing the new holes; Greenkeeping staff's ability to maintain those parts of the Club's land impacted by the construction works; Disturbance to the turf nursery which the Club intends to bring forward alongside the delivery of the new holes in part of the site impacted by the Sea Link construction works. AGC does not believe that the full environmental impact of the proposed cable corridor across its land was fully understood by National Grid at the time of their assessment and that, as a result, the selection of their proposed route across AGC land is fundamentally flawed. The proposed route of Sea Link would clearly negatively impact on the attractiveness of the course as a destination for golf and its existing and future operations with substantive adverse economic consequences for the Club and the Local Economy. For the reasons explained AGC remain strongly opposed to the proposals.		been undertaken. This is set out in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.
		Alternative solutions, Onshore mitigation, Consultation	Without prejudice to that position if the preferred route is maintained the direct impacts on the course could be mitigated by moving the proposed route parallel to the new 7th hole a short distance north to avoid the land used for golf purposes. This is explained by the enclosed overlay plan (enclosure 1) which shows the proposed route of Sea Link on the part of Golf Club Land where the new holes are proposed. I would be grateful if this representation could be recorded and we are included as an interested party to be notified of future stages as plans progress. In the meantime, should you have any queries on the information submitted or require anything further please do not hesitate to contact either myself or my colleague Roger Welchman.	Y	National Grid has held ongoing engagement with Aldeburgh Golf Club regarding the route of the cable and the route that will be put forward as part of the draft DCO (**Application Document 3.1**) is a reflection of this ongoing engagement. National Grid has undertaken an extensive environmental impact assessment, which together with the development of its engineering solution, has enabled it to establish measures to mitigate potential impacts. Mitigation measures are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).

Table 1.34 SL-PIL-0608, SL-PIL-0903, SL-PIL-0354, SL-PIL-0365

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24 October 2023	18 December 2023	Alternative solutions	Sealink The Great Grid Upgrade: I asked why not put this project at the Kingsnorth Power station? This was your answer: Because the power is needed in the Canterbury region, so Kingsnorth is not suitable – is this really true? Kingsnorth advantages: has plenty of space brownfield site on the coast less environmental impact less housing impact as there aren't any in the area direct links as National Grid infrastructure already in place	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. This includes the Kingsnorth Power Station site. Information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The description of the location for the Proposed Project infrastructure provided in Chapter 4 is the preferred location. Several alternative options were considered when developing plans for the Proposed Project, with details of these alternatives shared as part of the pre-application public consultations. For example, as part of the Strategic Options Report, National Grid set out how it considered connections to the Sellindge, Richborough and Canterbury areas. These areas were considered because the existing electricity transmission network is between Kemsley and Lovedean, meaning that any reinforcement must connect between these two locations. A connection in the Isle of Grain or Kingsnorth, two of the alternative locations suggested by stakeholders, would therefore not reinforce the network in the right place. A connection close to Richborough was found to offer environmental and socio-economic benefits over connecting in the Canterbury area, whilst a northern Kent landfall was found to be significantly constrained. At Richborough, National Grid also found opportunities to locate the converter station and substation close to the existing network and similar infrastructure.
		Safety, Construction - general	Security: Having a large project such as this in the area makes it a magnet for anyone wishing to steal equipment etc. What security are you	N	As an operator of national infrastructure, National Grid commit significant resources and investment into maintaining the security of their sites and assets.

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			going to have in place? All access roads must be gated/lockable and located, preferably adjacent to a ditch so that would be thieves can't go round them. At all times during the construction phase the area must be kept locked, secure and have security patrols to dissuade would be thieves. This did not happen during the Richborough Connection Project and local farms were broken into using the projects haul roads as easy access.		National Grid is engaging with the local authorities on an ongoing basis and will seek to discuss and identify security measures that may be necessary at each stage of development and operation. National Grid will ensure that its contractors provide the relevant levels of security and where gates are installed these shall be locked out of hours and mobile and static security patrols or CCTV will be installed where it is deemed required.
		Consultation	Communication with Landowners, Tenants, and their Agents: Your information packs state that you are having meetings with local landowners and tenants. This is untrue as you have not had the curtesy to contact many of them or their local agents with relevant information at this point in time.	N	National Grid has a landowner engagement strategy that commits it to engaging with landowners as circumstances require. Where a specific interface is identified National Grid will seek individual engagement, however, this may not be necessary for all landowners. Where individuals feel that further engagement is warranted, National Grid welcomes contact and opportunities for appointments are also made available during formal periods of consultation. National Grid is maintaining ongoing dialogue with landowners in order to better understand issues arising from the Proposed Project and appropriate mechanisms for safeguarding privately owned assets where interfaces are identified.
		Converter station location, Water environment	Minster Marsh Site: In the PEIR you say that you could cause pollution, physical disturbance, increased runoff rates and volume, loss of flood plain storage, be detrimental to flood plain flows and deterioration of water quality. This is not acceptable, all the above must be mitigated at the planning stage for this upgrade. Drainage: Recommend before anything is done that you clean out the ditch and drainage system including outfalls which are already in place but haven't been maintained for over 40 years. This is why the site suffers from pluvial flooding at the moment. The plans don't show any evidence of SuDS / balancing ponds / bio beds which must be included on the site with the capacity to contain all ground water runoff from the site. The expected increase in ground water because of this building cannot be put into the main drainage channel (the Minster stream). The Minster Stream drains the whole of the Marsh system from Gore Street to Richborough including the Marshes at Monkton, Minster and Ebbsfleet. If extra pressure is put on the Minster stream it will cause flooding of land and houses at Monkton, Minster and Gore Street. This system is already at over capacity due to it being partial emptied by gravity via the Kingsfisher sluice and because the Minster pumphouse does not have fish friendly infrastructure so cannot be operated to capacity during eel	N	All of the potential effects on the water environment identified in the PEIR have been subject to detailed assessment, presented in **Application Document 6.8 Flood Risk Assessment** and **Application Document 6.2.3.5 ES Part 3, Chapter 5: Water Environment**. Measures to avoid or mitigate the effects identified by these detailed assessments are described in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured via Requirement 6 of Schedule 3 in the draft DCO, and the assessments conclude that there would be no significant effects on the water environment. Drainage solutions for the Minster substation and other elements of the Kent Onshore Scheme have been developed in consultation with the Stour (Kent) Internal Drainage Board and integrated into the design. These measures include sufficient capacity to capture, store, attenuate and treat rainfall runoff from the 1% chance (1 in 100 year) storm, inclusive of climate change allowance in line with the latest Environment Agency guidance, with discharge rates in line with pre-development (greenfield) rates. Measures to control water runoff from temporary roads and construction sites would also be put in place to prevent pollution and surface water flooding. The measures are described in **Application Document 6.8 Flood Risk Assessment** and are secured through commitments within **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO **(Application Document 3.1)**.

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			migration from October – end February. The above means that the site will have to have a large storage capacity including balancing ponds and attenuating tanks or discharge directly into the Stour. The balancing ponds and bio beds will help prevent pollution to the environment including bird life and endangered species including water voles, eels etc. This stream is the main migration route for eels from the whole of the Marsh system via the Kingfisher sluice which is a gravity feed into the estuary of the Stour. Eels are protected under EU law. The runoff rate must be kept at the greenfield rate of 4ltrs/sec via a metered system. Water runoff from temporary roads and construction sites during the construction phase must be contained in bunded SuDS and not allowed into the local ditch system. Bunding must be put along the edges of all the water courses to prevent pollution ingress. The SuDS / balancing ponds / bio beds / metering infrastructure must be maintained on an ongoing basis once the building is completed and for perpetuity. The SuDS must have enough capacity to hold the 100 year storm plus 30% for climate change.		
		Onshore route location, Ornithology	Environment Post Build: The buildings and new pylons will have a massive detrimental effect on the wildlife, locally and internationally migrating birds as they are passing to and from the RPSB site at Pegwell Bay and the neighbouring triple SSSI site at Weatherlees Hill to the local area and further across England.	N	National Grid's duties and obligations involve balancing the need to be economic and efficient, whilst also having regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Grid acknowledges the ecological sensitivity of Pegwell Bay and the surrounding area. A detailed impact assessment is provided in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. The impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements.
		Landscape and visual, Onshore mitigation	The report mentions planting trees for screening, but this will have little impact on hiding the view of the site as the buildings are 26 m high. No screening of the site has been allowed for the nearby hamlet of Sevenscore to the Northeast. You need to raise the ground on the adjacent fields and then plants trees on the raised ground to create a knoll effect. This would mirror image the Weatherlees Hill SSSI site. This would hide / screen the local communities from the sight/noise and light pollution of the proposed site. There also needs to be a tree line planted on the upland near to the railway line. This being on a higher gradient of land would	N	The sensitivity of this area is noted and is reflected in the assessment of effects as set out within **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**. National Grid's landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section of the ES. Mitigation includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting and has been designed in collaboration with relevant stakeholders. These concerns are acknowledged and it is recognised that there will be some residual impacts arising from the development of the Proposed Project. The landscape and visual team have been a key discipline when determining the route of the required cables. This has been developed to minimise effects on the landscape character, including avoiding landscape features where

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			provide more effective screening and as birds use natural features to navigate it would hopefully help keep them away from the substation. Otherwise, this project will have a significant impact on the visual viewpoint of Minster, Sevenscore, Laundry Hill and Cliffsend. Trees planted for this project need to include a large number of mature trees so that they have an instant impact rather than planting whips.		possible and visual amenity, including limiting the infrastructure in views from sensitive receptors including residential and recreational receptors. It should also be noted that the effects arising from the cable routes will be temporary and that reinstatement of the cable corridors will occur following the construction period as far as practically possible.
		Ornithology	It states in the PEIR that you are going to remove habitat for some of the rare birds in the area outside their nesting season. This is disgraceful and is showing a poor attitude to environment by the National Grid. Removing the habitat to prevent them nesting is not the answer to the issue. You need to provide alternative nesting sites for these species.	N	Habitat for nesting birds is best removed outside the nesting season because this minimises the harm to nesting birds compared to removing the habitat while they are nesting. This is discussed further in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. Habitat that is removed will be restored where possible and there will be a net increase in suitable nesting habitat as a result of the Kent Onshore Scheme due to extensive planting around the converter station and substation.
		Water environment, Terrestrial ecology	Hydrology: The PEIR states that there is no problem with hydrology as there is no ground water Source Protection Zones (SPZ's) however: The Minster Stream is not only important for wildlife, but it is the main irrigation channel for the whole of the marsh system. Three farms have a pump house within 400 meters of the proposed site which is2 used to irrigate the marshes and the Thanet upland up to Manston and Cliffsend. It supplies irrigation for farms back towards Minster, Monkton and Gore Street and is used to irrigate Potatoes and salad crops. Another reason why there can be no pollution into the drainage channel. The workings and roadways are going to cross the pipework infrastructure for these irrigation systems.	N	The Proposed Project has secured through commitments within **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** that where there are interactions with existing land drainage and irrigation systems, National Grid will ensure the integrity of these systems, providing for temporary alternatives during construction, as necessary. In addition, there are a range of commitments to safeguard the quality of the water environment and to control and manage the risks of pollution during the construction phase. All Proposed Project infrastructure will be designed in accordance with current guidance around management of surface water run off on the site itself and use of Sustainable Drainage Systems. Further information is contained in **Application Document 6.2.3.4 Part 3 Kent Chapter 4 Water Environment**.
		Geology and hydrogeology, Agriculture and soils, Onshore mitigation	At the site the PEIR discusses storing chemicals and fuel which will need to be in a secure 110% bunded site. Taken by N Dyas: Machinery during the Richborough Connection Project did not have drip trays During construction all equipment and machinery needs to be kept in secure sites with drip trays to prevent any pollution (as this did not happen during the construction of the Richborough Connection Project) Taken by N Dyas: Drip trays not used on the Richborough Connection Project Soils: Any soils that are moved during construction needs to be stored in a suitable condition i.e. topsoil stored separately from the sub soil and must be kept covered to prevent erosion and weeds.	N	All soil handling (stripping, stockpiling and reinstatement) will be undertaken in accordance with good practice. **Application Document 7.5.10.1 Outline Soil Management Plan - Suffolk** has been produced in line with good practice guidance including the Defra Construction Code of Practice. The oSMP contains measures informed by the site-specific desk-based information and will be updated to form a detailed SMP prior to construction commencing to take account of detailed soil and Agricultural Land Classification (ALC) surveys, the detailed design and the specific contractor approach. The detailed surveys will be undertaken by suitably qualified soil scientists with expertise in ALC surveys and ALC grade assessment. This includes the requirement for the suitable storage of topsoil and subsoil and erosion/weed growth prevention. National Grid will ensure that its contractors provide appropriate levels of security and where gates are installed these shall be locked out of hours and mobile and static security patrols or CCTV will be installed where it is deemed required

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			Any compaction will have to be lifted and damaged to sub strata repaired by subsoiling when the soil is dry. Taken by N Dyas: Soil piles not covered and top & Subsoil mixed as unfortunately happened in the Richborough Connection Project. Depth of Cables: Where the cables cross the Southern Water waste pipes they must go deep enough as the SW pipes keep collapsing due to degradation of the pipes. This has already caused a number of sink holes and has the potential to do so in the future. It is recommended that any trench work done on the marsh is done in the summer due to the high-water table in the area during the winter (all work on the marsh should be done in the Summer).		National Grid's Contractors are required to install drip trays / plant nappies on all machinery when left standing or stored. This will be part of their site management plans and will be enforced by National Grid. The depths of the cables installed will be discussed with the landowners and any crossings of utilities will be installed with guidance from the Utility owner. Trenching for the scheme will be carried out following an extensive review of all elements - seasonal requirements, archaeology, soil types, ecology and hydrology. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Traffic and transport, Construction – general, Onshore environmental impact	Traffic: In the PEIR report you say that daily there will be 122 heavy goods vehicles HIV's 98 LGV's and 292 construction worker vehicles. As Ebbsfleet lane North is too narrow and Jutes Lane is already being used by the Weatherlees water treatment works an exit off the Dual carriageway needs to be constructed before any work is carried out to the site. Access Roads: On the plans it shows 2 permanent access roads – this is excessive and there should only be one. It should be kept as close to Ebbsfleet Hill as possible so that it is less visible to residents. This is a more direct route and crosses less marshland. Trees and shrubs should be planted along its line to screen it from residents. The permanent road and any temporary roads used during construction need to be a raised structure with membrane base so that the stone can be removed. Floating roads should not be used for construction as these were a disaster when used in the Richborough Connection Project on the Marshes. See the photos below. Taken by N Dyas: Floating road showing severe signs of flooding and pollution during the Richborough Connection Project. The permanent access on the Marsh needs to be a raised road. Taken by N Dyas: Chaos and huge environmental impact caused across the Marsh area by National Grid during the Richborough Connection Project.	Y	These construction numbers represented peak daily levels of traffic during the busiest day of the construction programme (rather than average levels of construction traffic expected on a typical day) and have been reviewed further within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**. This shows that the majority of construction vehicles will use the proposed main site access on the A256 northbound carriageway. Ebbsfleet Lane North will only be used as a secondary access for approximately six months during construction to carry out vegetation clearance works, utility diversion works for the overhead lines, survey works, and limited mobilisation movements associated with the construction of the A256 access. There will also no longer be a requirement for Jutes Lane to be used, other than for the construction of required utility crossings in the area. The new permanent access point for Minster Converter Station and Minster Substation will be via the main site access (K-BM02) off the A256. Further details of this access point are provided within **Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan – Kent**. The proposed location and layout of this permanent access point is also shown within **Application Document 2.13.2 Design and Layout Drawings – Kent**. Other existing access routes will also be used by light vehicles to access the Order Limits for the full lifespan of the Proposed Project, including for monitoring purposes and to access parcels of land for ecological mitigation and enhancement. These will utilise existing routes including the A256, the Pegwell Road access track towards landfall (via Sandwich Road), Cottington Lane to the east of the A256 and Ebbsfleet Lane North to the west of the A256, as well as Marsh Farm Road and Whitehouse Drove. Agreements will be established with the relevant landowners to access permanent works (e.g. cables passing through fields), using existing tracks and field entrances where possible. The effects arising from the Kent Onshore Scheme on landscape character and visual amenity are summarised within **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual and detailed in Application**

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					Document 6.3.3.1.C ES Appendix 3.1.C Landscape Designation and Landscape Character Assessment and Application Document 6.3.3.1.D ES Appendix 3.1.D Visual Amenity Baseline and Assessment. The impacts of access routes and water environment receptors, land drainage and flood risk are assessed in **Application Document 6.8 Flood Risk Assessment**, which sets out a range of design and control measures to reduce and manage the effects of the access routes.
		Noise and vibration, Air quality, Construction - general	Air Quality/Noise and Vibrations: Concerns during construction of the dust in the air and dirt on the road network. How are you going to clean the works traffic before it gets onto the local road infrastructure. Dust on vegetation and local crops will block out photosynthesis and affect quality Effects on asthmatics and others sensitive to air quality Noise and vibrations will impact nearby residents – Minster, Sevenscore and Ebbsfleet etc. The PEIR says that construction noise will be heard for 300 meters, vibrations will only effect to the distance of 100 m and when it is operating noise will only be for 1 km. These predictions are wildly inaccurate and underestimate aspects both during construction and operation as evidenced by the amount ofnoise and vibration caused during previous construction at the Richborough site. Noise and vibration pollution will be horrendous during construction and will still have a major impact on local residents once construction has finished and the site is operational. It will be detrimental to the quality of life to local residents.	N	National Grid has an established and effective code of construction practice which has been used on many projects and covers the matters of concern raised in these comments (refer to **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**). This includes matters such as dust and wider air quality impacts. The potential for noise impacts as a result of the Proposed Project are assessed in **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration and Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration**. Potential impacts of the proposed lighting on landscape and visual receptors is included within the Proposed Project ES in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual** and **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**.
		Onshore route location, Design	Pylons: The height of the pylons needs to be future proofed so that modern and future machinery will be able to safely work/travel underneath them. This was not done on the Richborough Connection Project where land was lost to farming due to the low height of the cables. As you are aware the cables sag/sink over time, due to increased electrical load and temperature this must all be factored into the pylon height. If National Grid are proposing to upgrade the existing power line from Richborough to Canterbury, then details of this requirement should be made to the farmers and their representatives. What is proposed? Just putting in one new conductor line, are you just changing the cables? Are they going to be using private access (paid for)? Are you planning to put in new haul roads?	N	The health and safety of the public, local communities and employees is central to everything that National Grid does. Throughout the development of the proposals, National Grid have carefully evaluated the potential impacts of the Proposed Project on health and wellbeing, and where appropriate identified means of mitigating any impacts. The proposed overhead lines have been designed to ensure they are fully compliant with guidelines and policies. This ensures that health concerns are properly and adequately addressed. Where possible the required cabling has been placed underground. The new pylons will be designed and installed to maintain the required clearances to the ground. Where the conductors are replaced on the existing line these will be done so to maintain the statutory clearance required within the Spans. **Application Document 7.3 Design Development Report** explains that a decision on the proposed pylon type for the HVAC connection was not made prior to Statutory consultation as it was felt further environmental considerations, and stakeholder engagement and consultation feedback, was

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			At today's date there has been no information relating to the upgrading of the existing line?		required to inform the decision. Making the connection via both full height steel lattice and low height steel lattice was included within the statutory consultation materials. The impacts of the pylons have been considered in **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual and Application Document 6.2.3.2 Part 3 Kent Onshore Scheme Chapter 2 Ecology and Biodiversity** with mitigation measures relating to impacts on breeding birds set out **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). The refurbishment of the overhead line will involve the replacement of the existing conductor with new conductor and possible replacement of some of the other parts of the equipment that hold the conductor. Access to the towers will be agreed with the landowners and tenants prior to access being required. The upgrading project is not being carried out as part of the Proposed Project and National Grid will be contacting the landowners at the appropriate time to carry out these works.
		Converter station location, Alternative solutions	Suggested new location for the proposal sealink substation: Land adjacent to the old power station site but on the opposite side of the river. See map below (grided area is the proposed site) with three options for the underground connection cables highlighted in red. No 1 ideally go up the river, No 2 across the SSSI straight in, No 3 follow the originally recommended route turning parallel with the road on an unused strip of land. This land is on the same flood plain as the proposed site and the level of the land can be raised as you are already proposing to do. This site is further away from local communities and will be partly screened by the SSSI of Weatherlees Hill. It already has nearby road connections to it, so the access is much shorter than the proposed site. This site is located just behind an industrially developed area and would have much less impact on the environment and local communities.	N	While National Grid welcomes the suggested alternative locations for new infrastructure, the current proposals are the product of extensive assessments to identify locations that provide for the operational requirements of the Proposed Project. National Grid assessed a variety of potential areas for new infrastructure. This process is explained in **Application Document 8.1 Corridor Preliminary Routeing and Substation siting Study (October 2022)**, including the area of search, the criteria used to identify the location of the current design and the constraints affecting other locations. The location suggested opposite the existing site has been considered and for reasons set out tin the Document mentioned above is not suitable. National Grid is unable to install the cables in the river due to it being a dredged river and the size of vessel that would be needed to install the cables will not fit down the river. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;**

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					• **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Onshore route location, Alternative solutions	Priority: The substation must be connected to Pegwell Bay with an underground cable to reduce the detrimental impact of this project on the area. The Substation must have SuDS, balancing ponds and bio beds to prevent increased water runoff and pollution. Relocation of the proposed site to behind the old Richborough power station.	N	The details of connection from the landfall to the converter station and substation are set out in the Project Overview Document that formed part of this consultation exercise and within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The converter station site will be designed in accordance with current guidance around management of surface water run off on the site itself and use of Sustainable Drainage Systems. Measures to control water runoff from temporary roads and construction sites would also be put in place to prevent pollution and surface water flooding. The measures are described in **Application Document 6.8 Flood Risk Assessment** and are secured through commitments within **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO **(Application Document 3.1)**. National Grid assessed a variety of potential areas for new infrastructure. This process is explained in **Application Document 8.1 Corridor Preliminary Routeing and Substation siting Study (October 2022)**, including the area of search, the criteria used to identify the location of the current design and the constraints affecting other locations. **Application Document 8.3 Strategic Options Report (October 2023), Application Document 7.2 Strategic Options Back Check Report and Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered** are also add further context.

Table 1.35 SL-PIL-0218, SL-PIL-0228, SL-PIL-0692, SL-PIL-0021, SL-PIL-0023, SL-PIL-0067

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24 October 2023	18 December 2023	Needs case, Alternative solutions	**Question 1** **Do you support the principle of reinforcing the network in this location?** Answer – 'No'. **Do you have any comments to make about the principle of reinforcing the network between Suffolk and Kent?** In my opinion, justification for the need to reinforce the network between Suffolk and Kent has not, to date, been provided by National Grid. At a recent private meeting with Dr Therese Coffey, she advised that reinforce of the network at this time was not required, i.e. there was already sufficient capacity and that, 'if' greater capacity was required in London, then this would be better facilitated by providing a connection between Kent and Bradwell-on-Sea in Essex.	N	The Proposed Project's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including the Bradwell Power station. However, this site was considered too small to accommodate the required infrastructure. Further details are contained in **Application Document 8.2 Historic Report 2 (Options Selection and Design Evolution)**. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**
		Consultation, Combined effect of the proposed Project, Socio-economic. recreation and tourism, alternative solutions, water environment	**Question 2** **What do you think about how our proposals have evolved? Do you think that this is an improvement on what we presented previously?** Answer – I think the changes are negative. **Tell us more about why you selected this option and anything else you would like use to take into consideration.** As detailed in the answers provided to the questions raised in the Statutory Consultation regarding both the route for the Sealink Project in Suffolk and the location of the converter and sub-stations, I would preface my responses with the overarching comment that, had National Grid adopted a more inclusive approach from the outset and engaged with local landowners	N	National Grid has carefully considered all feedback submitted in response to its pre-application public consultations when developing its plans. Throughout the development of the proposals, it has sought to show how feedback has informed the development of the plans. For example, the Project Overview Document published as part of the Statutory consultation specifically addresses how feedback had informed changes to its plans, whilst the Non-Statutory Consultation Report published at this consultation considers in further detail feedback received to the Non-statutory consultation. This Consultation Report provides a detailed analysis of feedback received to National Grid's pre-application public consultations on the Proposed Project, along with how this feedback informed the development of its plans. The alternatives considered are addressed within **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered** and

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			regarding their requirements, then it is possible that the current designs could have been modified to minimise their impact on the natural environment, landscape and farming businesses. Notwithstanding my answer to Question 1, the refinement of the proposed route for the cables and the associated proposed location of the converter station fail to reflect the impact of the proposed development on both the wider landscape and farmers in the locality. The site for the proposed converter station lies within a strategic landscape identified within the Saxmundham Neighbourhood Plan, adopted in July 2023, being a 'wide-open plateau' and providing a clear division between the town and the surrounding countryside along the wooded ridge line. The development of converter station would irreversibly destroy this landscape feature. In respect of the proposed development, I consider that the proposal fails to reflect; the overall cost to develop the cable route corridors and converter site at the location shown, as opposed to alternative sites, notably the proposed Transformer site at Friston (see below); the accessibility of the converter site for both its' construction and long term maintenance consideration of the proposed transformer site at Friston to be developed by Scottish Power Renewables as an alternative option; the impact of the cable routes and development of the converter site on the respective farming businesses affected by the Project land drainage issues arising from the laying of the cables land drainage and discharge of water issues arising the development of the converter station on the site identified; the impact on planning and diversification opportunities arising form the proposed development of the converter station; the impact on road infrastructure; the impact on adjoining residential properties; the impact on geophysical features; the impact on the proposed bio-diversity and ecological mitigation being implemented by Scottish Power Renewables as part of the EA1 (North) and EA2 Projects; the impact on local ecology, notably badger setts, house martin colony's, bats and hares; and		**Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. Concerns about land drainage are recognised, however, once the HVDC cable has been laid, land will be reinstated to its previous condition and the converter station site will be designed in accordance with current guidance around management of surface water run off on the site itself and use of Sustainable Drainage Systems (commitment W06 in **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**). Further details are contained in **Application Document 6.2.2.4 Part 2 Suffolk Chapter 4 Water Environment**. The site of the substation at Friston does not have capacity to accommodate converter stations - either singularly or through colocation. **Application Document 8.1 Corridor Preliminary Routeing and Substation siting Study (October 2022)** sets out the site requirement criteria and explains the rationale underlying decision-making about the route and location of the infrastructure required for the Proposed Project. It is acknowledged that there will be some residual localised impacts arising from the Proposed Project, however, National Grid has considered the important viewpoints identified within the Neighbourhood Plan and these have informed the assessment of the ES, alongside engagement with the Town Council and the local planning authority. This has also informed the proposed mitigation plans, including proposed woodland on the western edge of the converter station site. Mitigation planting along the permanent access route has also been developed in collaboration with the cultural heritage team. Further details are contained in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO **(Application Document 3.1)**. Analysis of the site within the context of the surrounding area indicates that historically there is evidence of blocks of woodland on this site. The sensitivity of this area is noted and is reflected in the assessment of effects as set out within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. National Grid's landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section of the ES. Mitigation includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting and has been designed in collaboration with relevant stakeholders. National Grid will continue to liaise with affected landowners on an ongoing basis. All affected landowners will be compensated on a fair and reasonable basis for any rights acquired, and any impacts on retained property will be considered in line with the Compulsory Purchase Compensation Code. Compensation claims for other disturbance are considered on a case-by-case basis if there is evidence of negative impacts as a result of the Proposed Project.

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			the social economic impact of the development on the locality and farming business in particular.		National Grid is working closely with East Anglia ONE North and East Anglia TWO to ensure that it coordinates development efforts effectively where it is feasible to do so and seeking to avoid harm to mitigation measures approved through those projects' respective DCOs. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce ecology and biodiversity impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. An extensive programme of environmental surveys has been undertaken, informed by consultation with key stakeholders, and a rigorous impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. Similarly, with regard to impacts on the surrounding area, Management Plans have been prepared for both Suffolk and Kent as part of the DCO application. These have been developed in consultation with the relevant local planning authorities and provide details on PRoW or road diversions, closures and management during the construction, operation and decommissioning phases. With regard to some of the feedback made, information can be found in the following documents: • **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism;** • **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport;** • **Application Document 6.2.2.6 Part 2 Suffolk Agriculture and Soils; and** • **Application Document 6.2.2.5 Part 2 Suffolk Geology and Hydrogeology.** Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;**

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					• **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.**
		Onshore route location	**Question 3** **What do you think about our proposal to connect into the existing network via the proposed Friston substation?** Answer – I think that this is the best location for connecting into the existing network. **Tell us more about why you selected this option and anything else you would like us to take into consideration.** As set out in answers to the other questions raised, my view is that 'if' justification for the development of the Sealink Project is ultimately determined, then it naturally follows that to minimise its' impact on the natural environment, landscape and farming businesses, associated connection to the existing network should be colocated on a single site; i.e. that proposed to be built at Friston.	N	National Grid acknowledges this feedback. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.
		Onshore route location, Alternative solutions	**Question 4** **What do you think about our proposed HVAC cable route in Suffolk** Answer – I agree with some elements of the proposed cable route, but disagree with others. **Tell us more about why you selected this option and anything else you would like us to take into consideration.** As a result of the proposed location of the converter station on Wood Farm, Saxmundham, to minimise the overall length of the cable, the ensuing proposed HVAC cable route passes directly through the Christmas tree plantations established on the land owned by my neighbour, Ian Rix. To minimise the impact of the Project on the Christmas tree enterprise situate at Redhouse Farm, I believe that Sealink should consider the re-alignment of the route to the north of that currently proposed, such that it runs to the north and parallel with the B1119 Leiston Road before then crossing back across the road and heading directly to the sub-station site at Friston. I attach below a schematic plan showing indicatively a potential route. It should be noted that the route passes through my own land which, subject to agreement of terms, I would be prepared to support although I remain of the view that the converter station would be better co-located with the sub-station at Friston.	Y	A staged approach was adopted to identify corridors and preliminary routeing and siting options for the Proposed Project, considering environmental and socioeconomic factors as well as technical and engineering design considerations, and cost. The approach was used to identify 'on-balance' preferences for landfalls, converter station sites and potential route corridors within which preliminary alignments could be developed. Each of the options identified for the converter site areas and cable route corridors were appraised in accordance with National Grid's approach to options appraisal. In addition, in the absence of guidance for specific siting of converter stations, the Horlock Rules were applied. Although these were developed for the siting of substations, they were considered appropriate to use when identifying and appraising converter site Areas. Details of the appraisal process are set out in **Application Document 8.2 Option Selection and Design Evolution Report (October 2023) and Application Document 8.1 Corridor and Preliminary Routeing and Siting Study (October 2022)**. Information on the selection of the cable route is contained in **Application Document 8.3 Strategic Options Report (October 2023)**. National Grid acknowledges that there will be some temporary impacts on the landscape as a result of the proposed HVDC cable route. Efforts have been made to ensure that the design of the Proposed Project is compliant with the purpose of National Landscapes, which is to 'to conserve and enhance the beauty of the area'. As such, no above ground infrastructure will be constructed within the National Landscape, while careful consideration has been given to the ways in which development outside of the designation may

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					affect its setting. Following construction, the HVDC cable route, including farmland, will be fully reinstated. Alternative routes to avoid the Christmas Tree plantation have been reviewed and assessed and on balance the route through the plantation still represents the best route. The corridor has however been minimised to ensure that there is as smaller impact on the Christmas Trees as possible by the Proposed Project – see **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022), Application Document 8.3 Strategic Options Report (October 2023), Application Document 7.2 Strategic Options Back Check Report and Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered.** Once installed there will be limitations of what can be planted above the cables and within the easement however this doesn't preclude all planting.
		Converter station location, Alternative solutions, combined effect of the proposed Project, water environment, soil, landscape and visual	**Question 5** **What do you think about our proposed converter station, including its proposed location?** Answer – I do not think the converter station is in the right location. **Tell us more about why you selected this option and anything else you would like us to take into consideration.** The site for the proposed converter station lies within a strategic landscape identified within the Saxmundham Neighbourhood Plan, adopted in July 2023, being a 'wide-open plateau' and providing a clear division between the town and the surrounding countryside along the wooded ridge line. The development of converter station would irreversibly destroy this landscape feature. There will be considerable water run-off from the proposed converter station site and, although an 'attenuation pond' is proposed, I am concerned that the existing watercourses and drains will be overwhelmed by the additional water generated from the site. I remain of the view that the location of the converter station should, to minimise both its' and the associated cable routes' impact on the natural environment, landscape and farming activities, be co-located on the Scottish Power Renewables site at Friston or, should this not be an option, further consideration be given to its location to the site identified in the recent Eurolink Consultation off the Aldeburgh Road on the Blackheath Estate. In my opinion, only the development of converter station on the proposed substation site at Friston will minimise disturbing land with a heavier soil type and thus obviating associated reinstatement issues and, to date, no explanation of why the converter station could not be located on the proposed substation site at Friston have been provided, as this would reduce the	N	Information on the selection of the converter station location and the need for the Proposed Project is contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022), Application Document 8.3 Strategic Options Report (October 2023), Application Document 7.2 Strategic Options Back Check Report and Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered.** Each of the options identified for the converter site areas and cable route corridors were appraised in accordance with National Grid's approach to options appraisal. In addition, in the absence of guidance for specific siting of converter stations, the Horlock Rules were applied. Although these were developed for the siting of substations, they were considered appropriate to use when identifying and appraising converter site areas It is acknowledged that there will be some residual localised impacts arising from the Proposed Project, however, National Grid has considered the important viewpoints identified within the Neighbourhood Plan and these have informed the assessment of the ES, alongside engagement with the Town Council and the local planning authority. This has also informed the proposed mitigation plans, including proposed woodland on the western edge of the converter station site. Mitigation planting along the permanent access route has also been developed in collaboration with the cultural heritage team. Analysis of the site within the context of the surrounding area indicates that historically there is evidence of blocks of woodland on this site. Surface water runoff arising from the Proposed Project during both its construction and operation would be captured, suitably treated where necessary and attenuated prior to discharge into the surrounding water environment at rates no greater than existing (inclusive of suitable climate change allowances over the Proposed Project's lifetime). In addition, where the project interacts with existing land drainage, there is a Project commitment, secured through the DCO, to re-provide a suitable alternative means of land drainage such that the existing land drainage regime is not compromised. See commitment W06 in **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**. Further details

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			overall project costs by reducing the length of the cabling to be installed and create a single 'energy hub', that could then be landscaped.		are contained in **Application Document 6.2.2.4 Part 2 Suffolk Chapter 4 Water Environment**. The site of the substation at Friston does not have capacity to accommodate converter stations - either singularly or through colocation. **Application Document Corridor Preliminary Routeing and Substation Siting Study (October 2022)**, sets out the site requirement criteria and explains the rationale underlying decision-making about the route and location of the infrastructure required for the Proposed Project. Since the LionLink (formally known as Eurolink) consultation, NGV and National Grid have agreed to collocate converter stations and associated infrastructure in order to minimise the risk of more widespread visual impacts within this area.
		Design, Landscape and visual	**Question 6** **Which approach(es) would you like to see explored at later design stages?** Answer – Green roof. **Tell us more about why you selected the above option(s) and anything else you would like us to take into consideration.** I have opted for the 'Green Roof' option, as I consider that this will potentially enable the visual impact of the development to be minimised when viewed from the Public Highway against the surrounding landscape and skyline.	N	National Grid acknowledges this feedback and the interest in the Proposed Project. The design of this structure, in terms of the building form and the external materials, will be developed alongside consultation and stakeholder feedback. A set of Design Principles for the building will be provided with the application for development consent (**Application Document 7.12.1 Design Principles – Suffolk**). The Design Principles will provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and is engaging with local design panels to further inform the design and development process.
		Onshore route location, Landfall location, ecology and biodiversity, landscape and visual	**Question 7** **What do you think about our proposed HVDC cable route in Suffolk?** Answer – I agree with some elements of the proposed cable route but disagree with others. **Tell us more about why you selected this option and anything else you would like us to take into consideration.** To minimise the impact of the proposed development on both the natural environment (ecology and bio-diversity) and landscape, my view is that the shortest route for the cable corridor should be adopted between the landfall site and the converter station, having regard to existing farming enterprises and natural features along its' proposed route. The objective of the Project should be to minimise the impact of the route of the cable corridor through the through the Suffolk Heritage Coast and the Suffolk Coast and Heath AONB.	N	A staged approach was adopted to identify corridors and preliminary routeing and siting options for the Proposed Project, considering environmental and socioeconomic factors as well as technical and engineering design considerations, and cost. The approach was used to identify 'on-balance' preferences for landfalls, converter station sites and potential route corridors within which preliminary alignments could be developed. Each of the options identified for the converter site areas and cable route corridors were appraised in accordance with National Grid's approach to options appraisal. In addition, in the absence of guidance for specific siting of converter stations, the Horlock Rules were applied. Although these were developed for the siting of substations, they were considered appropriate to use when identifying and appraising converter site Areas. Details of the appraisal process and selection of the cable route are set out in **Application Document 8.2 Option Selection and Design Evolution Report (2023) and Application Document 8.1 Corridor and Preliminary Routeing and Siting Study (October 2022), Application Document 8.3 Strategic Options Report (October 2023)**. National Grid acknowledges that there will be some temporary impacts on the landscape as a result of the proposed HVDC cable route. Efforts have been made to ensure that the design of the Proposed Project is compliant with the purpose of National Landscapes, which is to 'to conserve and enhance the beauty of the area'. As such, no above ground infrastructure will be

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					constructed within the National Landscape, while careful consideration has been given to the ways in which development outside of the designation may affect its setting. Following construction, the HVDC cable route, including farmland, will be fully reinstated.
		Onshore route location, Agriculture and soils	I consider that the proposed route: between the landfall site and Grove Road, Friston, will achieve the objectives described above and will minimise disruption to farming businesses due to the prevailing soil type (light sandy soils). from Grove Road, Friston to the proposed converter station there will be significant damage to the soil structure and the drainage on heavier land, i.e. clay soils. It should be noted that where the route for the cable corridor crosses heavier land, it is likely that the soil structure will take up to 20 years to recover once it has been stripped and subsequently reinstated.	N	National Grid acknowledges these comments based on knowledge of the local area. All soil handling (stripping, stockpiling and reinstatement) will be undertaken in accordance with good practice. **Application Document 7.5.10.1 Outline Soil Management Plan - Suffolk** has been produced in line with good practice guidance including the Defra Construction Code of Practice. The oSMP contains measures informed by the site-specific desk-based information and will be updated to form a detailed SMP prior to construction commencing to take account of detailed soil and Agricultural Land Classification (ALC) surveys, the detailed design and the specific contractor approach. The detailed surveys will be undertaken by suitably qualified soil scientists with expertise in ALC surveys and ALC grade assessment. This includes the requirement for the suitable storage of topsoil and subsoil and erosion/weed growth prevention. Please see response above for details of the appraisal process and selection of the cable route.
		Onshore route location, Alternative solutions, Land rights and CPO	As previously highlighted, the proposed route passes though established Christmas tree plantations at Redhouse Farm. To obviate the impact of the proposed route, I attach below a schematic plan showing indicatively an alternative proposition. It should be noted that the route passes through my own land which, subject to agreement of terms, I would be prepared to support, although I remain of the view that the converter station would be better co-located with the sub-station at Friston.	Y	Alternative routes to avoid the Christmas Tree plantation have been reviewed and assessed and on balance the route through the plantation still represents the best route. The corridor has, however, been minimised to ensure that there is as smaller impact on the Christmas Trees as possible by the Proposed Project. Once installed there will be limitations of what can be planted above the cables and within the easement; however, this doesn't preclude all planting.
		Landfall location	**Question 8** **What do you think about our proposed landfall between Aldeburgh and Thorpeness?** Answer – I think this is the best location for the landfall. **Tell us more about why you selected this option and anything else you would like us to take into consideration.** I consider this the best location for the landfall, as it minimises disruption to both the natural environment (ecology and bio-diversity) and landscape, whilst at the same time providing an opportunity to re-locate the converter station on the transformer site at Friston, as previously described, to create an energy hub.	N	National Grid acknowledges the respondent's support of the proposed landfall site.
		Coordination with other Projects,	**Question 9** **Our proposals include the option of co-locating infrastructure with that of up to two other projects, if they**	N	The benefits to co-location with other projects are recognised because if infrastructure can be sited in one location it reduces the difficulties associated with finding locations for up to two other converter station sites in the

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		Alternative solutions	**are required. Do you support this approach? Constructing additional ducts within the underground cable corridor to accommodate cables for up to two other projects** Answer – I support co-location, so long as the converter site is re-located to the Friston sub-station site. **Co-locating up to three converter stations at a single location near Saxmundham:** Answer – I support co-location, but not at the proposed site near Saxmundham, but rather on the Friston sub-station site. **Co-locating the landfall point of up to three projects at a location between Aldeburgh and Thorpeness:** Answer – I support co-location, if this helps enable the re-location of the converter site to the Friston sub-station site. **Are there other ways you would like us to explore coordination with other projects?** To minimise the impact of the proposed developments in East Suffolk, great coordination and planning between the projects must be an imperative, given the delivery timescales being proposed and the uncompensated professional and legal costs being incurred by landowners as a result of the consultations and the requests for access and information (landownership and occupation). Where practical, cable corridor routes should be shared to minimise impact on the natural environment, landscape and farming businesses but I would ask that a further review of the planned location of the converter station be implemented, as; only the development of converter station on the proposed substation site at Friston will minimise disturbing land with a heavier soil type and thus obviating associated reinstatement issues; and no explanation of why the converter station could not be located on the proposed substation site at Friston have been provided, as surely this would reduce the overall project costs by reducing the length of the cabling to be installed and create a single 'energy hub', that could then be landscaped?		surrounding area which meet the requirements for the connection agreements, whilst taking into account landscape designations and other sensitive receptors, etc. National Grid is maintaining ongoing dialogue with NGV regarding the possibility of co-locating new infrastructure. However, these are separate projects being promoted by different developers and working to different timescales for delivery. National Grid is committed to coordinating consenting and delivery with other projects where opportunities are available, including the co-location of infrastructure where it can be demonstrated that this will support reductions in cumulative impacts. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. With regard to the converter stations at Saxmundham, the process of site identification is based on technical feasibility parameters associated with proximity to the agreed connection location (Friston Substation), the National Landscape designation and other environmental constraints. The proposed approach for co-locating converter stations required for other projects seeks to conserve and enhance the designation by reducing the cumulative impacts that may be perceived through separate developments dispersed throughout the surrounding area. Information on the selection of the converter station location and the need for the Proposed Project is contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022), Application Document 8.3 Strategic Options Report (October 2023), Application Document 7.2 Strategic Options Back Check Report and Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered.** The site of the substation at Friston does not have capacity to accommodate converter stations - either singularly or through colocation. **Application Document 8.1 Corridor Preliminary Routeing and substation Siting Study (October 2022)** sets out the site requirement criteria and explains the rationale underlying decision-making about the route and location of the infrastructure required for the Proposed Project. Choice of cable corridors for each project is determined by the landfall location, which is in turn determined by factors affecting the marine route of sub-sea cables. National Grid acknowledges that development may cause concern to landowners. Diminution in property value known as 'injurious affection' and

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					any other appropriate heads of claim will be considered on an individual basis in accordance with current legislation. The Compulsory Purchase Compensation Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of their property ownership being worth less as a direct result of the works.
		Converter station location, Alternative solutions	**Question 10** **Is there anything further you would like us to take into consideration when developing our proposals in Suffolk?** I am the owner of the land shown coloured green on the plans below, know as Fristonmoor Barn, Saxmundham. As stated in answer to Questions 4 and 7 above, should it not be possible for the converter station to be re-located from the current site at Wood Farm, Saxmundham, to the sub-station site at Friston then, subject to agreement of terms, I would be supportive of the re-alignment of both the HCDC and HVAC cable routes through the arable field forming part of Land Registry Title No. [REDACT SK290870].	Y	National Grid acknowledges this request which has been considered in the design change review process. Alternative routes to avoid the Christmas Tree plantation have been reviewed and assessed and on balance the route through the plantation still represents the best route – see **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022), Application Document 8.3 Strategic Options Report (October 2023), Application Document 7.2 Strategic Options Back Check Report and Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered.** The corridor has however been minimised to ensure that there is as smaller impact on the Christmas Trees as possible by the Proposed Project. Once installed there will be limitations of what can be planted above the cables and within the easement; however, this doesn't preclude all planting.
		Converter station location, Terrestrial ecology	**I would like to further highlight:** that the impact on the ecology and biodiversity of Wood Farm, Redhouse Farm that will result from the construction of the converter station (or co-location of up to three stations) on the land identified at Wood Farm has not been properly assessed or considered.	N	The reasoning behind the selection of the location and the alternatives considered is set out in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce ecology and biodiversity impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. Details are contained in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. All land within the Order Limits has been assessed.
		Design, Water environment	I have been advised by my drainage consultant that any cables should be laid ‘below’ a depth of 1500mm, as the bottom of the land drainage pipes and surrounding shingle will, in places, be at 1500mm to allow for falls across the field. The proposal to therefore lay at a nominal cover of 900mm is deficient.	Y	Based on feedback received during the consultation process, the typical depth of the cable trenches will be 1.5 m, see **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** for further information. The minimum depth of burial of the cable to the top of the protective tile will be 0.9 mm. In some instances, subject to discussion and agreement with the landowner this may be deeper, but this will depend on cable design.

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					Any disturbance to or modifications required to the current land drainage system will be incorporated into the construction scope to ensure the land is properly reinstated and drains are left in no worse condition than prior to construction. The cable routes will be reinstated post construction to allow the previous farming operations to continue.
		Coordination with other Projects, Alternative solutions, Consultation	**Question 11** **Do you have any comments or issues you would like us to take into consideration regarding our marine proposals?** Although I am not qualified to comment specifically on the offshore study area, a detailed explanation of why the proposed development could not form part of a strategic energy grid forming a ring main around the East Anglian coast (and beyond) should be published. Given both the offshore wind projects proposed to be built around the East Anglian coast by Scottish Power Renewables and others and the inter connector projects proposed by National Grid, surely the time has come for a co-ordinated approach to the delivery of energy security overseen by Central Government.	N	National Grid supports coordinated approaches to consenting and delivery with other projects where opportunities are available. However, the projects listed are being promoted by different developers and working to different timescales for delivery. It is therefore not possible to bring all these different projects forward at the same time as they are at varying different stages of development. Delaying the more advanced projects in this area to allow for consultation on all projects at the same time means that projects such as the Proposed Project, which has been identified by the National Energy System Operator as an 'essential' project that needs to be operational by the end of 2030, may not meet these deadlines. This would prevent other projects from connecting into the network and thereby jeopardize the UK's ability to meet its net zero targets.

Table 1.36 SL-PIL-0021, SL-PIL-0023, SL-PIL-0067

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24 October 2023	18 December 2023	Needs case, Design, Combined effect of the proposed Project, traffic and transport, socio-economics, water environment, geophysical, ecology and biodiversity	**Question 1** **Do you support the principle of reinforcing the network in this location?** Answer – 'No'. **Do you have any comments to make about the principle of reinforcing the network between Suffolk and Kent?** In my opinion, justification for the need to reinforce the network between Suffolk and Kent has not, to date, been provided by National Grid. At a recent private meeting with Dr Therese Coffey at Redhouse Farm, she advised that reinforce of the network at this time was not required, i.e. there was already sufficient capacity and that, 'if' greater capacity was required in London, then this would be better facilitated by providing a connection between Kent and Bradwell-on-Sea in Essex. **Question 2** What do you think about how our proposals have evolved? Do you think that this is an improvement on what we presented previously? Answer – I think the changes are negative. Tell us more about why you selected this option and anything else you would like use to take into consideration. Notwithstanding my answer to Question 1, the refinement of the proposed route for the cables and the associated proposed location of the converter station fail to reflect the impact of the proposed development on both the landscape and farmers in the locality. The site for the proposed converter station lies within a strategic landscape identified within the Saxmundham Neighbourhood Plan, adopted in July 2023, being a 'wide-open plateau' and providing a clear division between the town and the surrounding countryside along the wooded ridge line. The development of converter station would irreversibly destroy this landscape feature. In respect of the proposed development, I consider that the proposal fails to reflect; the overall cost to develop the cable route corridors and converter site at the location shown, as opposed to alternative	N	National Grid has carefully considered all feedback submitted in response to its pre-application public consultations when developing its plans. Throughout the development of the proposals, it has sought to show how feedback has informed the development of the plans. For example, the Project Overview Document published as part of the Statutory consultation specifically addresses how feedback had informed changes to its plans, whilst the Non-Statutory Consultation Report published at this consultation considers in further detail feedback received to the Non-statutory consultation. This Consultation Report provides a detailed analysis of feedback received to National Grid's pre-application public consultations on the Proposed Project, along with how this feedback informed the development of its plans. The alternatives considered are addressed within **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered** and **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. Concerns about land drainage are recognised, however, once the HVDC cable has been laid, land will be reinstated to its previous condition and the converter station site will be designed in accordance with current guidance around management of surface water run off on the site itself and use of Sustainable Drainage Systems (commitment W06 in **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**). Further information is contained in **Application Document 6.2.2.4 Part 2 Suffolk Chapter 4 Water Environment**. The site of the substation at Friston does not have capacity to accommodate converter stations - either singularly or through colocation. **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)** sets out the site requirement criteria and explains the rationale underlying decision-making about the route and location of the infrastructure required for the Proposed Project. It is acknowledged that there will be some residual localised impacts arising from the Proposed Project, however, National Grid has considered the important viewpoints identified within the Neighbourhood Plan and these have informed the assessment of the ES, alongside engagement with the Town Council and the local planning authority. This has also informed the proposed mitigation plans, including proposed woodland on the western edge of the converter station site. Mitigation planting along the permanent access route has also been developed in collaboration with the cultural heritage team. Proposed planting is detailed in **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan – Suffolk**. Analysis of the site within the context of the surrounding area indicates that historically there is evidence of blocks of woodland on this site.

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			sites, notably the proposed Transformer site at Friston (see below); the accessibility of the converter site for both its' construction and long-term maintenance consideration of the proposed transformer site at Friston to be developed by Scottish Power Renewables as an alternative option; the impact of the cable routes and development of the converter site on the respective farming businesses affected by the Project land drainage issues arising from the laying of the cables land drainage and discharge of water issues arising the development of the converter station on the site identified; the impact on planning and diversification opportunities arising from the proposed development of the converter station; the impact on road infrastructure; the impact on adjoining residential properties; the impact on geophysical features; the impact on the proposed biodiversity and ecological mitigation being implemented by Scottish Power Renewables as part of the EA1 (North) and EA2 Projects; the impact on local ecology, notably badger setts, house martin colony's, bats and hares; and the social economic impact of the development on the locality and farming business in particular.		The sensitivity of this area is noted and is reflected in the assessment of effects as set out within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. National Grid's landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section of the ES. Mitigation includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting and has been designed in collaboration with relevant stakeholders. National Grid will continue to liaise with affected landowners on an ongoing basis. All affected landowners will be compensated on a fair and reasonable basis for any rights acquired, and any impacts on retained property will be considered in line with the Compulsory Purchase Compensation Code. Compensation claims for other disturbance are considered on a case-by-case basis if there is evidence of negative impacts as a result of the Proposed Project. National Grid is working closely with East Anglia ONE North and East Anglia TWO to ensure that it coordinates development efforts effectively where it is feasible to do so and seeking to avoid harm to mitigation measures approved through those projects' respective DCOs. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce ecology and biodiversity impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. An extensive programme of environmental surveys has been undertaken, informed by consultation with key stakeholders, and a rigorous impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. Similarly, with regard to impacts on the surrounding area, Management Plans have been prepared for both Suffolk and Kent as part of the DCO application. These have been developed in consultation with the relevant local planning authorities and provide details on PRoW or road diversions, closures and management during the construction, operation and decommissioning phases. A complete assessment of socio-economics effects has also been undertaken. This is set out in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. With regard to some of the feedback made, information can be found in the following documents: • **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism;** • **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport;**

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					• **Application Document 6.2.2.6 Part 2 Suffolk Agriculture and Soils; and** • **Application Document 6.2.2.5 Part 2 Suffolk Geology and Hydrogeology.** Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.**
	Onshore route location	**Question 3** **What do you think about our proposal to connect into the existing network via the proposed Friston substation?** Answer – I think that this is the best location for connecting into the existing network. **Tell us more about why you selected this option and anything else you would like us to take into consideration.** As set out in answers to the other questions raised, my view is that 'if' justification for the development of the Sealink Project is ultimately determined, then it naturally follows that to minimise its' impact on the natural environment, landscape and farming businesses, associated connection to the existing network should be co-located on a single site; i.e. that proposed to be built at Friston.	N	National Grid welcome these comments supporting colocation of infrastructure. National Grid as part of its submission has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and local communities (see **Application Document 7.10 Coordination Document**. National Grid has engaged with other project developers, seeking to identify opportunities for co-ordination whilst maintaining its obligations to facilitate network connection agreements by providing the required network reinforcement. In doing so, National Grid acknowledges the respondent's concerns about the potential impacts of the Proposed Project and is committed to developing a scheme that takes account of the feedback received during the course of consultation to avoid or minimise as far as possible and to mitigate the significant effects of the construction and operation phases. The cumulative impact of the Proposed Project together with other projects in the area is set out in A**pplication Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
	Onshore route location, Agriculture and soils, Socio-economic.	**Question 4** **What do you think about our proposed HVAC cable route in Suffolk**	Y	All affected landowners will be compensated on a fair and reasonable basis for any rights acquired, and any impacts on retained property will be considered in line with the Compulsory Purchase Compensation Code.

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		recreation and tourism, traffic and transport	Answer – I disagree with the proposed cable route. Tell us more about why you selected this option and anything else you would like us to take into consideration. The proposed HVAC cable route passes directly through Redhouse Farm. A detailed explanation of the impact of the cable route is provided in answer to Question 10 but, in summary, the key enterprises to be impacted by the development of the Project will be; the established Christmas tree plantations (long term / permanent impact due to loss of trees within the working strip and sterilisation of the easement strip); Redhouse Christmas Barn (short and medium term impact during the construction period and long-term impact post completion due to loss of client base and associated losses resulting from the sterilisation of the planting areas; Weddings at Redhouse Barn (medium term impact before, during and post completion of the construction work to enable the enterprise to be re-established), and long-term impact on the general 'setting' of the venue once the converter station(s) have been built; Poultry Sheds (short term impact during the construction period due to potential bio-security risks associated with construction workers on site and impact on ability to spread manure from the buildings on land, reducing reliance on inorganic fertiliser and improvement of soil structure. Industrial Units (short term impact during the construction period due to potential disruption to deliveries, dust (noting one tenant resprays classic cars); and Holiday Lets (three cottages) medium term impact, before, during and post construction due to clients being put off staying at the properties due to the general disruption associated with the construction of the converter station and laying of the cables. It should be noted that ultimately whatever route is taken for the cable corridor, save for the fields within which the Christmas trees plantations are established, it will cross heavier land where there will be significant damage to both soil structure and land drainage, with the former taking at least 20 years to recover. If the converter station is developed at the site shown within the consultation documentation, then I would ask that the associated HVAC cables be laid along a route avoiding direct impact on the Christmas tree plantations at Redhouse Farm. The annotated		Compensation claims for other disturbance, such as loss of ability to irrigate a part of a field during the construction phase, are considered on a case-by-case basis if there is evidence of negative impacts as a result of the Proposed Project. All soil handling (stripping, stockpiling and reinstatement) will be undertaken in accordance with good practice. **Application Document 7.5.10.1 Outline Soil Management Plan - Suffolk** has been produced in line with good practice guidance including the Defra Construction Code of Practice. The oSMP contains measures informed by the site-specific desk-based information and will be updated to form a detailed SMP prior to construction commencing to take account of detailed soil and Agricultural Land Classification (ALC) surveys, the detailed design and the specific contractor approach. The detailed surveys will be undertaken by suitably qualified soil scientists with expertise in ALC surveys and ALC grade assessment. This includes a requirement for an Aftercare Management Plan to be produced; this will include all measures required post-restoration to ensure the recovery of the soils to pre-construction condition. In addition, National Grid acknowledges the concerns regarding the cable route which have been considered in the design change review process. Alternative routes to avoid the Christmas Tree plantation have been reviewed and assessed and on balance the route through the plantation still represents the best route. The corridor has however been minimised to ensure that there is as smaller impact on the Christmas Trees as possible by the Sea Link project. Once installed there will be limitations of what can be planted above the cables and within the easement; however, this doesn't preclude all planting. Acknowledging the well-established commercial activities that are located in this area, a complete assessment of socio-economics effects has been undertaken. This is set out in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. The sensitivity of this area is noted and is reflected in the assessment of effects as set out within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. National Grid's landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section of the ES. Mitigation includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting and has been designed in collaboration with relevant stakeholders. A staged approach was adopted to identify corridors and preliminary routeing and siting options for the Proposed Project, considering environmental and socioeconomic factors as well as technical and engineering design considerations, and cost. The approach was used to identify 'on-balance' preferences for landfalls, converter station sites and potential route corridors within which preliminary alignments could be developed. Each of the options identified for the converter site areas and cable route corridors were appraised in accordance with National Grid's approach to options appraisal.

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			aerial image below, shows my preferred route for the cables marked in red.		Information on the selection of the cable route and appraisal process is contained in **Application Document 8.2 Option Selection and Design Evolution Report (October 2023) and Application Document 8.1 Corridor and Preliminary Routeing and Siting Study (October 2022) and Application Document 8.3 Strategic Options Report (October 2023)**.
		Converter station location, Water environment, Alternative solutions, soil	**Question 5** **What do you think about our proposed converter station, including its proposed location?** Answer – I do not think the converter station is in the right location. Tell us more about why you selected this option and anything else you would like us to take into consideration. The site for the proposed converter station lies within a strategic landscape identified within the Saxmundham Neighbourhood Plan, adopted in July 2023, being a 'wide-open plateau' and providing a clear division between the town and the surrounding countryside along the wooded ridge line. The development of converter station would irreversibly destroy this landscape feature. There will be considerable water run-off from the proposed converter station site and, although an `attenuation pond' is proposed, I am concerned that the existing watercourses and drains will be overwhelmed by the additional water generated from the site. I remain of the view that the location of the converter station should, to minimise both its' and the associated cable routes' impact on the natural environment, landscape and farming activities, be co-located on the Scottish Power Renewables site at Friston or, should this not be an option, further consideration be given to its location to the site identified in the recent Eurolink Consultation off the Aldeburgh Road on the Blackheath Estate. In my opinion, only the development of converter station on the proposed substation site at Friston will minimise disturbing land with a heavier soil type and thus obviating associated reinstatement issues and, to date, no explanation of why the converter station could not be located on the proposed substation site at Friston have been provided, as this would reduce the overall project costs by reducing the length of the cabling to be installed and create a single 'energy hub', that could then be landscaped.	Y	Information on the selection of the converter station location and the need for the Proposed Project is contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022), Application Document 8.3 Strategic Options Report (October 2023), Application Document 7.2 Strategic Options Back Check Report and Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered.** The sensitivity of this area is noted and is reflected in the assessment of effects as set out within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. National Grid's landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section of the ES. Mitigation includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting and has been designed in collaboration with relevant stakeholders. Surface water runoff arising from the Proposed Project during both its construction and operation would be captured, suitably treated where necessary and attenuated prior to discharge into the surrounding water environment at rates no greater than existing (inclusive of suitable climate change allowances over the Proposed Project's lifetime). In addition, where the project interacts with existing land drainage, there is a Project commitment, secured through the DCO, to re-provide a suitable alternative means of land drainage such that the existing land drainage regime is not compromised. See commitment W06 in **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**. Further details are contained in **Application Document 6.2.2.4 Part 2 Suffolk Chapter 4 Water Environment**. The landscape and visual team have been a key discipline when determining the route of the required cables. This has been developed to minimise effects on the landscape character, including avoiding landscape features where possible and visual amenity, including limiting the infrastructure in views from sensitive receptors including residential and recreational receptors. It should also be noted that the effects arising from the cable routes will be temporary and that reinstatement of the cable corridors will occur following the construction period as far as practically possible. The site of the substation at Friston does not have capacity to accommodate converter stations - either singularly or through colocation. **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)** sets out the site requirement criteria. Furthermore, additional development at Friston would undermine the landscape mitigation scheme that has been agreed under the DCO's for East Anglia ONE North and East Anglia TWO.

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		Design, Landscape and visual	**Question 6** **Which approach(es) would you like to see explored at later design stages?** Answer – Green roof. **Tell us more about why you selected the above option(s) and anything else you would like us to take into consideration.** I have opted for the 'Green Roof' option, as I consider that this will potentially enable the visual impact of the development to be minimised when viewed from Redhouse Farm against the surrounding landscape and skyline.	N	National Grid acknowledges this feedback and the interest in the Proposed Project. The design of this structure, in terms of the building form and the external materials, will be developed alongside consultation and stakeholder feedback. A set of Design Principles for the building will be provided with the application for development consent (**Application Document 7.12.1 Design Principles – Suffolk**). The Design Principles will provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and is engaging with local design panels to further inform the design and development process.
		Onshore route location, Landfall location, ecology and biodiversity, landscape and visual	**Question 7** **What do you think about our proposed HVDC cable route in Suffolk?** Answer – I agree with some elements of the proposed cable route, but disagree with others. Tell us more about why you selected this option and anything else you would like us to take into consideration. To minimise the impact of the proposed development on both the natural environment (ecology and bio-diversity) and landscape, my view is that the shortest route for the cable corridor should be adopted between the landfall site and the converter station, having regard to existing farming enterprises and natural features along its' proposed route. The objective of the Project should be to minimise the impact of the route of the cable corridor through the through the Suffolk Heritage Coast and the Suffolk Coast and Heath AONB. I consider that the proposed route; between the landfall site and Grove Road, Friston, will achieve the objectives described above and will minimise disruption to farming businesses due to the prevailing soil type (light sandy soils). from Grove Road, Friston to the proposed converter station there will be significant damage to the soil structure and the drainage on heavier land, i.e. clay soils. It should be noted that where the route for the cable corridor crosses heavier land, it is likely that the soil structure will take up to 20 years to recover once it has been stripped and subsequently reinstated. The proposed route passes though established Christmas tree plantations at Redhouse Farm, which will have a significant long-term impact on both this enterprise and those associated	N	All affected landowners will be compensated on a fair and reasonable basis for any rights acquired, and any impacts on retained property will be considered in line with the Compulsory Purchase Compensation Code. Compensation claims for other disturbance, such as loss of ability to irrigate a part of a field during the construction phase, are considered on a case-by-case basis if there is evidence of negative impacts as a result of the Proposed Project. All soil handling (stripping, stockpiling and reinstatement) will be undertaken in accordance with good practice. **Application Document 7.5.10.1 Outline Soil Management Plan - Suffolk** has been produced in line with good practice guidance including the Defra Construction Code of Practice. The oSMP contains measures informed by the site-specific desk-based information and will be updated to form a detailed SMP prior to construction commencing to take account of detailed soil and Agricultural Land Classification (ALC) surveys, the detailed design and the specific contractor approach. The detailed surveys will be undertaken by suitably qualified soil scientists with expertise in ALC surveys and ALC grade assessment. This includes a requirement for an Aftercare Management Plan to be produced; this will include all measures required post-restoration to ensure the recovery of the soils to pre-construction condition. A staged approach was adopted to identify corridors and preliminary routeing and siting options for the Proposed Project, considering environmental and socioeconomic factors as well as technical and engineering design considerations, and cost. The approach was used to identify 'on-balance' preferences for landfalls, converter station sites and potential route corridors within which preliminary alignments could be developed. Each of the options identified for the converter site areas and cable route corridors were appraised in accordance with National Grid's approach to options appraisal. In addition, in the absence of guidance for specific siting of converter stations, the Horlock Rules were applied. Although these were developed for the siting of substations, they were considered appropriate to use when identifying and appraising converter site Areas.

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			therewith. Please refer to Question 10 for further information and commentary. If the converter station is developed at the site shown within the consultation documentation, then I would ask that the associated HVDC cables be laid along a route avoiding direct impact on the Christmas tree plantations at Redhouse Farm. The annotated aerial image below, shows my preferred route for the cables marked in red.		Details of the appraisal process and site selection are set out in **Application Document 8.2 Option Selection and Design Evolution Report (October 2023) and Application Document 8.1 Corridor and Preliminary Routeing and Siting Study (October 2022)** and **Document 8.3 Strategic Options Report (October 2023)**. National Grid acknowledges that there will be some temporary impacts on the landscape as a result of the proposed HVDC cable route. Efforts have been made to ensure that the design of the Proposed Project is compliant with the purpose of National Landscapes, which is to 'to conserve and enhance the beauty of the area'. As such, no above ground infrastructure will be constructed within the National Landscape, while careful consideration has been given to the ways in which development outside of the designation may affect its setting. Following construction, the HVDC cable route, including farmland, will be fully reinstated. In addition, National Grid acknowledges the concerns regarding the cable route which have been considered in the design change review process. Alternative routes to avoid the Christmas Tree plantation have been reviewed and assessed and on balance the route through the plantation still represents the best route. The corridor has however been minimised to ensure that there is as smaller impact on the Christmas Trees as possible by the Sea Link project. Once installed there will be limitations of what can be planted above the cables and within the easement; however, this doesn't preclude all planting. Acknowledging the well-established commercial activities that are located in this area, a complete assessment of socio-economics effects has been undertaken. This is set out in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**.
		Landfall location	**Question 8** **What do you think about our proposed landfall between Aldeburgh and Thorpeness?** Answer – I think this is the best location for the landfall. **Tell us more about why you selected this option and anything else you would like us to take into consideration.** I consider this the best location for the landfall, as it minimises disruption to both the natural environment (ecology and bio-diversity) and landscape, whilst at the same time providing an opportunity to re-locate the converter station on the transformer site at Friston, as previously described, to create an energy hub.	N	National Grid acknowledges the respondent's support of the proposed landfall site.
		Coordination with Other Projects, Alternative Solutions,	**Question 9** **Our proposals include the option of co-locating infrastructure with that of up to two other projects, if they are required. Do you support this approach?**	N	The benefits to co-location with other projects are recognised because if infrastructure can be sited in one location it reduces the difficulties associated with finding locations for up to two other converter station sites in the surrounding area which meet the requirements for the connection agreements, whilst taking into account landscape designations and other sensitive receptors, etc. National Grid is maintaining ongoing dialogue with

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			Constructing additional ducts within the underground cable corridor to accommodate cables for up to two other projects: Answer – I support co-location, so long as the converter site is re-located to the Friston sub-station site. **Co-locating up to three converter stations at a single location near Saxmundham:** Answer – I support co-location, but not at the proposed site near Saxmundham, but rather on the Friston sub-station site. **Co-locating the landfall point of up to three projects at a location between Aldeburgh and Thorpeness:** Answer – I support co-location, if this helps enable the re-location of the converter site to the Friston sub-station site. **Are there other ways you would like us to explore coordination with other projects?** To minimise the impact of the proposed developments in East Suffolk, great coordination and planning between the projects must be an imperative, given the delivery timescales being proposed and the uncompensated professional and legal costs being incurred by landowners as a result of the consultations and the requests for access and information (landownership and occupation). Where practical, cable corridor routes should be shared to minimise impact on the natural environment, landscape and farming businesses but I would ask that a further review of the planned location of the converter station be implemented, as; only the development of converter station on the proposed substation site at Friston will minimise disturbing land with a heavier soil type and thus obviating associated reinstatement issues; and no explanation of why the converter station could not be located on the proposed substation site at Friston have been provided, as surely this would reduce the overall project costs by reducing the length of the cabling to be installed and create a single 'energy hub', that could then be landscaped?		NGV regarding the possibility of co-locating new infrastructure. However, these are separate projects being promoted by different developers and working to different timescales for delivery. National Grid is committed to coordinating consenting and delivery with other projects where opportunities are available, including the co-location of infrastructure where it can be demonstrated that this will support reductions in cumulative impacts. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. With regard to the converter stations at Saxmundham, the process of site identification is based on technical feasibility parameters associated with proximity to the agreed connection location (Friston Substation), the National Landscape designation and other environmental constraints. The proposed approach for co-locating converter stations required for other projects seeks to conserve and enhance the designation by reducing the cumulative impacts that may be perceived through separate developments dispersed throughout the surrounding area. The site of the substation at Friston does not have capacity to accommodate converter stations - either singularly or through colocation. **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)** sets out the site requirement criteria and explains the rationale underlying decision-making about the route and location of the infrastructure required for the Proposed Project. Choice of cable corridors for each project is determined by the landfall location, which is in turn determined by factors affecting the marine route of sub-sea cables. National Grid acknowledges that development may cause concern to landowners. Diminution in property value known as 'injurious affection' and any other appropriate heads of claim will be considered on an individual basis in accordance with current legislation. The Compulsory Purchase Compensation Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of their property ownership being worth less as a direct result of the works.
		Land rights and CPO, Needs case, Design	**Question 10** **Is there anything further you would like us to take into consideration when developing our proposals in Suffolk?** I am the owner and occupier of the property, known as Redhouse Farm, Sternfield, Saxmundham, comprising Land Registry Title Nos. SK258213, SK363555 and SK312683.	N	The consultation undertaken in October 2023 was the Statutory consultation, undertaken in accordance with the Planning Act 2008. Following this, the timescales for submission of the DCO application have changed. Details of the programme are however maintained on the Proposed Project website and National Grid will maintain dialogue with affected landowners. The site of the substation at Friston does not have capacity to accommodate converter stations - either singularly or through colocation. **Application**

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			On 21st August 2023, a meeting was convened at Redhouse Farm, to discuss the potential implications of the National Grid Sealink Project developing 'Site 3' (now the identified site) as a converter station, with the resulting need to lay cables across Redhouse Farm to link the site to the sub-station site at Friston. The following is an extract from subsequent correspondence circulated to the agents acting for both the Sealink Project by my agents' Brown & Co, outlining the implications of the proposed route for the cable corridors and suggesting potential alternative routes. The key objective of the meeting was to facilitate dialogue directly between National Grid and our client, to ensure that should a decision ultimately be taken to locate the Sealink Transformer at Site 3 (Saxmunham) and its' associated infrastructure (i.e. the cable corridors) across Redhouse Farm as currently proposed, your client is aware of the impact (financially, physically and mentally) that this will have on my client, his family and the diversified enterprises on the holding. One point that was not touched upon at the meeting, given the cost per kilometre of the cabling, was 'why the Transformer site could not be co-located with those of SPR on the land that is being acquired from our client beside Grove Wood'? I would appreciate James Buckley providing a 'Janet and John' explanation for the rationale that led to this option being discounted in the first instance. More generally, I noted that; following the initial consultation exercise in October 2022, a second round of 'non-statutory' public consultation is planned to be undertaken this autumn (24th October); assuming that there are no significant issues arising from the consultation, a DCO application will be submitted in September / October 2024; with work then aimed to start on site in 2026. it is proposed that 'non-intrusive' surveys will commence on 4th September 2023, with 'intrusive' surveys following thereafter; although no definitive route has yet been agreed, the second round of consultation in 2023 will show preferred options; a final decision on the location of the Transformer Site and the associated cable corridors will ultimately be subject to review against the following key criteria; – ecological impact; – socio economic impact; – traffic movement impact;		**Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)** sets out the site requirement criteria. Furthermore, additional development at Friston would undermine the landscape mitigation scheme that has been agreed under the DCO's for East Anglia ONE North and East Anglia TWO. While Proposed Project timeline has changed since the target dates presented at non-statutory consultation, key milestones, including periods of statutory consultation and the targeted DCO submission, have been kept up to date on the project website throughout the pre-application period. National Grid is maintaining ongoing dialogue with landowners in order to better understand issues arising from the Proposed Project. National Grid acknowledges the diverse range of activities that are present on the land at Redhouse Farm and a complete assessment of socio-economics effects has been undertaken. This is set out in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. All affected landowners will be compensated on a fair and reasonable basis for any rights acquired, and any impacts on retained property will be considered in line with the Compulsory Purchase Compensation Code. Compensation claims for other disturbance are considered on a case-by-case basis if there is evidence of negative impacts as a result of the Proposed Project.

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			– archaeological impact; – engineering requirements. due to the Planning Inspectors comments in relation to the infrastructure connected with the Scottish Power Renewables' Projects, it is anticipated that the Transformer requirements for Sealink, Lionlink and Nautilus (if not built on the Isle of Grain) will all be 'co-located'; i.e. where one goes the others will follow. the DC cable route will comprise two cables set within a 2300mm wide trench and requiring a 30 to 40m wide working width and a permanent easement of 15 to 20m; the AC cable route will comprise six cables set within two 2300mm wide trenches, with a 7000mm gap between. The overall working width was not discussed, but it is assumed that a 25 to 30m easement would be required. temporary and permanent access routes and compound areas required for the Project are not yet finalised as remain 'fluid' and up for discussion. that the approximate cost for the cabling is £10m per kilometre. From my clients' perspective, he highlighted; the continuing problems with land drainage resulting from the 'intrusive' surveys undertaken by SPR; his concerns that the surveys and subsequent development of the scheme will have on his cropping in general and the associated farm enterprises (see specific comments below); the location of the existing and proposed Christmas tree planting (as shown marked in red on the attached plan); the impact on his farming business of losing a minimum of 38.25 hectares of land for the SPR Transformer and Sub-Station site; the location for a proposed new reservoir to provide irrigation for the Christmas trees (as shown marked in blue on the attached plan, to the rear of the duck sheds) the 'improved' condition of the farm access leading to the cottages, wedding barn, units and farm buildings at Redhouse Farm; and the presence of the bridleway and footpaths through Redhouse Farm. As our client explained, he purchased Redhouse Farm in 2003, with subsequent land acquisitions made as adjoining land became available. The farm currently extends to 193 hectares and is 'owner / occupied'.		

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			As a result of the Scottish Power Renewable EA1 (North) and EA2 Projects, our client will lose a minimum of 38.25 hectares of Grade 2 arable land (with the potential to lose up to a further 17 hectares, if required by the Projects), with no likelihood of being able to replace this locally within the foreseeable future, which in turn will place a greater reliance upon the diversified business that our client has, through substantial capital investment, developed and which includes; oRedhouse Farm Christmas TreesoRedhouse Christmas Barn - https://www.redhousechristmas.com/oRedhouse Farm Holiday Accommodation - https://www.suffolk-secrets.co.uk/aldeburgh-surrounding-villages/sternfield-cottages/sfrhb-red-house-barns-sternfieldoRedhouse Farm Commercial UnitsoSpecialist Duck / Poultry Buildings capable of holding 50,000 DucksoRedhouse Wedding Barn - https://www.redhouseweddings.com/oWhilst, for many landowners and farmers, the laying of cables or other similar infrastructure beneath their land would be potentially viewed as an 'irritation' for one or possibly two growing seasons, for which the disturbance compensation can be easily quantified, as our client explained, the proposed route for the cable corridors will have a permanent impact on the Christmas tree enterprise which is centred around the production of high quality Nordmann Firs for the retail, wholesale and commercial markets. oSince the first trees were planted in 1995, on land belonging to our client at Benhall, he has continued; to plant additional trees on available land on an annual basis to ensure good crop rotation; to harvest the existing growing trees; to invest additional capital in machinery and technology to maximise the productive output and therefore returns from the enterprise; and to expand and build upon the Redhouse Christmas Barn 'brand'. As our client explained, the trees are planted along the 'valley' that runs through the farm, as shown on the attached plan (submitted separately to Dalcour MacLaren 01.11.23). Whilst the soil type on the farm is generally a 'clay loam', through the valley the land reverts to a light sandy soil, ideal for the growing of Christmas trees hence, notwithstanding the rotational issues caused by any disturbance to the trees (see below), it is not practical nor possible to simply relocate the trees from the current location; i.e. on the route of the proposed cable corridor. As the presence of any cables will effectively sterilise a 20m to 30m swathe through the existing planting and with no alternative planting options, this will inevitability lead to a contraction of the enterprise and ensuing losses. Nordmann Firs grow on average approximately 10% in height each year; i.e. they are very slow growing to start with. There are		

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			two periods during their 'life cycle' when the trees are generally harvested; when they are between 6' to 12' in height (for domestic purposes) and then at 20' to 25' (for commercial uses; i.e. city centres, shopping malls, etc.). The growing period from planting to maximum maturity is approximately 20 years. It should be noted that the tap root of the tree will generally be 6' to 10' in depth, therefore directional drilling below the trees would not be an option. The 'Redhouse Christmas Barn' enterprise was started in 1995 and the intervening years have been spent accumulating customers and building an established brand based on home-grown, fresh Christmas trees, such that these customers can arrive, walk through the plantation and specify the Christmas tree of their choice, which is then felled and wrapped whilst they continue to a barn stocked with retail Christmas decorations, as well as a Father Christmas experience for children and fairground-type food and rides. It is the Unique Selling Point of 'home-grown' Christmas trees, which, by its' very nature, cannot be replaced by brought-in trees that clients return for on an annual basis and the loss of this would significantly impact the central tenet of the business and lead to inevitable and significant losses. It should be noted that our client was awarded the 'Grower of the Year Award' in 2010, with the resulting privilege of supplying the Christmas tree for No.10 Downing Street that year, demonstrating that this is not simply a 'side enterprise' to the agricultural business, but a key component thereof.		
		Socio-economic. recreation and tourism, Agriculture and soils, land rights and CPO, needs cse, alternatives, ecology and biodiversity	As described above, Christmas tree production and the Redhouse Christmas Barn are only two of the enterprises on the farm that would be affected by a decision to lay the cables along the route shown. For the duration of the works, there would be significant impact on: both the holiday accommodation and wedding venue, due to the noise disturbance, dust and the general impact on the appearance and approach to the farm resulting from the works; and on the duck / poultry enterprise located on the farm through the bio-security risks associated with vehicle and machinery movements along the cable corridor and the potential to transfer the H5N1 avian flu virus between sites. It should be noted that our clients' three children have now all returned to Redhouse Farm to oversee and manage the diversified enterprises and therefore the project threatens the livelihood of not simply our client but the next generation as well. As discussed with James Buckley, our client accepts that if Site 3 (Saxmundham) is ultimately chosen as the location for the	Y	In developing the Proposed Project, National Grid's duties and obligations involve balancing the need to be economic and efficient, whilst also having regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality National Grid has carefully considered all feedback submitted in response to its pre-application public consultations when developing its plans. Throughout the development of the proposals, it has sought to show how feedback has informed the development of the plans. For example, the Project Overview Document published as part of the Statutory consultation specifically addresses how feedback had informed changes to its plans, whilst the Non-Statutory Consultation Report published at this consultation considers in further detail feedback received to the Non-statutory consultation. This Consultation Report provides a detailed analysis of feedback received to National Grid's pre-application public consultations on the Proposed Project, along with how this feedback informed the development of its plans. The alternatives considered are addressed within **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered and Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.

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			Sealink Transformer, then the associated cabling will inevitably have to cross his farm at some point to get to the Sub-Station site located on his land at Friston. Having taken on board James' general comments regarding costs, constraints and National Grids' discussions with other landowners, I attach three annotated plans (to be submitted separately to Dalcour MacLaren 01.11.23) showing potential alternative routes which our client would ask National Grid to consider to obviate the impact of the scheme on Christmas tree and associated enterprises located at Redhouse Farm, which will otherwise be decimated. I apologise for the use of such an 'emotive' word, but the reality is that the scheme will cut through our clients' areas of Christmas tree production, shortly no doubt to be followed by Lionlink, effectively ending 30 years of Christmas tree production and undermining the Redhouse Christmas Barn brand. My client remains keen to engage with National Grid both during the formal consultation process and outside of it to minimise the impact to his farming business. Notwithstanding answers provided in response to the previous questions raised in the Feedback Form, I would also like to highlight; my general concerns and previous comments expressed to National Grid and their agents' regarding the proposed location of the converter station and the associated cable corridors, do not appear to have been acknowledged or reflected in the current consultation process; that the development of the land for the converter station (or co-location of up to three stations) will, depending upon the cable routes therefrom connecting the site to the proposed Friston sub-station site, have a significant impact on my diversified farming business, in particular on the production of Christmas trees, as detailed in the correspondence above. that the impact on the ecology and biodiversity of Redhouse Farm and surrounding farm and woodland that will result from the construction of the converter station (or co-location of up to three stations) and the resulting cable routes have not been properly assessed or considered. that when National Grid make their formal application for a Development Consent Order, they will be required to provide evidence to the Inspector at the Public Inquiry of their engagement with landowners and that they acted reasonably in their negotiations therewith. Coupled to that, they will also need to demonstrate that they have not contravened Mr Rix or other landowners Human Rights. Article 1 of the First Protocol (A1P1) to the European Convention on Human Rights states that:		**Application Document 8.1 Corridor Preliminary Routeing and Substation Sting Study (October 2022)** sets out the site requirement criteria and explains the rationale underlying decision-making about the route and location of the infrastructure required for the Proposed Project. All affected landowners will be compensated on a fair and reasonable basis for any rights acquired, and any impacts on retained property will be considered in line with the Compulsory Purchase Compensation Code. Compensation claims for other disturbance are considered on a case-by-case basis if there is evidence of negative impacts as a result of the Proposed Project.

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			"Every natural or legal person is entitled to the peaceful enjoyment of his possessions. No one shall be deprived of his possessions except in the public interest and subject to the conditions provided for by the law and by the general principles of international law. The preceding provisions shall not, however, in any way impair the right of a State to enforce such laws as it deemed necessary to control the use of property in accordance with the general interest or to secure the payment of taxes or other contributions or penalties." Whilst I accept that A1P1 is a qualified right, in that no one shall be deprived of his possessions "except in the public interest and subject to the conditions provided for by law', the rationale for; (a) the construction of the converter station (or co-location of up to three stations), as opposed to its' location on the other sites previously identified or, more practically, for the development of an 'energy hub' at the proposed transformer sub-station site at Friston and (b) the resulting associated routes for the cable corridors across Redhouse Farm will be contested, unless a clear rationale for the requirement and routes has been established.		
		Socio-economic, recreation and tourism, Agriculture and soils, Alternative solutions	In addition to the above, as discussed with National Grid and their agents, the proposed permanent right of way over the main drive and farmland at Redhouse Farm, as shown highlighted in yellow on the annotated plan below. The proposed route shown is opposed on the basis that: the route will destroy the existing Christmas tree plantations within the two fields as indicated on the plan; I have recently spent over £70,000 improving the access leading to the holiday cottages, industrial units and Redhouse Barn and would not wish for this to be damaged as a result of either temporary access or permanent rights being secured over the drive; as described above, the drive is the principal access for all of the alternative (non-farming) enterprises established at Redhouse Farm and its use by third parties has the potential to impact on these enterprises and detract from the 'on farm experience'; the route is beside a deep watercourse into which vehicles have previously driven into, which I can foresee being a potential problem going forward; the route is a Public Right of Way (Bridlepath / Footpath). I attach below and alternative route plan for access to the converter station site, if required from the farm entrance. It is accepted that the land over which the routes are marked does	Y	The compounds and access roads have been altered taking into consideration the feedback provided to minimise the impact on the land holdings of Redhouse Farm.

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			not belong to me, but it does provide a more direct route over predominantly existing established agricultural tracks which already take heavy vehicles. With reference to the plan below, the area highlighted in green is shown as a temporary compound for use during the construction phase of the works. This is opposed on the basis that this area forms part of the existing Christmas tree plantation and its' use for this purpose will result in both short and long term financial impact resulting from the loss of the trees and its' impact on the overall viability of the enterprise. From the consultation plans, I note that a small attenuation pond is proposed beside Bldrys Cottages. Not only will this 'again' impact on an area planted up with Christmas trees, but the surrounding land already has been known to flood, despite it being light free draining soil. As previously advised, my drainage consultant has expressed concern that any cables should be laid 'below' a depth of 1500mm, as the bottom of the land drainage pipes and surrounding shingle will, in places, be at 1500mm to allow for falls across the field. The proposal to therefore lay at a nominal cover of 900mm is deficient.		
		Coordination with other Projects, Alternative solutions	**Question 11** Do you have any comments or issues you would like us to take into consideration regarding our marine proposals? Although I am not qualified to comment specifically on the offshore study area, a detailed explanation of why the proposed development could not form part of a strategic energy grid forming a ring main around the East Anglian coast (and beyond) should be published. Given both the offshore wind projects proposed to be built around the East Anglian coast by Scottish Power Renewables and others and the inter connector projects proposed by National Grid, surely the time has come for a co-ordinated approach to the delivery of energy security overseen by Central Government.	N	National Grid supports coordinated approaches to consenting and delivery with other projects where opportunities are available. However, the projects listed are being promoted by different developers and working to different timescales for delivery. It is therefore not possible to bring all these different projects forward at the same time as they are at varying different stages of development. Delaying the more advanced projects in this area to allow for consultation on all projects at the same time means that projects such as the Proposed Project, which has been identified by the National Energy System Operator as an 'essential' project that needs to be operational by the end of 2030, may not meet these deadlines. This would prevent other projects from connecting into the network and thereby jeopardize the UK's ability to meet its net zero targets. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;**

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					• Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered; • Application Document 7.10 Coordination Document; and • Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.

Table 1.37 SL-PIL-0281, SL-PIL-0280, SL-PIL-0295, SL-PIL-0296

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24 October 2023	18 December 2023	Needs Case	1. Introduction This representation is prepared on behalf of Justin and Emma Dowley, whom are directly affected by the proposed Sea Link Option 2 Access Road for the converter station east of Saxmundham which crosses arable farmland in their ownership. This representation is a formal objection to the proposals submitted as part of the statutory consultation. Extensive research into the proposals has been undertaken on a desk top basis and we are familiar with the physical location of the potentially affected areas. An inspection of the land to be affected was undertaken in November 2023 and photographs are shown at Appendix II.	N	National Grid acknowledges your objection to the Proposed Project.
		Converter station location, Onshore route location	2. Background The proposed Option 2 Access Road to the Converter Station site south-east of Saxmundham crosses the Dowley's land, shown edged red on the enclosed plan at Appendix I. The land extending to approximately 165 acres is in arable production, farmed as part of the farms wider crop rotation scheme, and is also the subject of an option agreement for residential development which is to be signed shortly, after several months of negotiation. The Option 2 Access Road proposes to pass through 3 out of the 4 fields, dividing them in two to create a total of 7 small, irregular shaped and partially inaccessible fields.	N	National Grid acknowledges this feedback.
		Needs case, Timescales / programme, Alternative solutions	3. Principle As a general point, reports on the East Anglia Green scheme, comprising a route of predominantly overhead pylons from Norwich to Tilbury, have raised concerns about the validity of National Grid's arguments and methodology therefore further information is required to ensure the same potential mistakes have not been made in their Sea Link proposals. We also understand that the proposed timelines for a number of the offshore windfarms and other schemes that are proposing to connect into the grid in this area which have contributed to the need to improve the infrastructure in this area have been delayed beyond their original targets and this therefore is understood to have altered the capacity requirements and timelines. On top of this, the government has announced funding to investigate the feasibility of offshore	N	The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. The Proposed Project is designed to meet specific network reinforcement needs arising from grid connection agreements that National Grid is obliged to fulfil by 2030. The reasoning behind the selection of the location and the alternatives considered is set out in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has

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			schemes. Proposals for offshore schemes include the creation of a series of modular grids to which the various offshore wind farms, and interconnectors are connected in to, requiring only a single set of subsea cables to be brought to the shore and connected at a Brownfield site such as Bradwell Power Station, West Grain or Tilbury. With offshore schemes potentially still a possibility, it seems wholly inappropriate to be finalising any onshore proposals and submitting a DCO until such time as this study is complete and the outcome understood. Given all this uncertainty, it is not felt that the need case for the project has been truly justified within the provided documentation. Without a well-qualified, need case, against which affected parties are expected to consider their concerns, it is difficult to make an accurate judgement towards the proposals.		coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** National Grid (the Proposed Project), North Falls (Offshore Wind Farm) and Five Estuaries (Offshore Wind Farm) have been working together to explore the potential for offshore coordination as part of the Offshore Transmission Network Review (OTNR) “Early Opportunities” workstream. The projects, acting together in a consortium led by North Falls, were awarded funding by the Department of Energy Security and Net Zero (DESNZ) through the Offshore Coordination Support Scheme (OCSS) in December 2023. On 28 March 2024, the consortium submitted a high-level feasibility study that formed the first step of the grant funding agreement. The study assessed the feasibility of a coordinated offshore connection specifically: the capital costs; building blocks; construction and commissioning methodologies and overall programme associated with a coordinated solution. The Secretary of State for Energy Security and Net Zero has reviewed this study, amongst other information and has decided not to grant further funding to the consortium. The feasibility study identified that coordination is technically feasible however, it also identified an increase in capital costs of up to £890 million; constraint costs associated with an outage on the Proposed Project of over £500 million; and a programme delay for North Falls and Five Estuaries of up to five years. Given the significant extra costs and the negative impact on the delivery timeline of connecting more renewables to the UK energy system, especially considering the government's commitment to quadruple offshore wind and fully decarbonise the UK's electricity system by 2030, the consortium supports the Secretary of State’s decision and will not be further pursuing a coordinated offshore connection.
		Water environment, Agriculture and soils, Design	4. Consequences 4.1. Farming Drainage & Soil Structure	N	National Grid acknowledges the concerns raised with regard to the interfaces of new and existing infrastructure. It will therefore maintain ongoing dialogue with landowners in order to understand and identify potential constraints and appropriate mitigation measures including those regarding access arrangements during construction of the Proposed Project.

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			Construction of the access road may sever existing drainage and service systems and damage the natural soil structures across a large swathe of the land. The soil structure is essential for the productive farming of the land. Poor soil reinstatement and substantial compaction along the edges of the road, could at worst result in areas of land being entirely unproductive and at best will result in more expensive inputs with cultivations, subsoiling/ploughing in the following years being more difficult with increased machinery/metal wear and fuel consumption as well as reduced crop yields. Efficiencies The proposed route divides a number of the existing fields creating small, triangular and irregular shaped fields which will be difficult to access and to farm using modern machinery. Modern farming businesses rely on maximising efficiencies in order to be profitable, these small fields will be substantially less efficient to farm than the current larger fields. Access Access would also need to be maintained, in a form suitable for modern farm machinery, over the access road in order to reach the various severed fields. 4.2. Development Potential The proposed route cuts across land which is considered to have future development potential which is the subject of an option agreement for a proposed residential scheme. We enclose at Appendix 3 a plan indicating the proposed development land and its phases. Not only is the land therefore more valuable than if it was agricultural land without development potential, which National Grid nor their agents have engaged with the landowners on in order to understand, the positioning of the road is likely to affect the developable area of the proposed site and this will ultimately reduce the viability of any scheme.		Potential impacts on agricultural operations have been assessed based on the final design presented within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** issues such as fragmentation of land parcels identified, where applicable and mitigation set out. The assessment is set out in **Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils**. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)**. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). **Application Document 7.5.10.1 Outline Soil Management Plan - Suffolk** has been developed to ensure the effective management, protection, and reinstatement of soil resources during the proposed development of the Suffolk Onshore Scheme as part of the Proposed Project. The plan outlines the necessary measures to minimise soil degradation and promote sustainable land use in accordance with best practice and regulatory requirements. The cable route will be reinstated to its previous use and therefore farming operations are able to continue post construction. Compensation claims for disturbance are considered on an evidence basis and landowners and farmers will therefore be encouraged to keep records to support their claims. Where productive land is lost as a result of the permanent infrastructure this needs to be balanced with the Proposed Project needs case, which will help the UK with British Energy Security Strategy ‘Security of Supply’ and with helping the UK to meet its Net Zero target to reduce carbon emissions.
		Traffic and transport, Design, socio-economic, tourism	5. Concerns 5.1. Permanence Although the plan indicates that a permanent access is required, defined as “surfaced roads for day to-day use through during operation”, we understand there is some uncertainty and a lack of clarity whether the infrastructure for this proposed route will indeed be permanent and to what specification it would be built and maintained. Assuming the access is permanent, no comment has been on made on whether this road will be publicly accessible or if there will be any form of barriers to prevent it being used as a bypass for the town. No discussion or attempt to communicate has been	N	Additional details on permanent access routes are provided in **Application Document 2.7.1 Access, Rights of Way and Public Rights of Navigation Plans - Suffolk** which has been submitted with the DCO application. National Grid will as a matter of course engage with all other relevant infrastructure providers in order to identify asset interfaces and appropriate design responses. However, with regard to the preferred access route, the option now chosen by the Proposed Project is the route to the south of Saxmundham crossing the River Fromus, therefore the concerns raised here are no longer relevant. The access road and associated infrastructure will not be publicly accessible and will have locked gates. Where the road crosses farmland, agreements will be put in place with the landowner to allow access as required to keep up with Farming Practice.

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			forthcoming by National Grid or their agents to discuss how the severed land will be accessed or if it will be possible to continue to farm any of the affected land at all. 5.2. Distance The distance required for Option 2 seems unjustifiable when there are two shorter options available. Option 2 is the longest of the proposed routes, approximately twice as long as the alternatives and requiring a junction/crossing point with the B1119 as well as a bridge over the railway line. The additional distance will come at significantly greater expense both in materials and time to construct, and the large machinery / lorries using the crossing point will create an additional hazard for road users on the B1119 into and out of the town. The proposed junction for the Option 2 route with the B1121 north of Saxmundham, meets at a point with a number of other junctions close to the Tennis Club and Camping entrance, as well as the industrial estate entrance making this a more dangerous place to introduce further traffic, particularly large lorries and machinery. The alternative proposed access roads also offer shorter distances to the main A12 trunk road and will result in vehicles using the junction south of Saxmundham near Benhall Green, keeping traffic further away from the historic settlement of Saxmundham. 5.3. Rail Crossing The requirement for a bridge over the railway line to the north of Saxmundham will create substantial construction issues, both in additional cost but also in timing and organisation of the works due to the need to liaise with Network Rail ahead of construction commencing as well as throughout the process. It is likely to also create delays within the rail services on the East Suffolk line due to the inherent complexities of construction of the crossing. This could cause significant disruption and inconvenience to commuters and residents who rely on public transport to access work / education and to tourists who use the line for day trips and visits. Any disruption to accessibility for tourists will also have consequences for those businesses who rely on their trade which comprises a significant percentage of the East Suffolk economy. The creation of a new hazard in the form of the bridge / crossing on the railway line will also introduce additional safety concerns both during construction and in the longer term assuming the new infrastructure is to remain in place. The construction of this substantive physical structure and its associated works, including project management with Network		

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			Rail, potential delays / service disruptions and required health and safety measures are all additional costs that will make this significantly more expensive than the alternatives access road options that do not require a rail crossing.		
		Walking, cycling and horse riding, traffic and transport	5.4. Public Rights of Way In addition to the train line, there is a public right of way in the form a footpath which follows the route of the trainline, crosses it and emerges on Clayhills Road. The initial part of the proposed access road between the convertor station and the B1119 Leiston Road also crosses a public footpath.	N	Management Plans have been prepared for both Suffolk and Kent as part of the DCO application. These have been developed in consultation with the relevant local planning authorities and provide details on PRoW diversions, closures and management during the construction, operation and decommissioning phases. See **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan - Suffolk**.
		Cultural heritage	5.5. Archaeology As part of the allocation of the housing land now constructed off Beech Road/Oak Close, Suffolk County Council Archaeology indicated the area has high archaeological potential overlooking the River Fromus. Later Neotholic / Early Bronze Age layers have already been identified as being possibly present. Construction of a road in this location may be made more difficult by potential archaeological finds, may require substantial investigation, and could result in greater expense and / or time delays.		The area within the Order Limits have been subject to assessment, which has been informed by the baseline study (**Application Document 6.3.2.3.A ES Appendix 2.3.A Cultural Heritage Baseline Report**). Works undertaken around the Fromus include geophysical survey (**Application Document 6.3.2.3.D ES Appendix 2.3.D Geophysical Survey Report)** and evaluation trenching (**Application Document 6.3.2.3.F ES Appendix 2.3.F Phase 1 Archaeological Trial Trenching Report**) which have identified archaeological remains. Mitigation, where impacts cannot be avoided, will be agreed with stakeholders, in line with **Application Document 7.5.4.1 Suffolk Outline Onshore Overarching Written Scheme of Investigation (OWSI)**.
		Coordination with other Projects, Traffic and transport, Construction - general	5.6. Additional Projects / Co-Location The plans indicate potential locations for two further convertor stations in the locality of the proposed converter station for this project, whilst the concept of co-locating in order to minimise the impacts across a wider area, is understood there appears to be little real co-operation between projects. Furthermore, it is not clear whether the wider access routes etc. will therefore need to accommodate all projects. If future construction traffic is to share the access roads, there are concerns around the frequency of vehicle movements on the access road, how wide the road will need to be to accommodate i.e. single track v two lanes, any traffic control at the crossing points and therefore how dangerous the crossing point may be or how difficult it will be to access the fields with slow moving agricultural vehicles whilst trying to navigate large construction vehicles. 5.7. Planning Policy: East Suffolk Local Plan (Adopted September 2020) and Saxmundham Neighbourhood Plan 2022-2036 (adopted July 2023)	N	Details on the assessment and proposed use of access routes are contained in **Application Document 7.5.1.1 Construction Traffic Management Travel Plan Suffolk.** The other projects that may co-locate in this area are being delivered at different timescales to the Proposed Project. As such, National Grid is maintaining ongoing dialogue with other developers to ensure coordination of project development, consenting and delivery - including shared use of accesses, compounds. Nonetheless, individual project must ensure that they are deliverable as standalone projects. The level of detail around these elements of the Proposed Project will develop as these discussion progress and as the design develops further. National Grid is only seeking consent for works relating to the Proposed Project. **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** assesses the effects of traffic generated in conjunction with the Proposed Project. Should other projects opt to make use of these access points, they will need to assess the potential cumulative effects and the dynamics of interactions with the volume of traffic in the consented scheme(s). As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**
		Landscape and visual, Design	The open characteristic of the land adjacent to the B1119 approaching Saxmundham from the east, is noted as being an important visual characteristic of the area in the Neighbourhood plan. The introduction of an access road sharply crossing this	N	The effects arising from the Suffolk Onshore Scheme on visual amenity are summarised within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual and detailed within Application Document 6.3.2.1.D Appendix 2.1.D Visual Amenity Baseline and Assessment**. The

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			land, not to mention the view of the converter station itself, will result in a substantially different visual aspect to the town from this approach. There are limited existing features or changes in topography, which the design/construction could be designed around in order to minimise the visual impact in this area east of Saxmundham as opposed to the other options which would be less visually intrusive.		representative viewpoints assessed include Important Views identified within the Saxmundham Neighbourhood Plan. The open characteristic of the land adjacent to the B1119 and the alteration to the existing views are noted. **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** identifies the environmental considerations, including landscape and visual considerations, which have informed the siting and outline design of the proposed Saxmundham Converter Station. The design of this structure, in terms of the building form and the external materials, has been developed alongside consultation and stakeholder feedback including engagement with a Design Review Panel as explained in **Application Document 7.11.1 Design Approach Document - Suffolk**.
		Design, Alternative solutions, Needs case	6. Conclusion We have highlighted a number of issues with the proposed Option 2 access road for the converter station east of Saxmundham, which contribute to our view that is not an appropriate or viable proposal. With the regard to the wider project, we are of the opinion that the alternative offshore options and alternative routes have not been sufficiently explored, particularly given that the government has only earlier this month announced funding to investigate the viability of the alternative offshore solutions which could negate all of the consequences of disruption to businesses, residents, tourists, habitats, ecology and the historic environment which will occur as a result of the multitude of projects in the area. Until such time as these alternatives have been truly investigated with the combined cooperation of all the stakeholders in the individual projects, we consider it entirely inappropriate or justified to be making any decisions with regard to the individual onshore projects. We therefore urge you to consider our objection accordingly.	N	National Grid has discounted Option 2 as a proposed access to the Saxmundham Converter Station. National Grid acknowledges the concerns raised in these comments. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. Please see above response to Q3 (Principle) for information on the assessed feasibility of a coordinated offshore connection specifically. National Grid has listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised these impacts onshore and offshore where possible. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);**

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					• Application Document 8.3 Strategic Options Report (October 2023); • Application Document 7.2 Strategic Options Back Check Report; • Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered; • Application Document 7.10 Coordination Document; and • Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.

Table 1.38 SL-PIL-0051, SL-PIL-0060

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Consultation, Design, Land rights and CPO	As you are aware I am the owner of land over which you wish to secure certain rights. The land concerned is a field on which under the EA1N and EA2 DCOs you wish to carry out pylon realignment works and the erection of a new pylon. These works also encroach on my residential property. The documents which you published for the Sealink statutory consultation showed different works with no explanation of why the works are different. I spoke to James Buckley at a consultation event at Saxmundham who was helpful. However it is unhelpful that such substantial changes to works are proposed with no explanation of why the changes are necessary, whether National Grid no longer intends to carry out the pylon realignment works proposed under the EA1N and EA2 DCOs and what further work what might be necessary for the Lionlink and Nautilus projects, and any other projects which National Grid may choose to connect at Friston. If you want my cooperation going forward, you need to be a lot more open and transparent about what your plans are and I look forward to receiving full details in writing. I have been assisting Friston Parish Council in its response to the statutory consultation and I adopt its response as my own.	N	The Proposed Project will continue to evolve as it progresses towards the submission of the DCO application. As part of its submission, National Grid has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and local communities (see **Application Document 7.10 Coordination Document**). National Grid has engaged with other project developers, seeking to identify opportunities for co-ordination whilst maintaining its obligations to facilitate network connection agreements by providing the required network reinforcement. In doing so, National Grid acknowledges the respondent's concerns about the potential impacts of the Proposed Project and is committed to developing a scheme that takes account of the feedback received during the course of consultation to avoid or minimise as far as possible and to mitigate the significant effects of the construction and operation phases. National Grid is maintaining ongoing dialogue with landowners in order to better understand issues arising from the Proposed Project.

Table 1.39 SL-PIL-0231, SL-PIL-0232, SL-PIL-0233, SL-PIL-0890, SL-PIL-0242, SL-PIL-0638, SL-PIL-0734

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Converter station location, Cultural heritage, Landscape and visual	I am the owner and occupier of Hurts Hall house and park, and I OBJECT in the strongest terms to the proposal to build a massive electricity converter station within 750m of my house and to the associated infrastructure, including the proposed permanent access. The proposal will significantly adversely affect the setting of my listed house and the character of the deeply rural surrounding landscape. My more detailed reasons for objecting are as follows:	N	An assessment of impacts on the setting of Hurts Hall has been included in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**. This has been informed by the baseline study (**Application Document 6.3.2.3.A ES Appendix 2.3.A Cultural Heritage Baseline Report**), as well as visualisations (**Application Document 6.4.2.1 Landscape and Visual**). This includes visualisations from Hurts Hall towards the Converter Station as well as the Permanent Access. A Heritage Statement of Harm is presented in **Application Document 7.1 Planning Statement**.
		Needs case, Onshore environmental impact, Construction – general, alternative solutions	SITE SELECTION PROCESS AND EIA. Little regard has been given to the dreadful impact which the development will have on the countryside and the community. The site appears to have been chosen for the express and sole reason that there is an intention to co-locate three converter stations each of a size and scale similar to the one currently proposed. It was only after this proposal came forward that this site was identified as being supposedly suitable for the purpose. This suggests to me that it was not considered to be one of the most suitable sites for a single converter and that it now represents no more than a compromise. There can be no doubt, taking into account the evolution of the scheme, that the intention is ultimately to build all three converter stations and therefore it is imperative that before the scheme progresses any further, an EIA is undertaken in respect of all three, which realistically form a single project. If they are treated separately, it is inevitable that the later projects will at EIA, be treated as having little impact on the landscape because the first converter station is already present or permitted. This is a clear case of salami slicing and can be seen already in the landscape and visual impact already performed where at table 2.2.B.4., Friston substation is referred to as bringing “large scale uncharacteristic energy infrastructure into the arable landscape”. This substation is part of the same scheme as is now being assessed and it is wholly unreasonable to use the harm caused by one part of the scheme to justify the harm caused by another. The Impact of the construction phase also needs to be assessed on the assumption that all three stations will be built. Failure to do so will mean that the impact of construction will be seriously underestimated. The scheme should not proceed until an EIA of the full proposal has been carried out. Without it, the potential of the site for co-location (and so for the currently proposed converter station) has not been properly assessed. The site now chosen was not a site which was identified when nine possible sites were originally put	N	A robust alternatives assessment has been undertaken for the Proposed Project. **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered and Application Document 7.2 Strategic Options Back Check Report** contain further details on the main alternatives considered for the Proposed Project. Further historic information with regard to the Proposed Project design evolution and the alternatives considered are contained within **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022), Application Document 8.2 Options Selection and Design Evolution Report (October 2023) and Application Document 8.3 Strategic Options Report (October 2023)**. National Grid is coordinating with other developers of large-scale infrastructure projects where possible, noting that other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are contained in **Application Document 7.10 Coordination Document**. The assessment of inter-cumulative effects with other proposed developments is considered in the ES within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects and Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects**. The effects arising from the Suffolk Onshore Scheme on landscape character and visual amenity are summarised within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual and** detailed within **Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment and Application Document 6.3.2.1.D ES Appendix 2.1.D Visual Amenity Baseline and Assessment**.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			forward and it is not clear why this site has ultimately been chosen as the preferred site. There is lack of transparency in decision making in relation to this, so it is impossible to properly assess the process, which was undertaken, without this information the consultation is inadequate, and the scheme should not be allowed to progress while that remains the case.		
		Converter station location, Cultural heritage, Combined effect of the proposed Project	IMPACT ON HERITAGE ASSETS. Hurts Hall is a grade II listed house which my wife and I have spent eleven years renovating. It is essential to the setting of Hurts Hall that it is located in a deeply rural area. The list description describes it as a “Country House”. It was built in 1893 and replaces an earlier house which was burnt down in 1889. In March 1943, Hurts Hall was the headquarters of the 79th Armoured Division under the command of Major General Sir Percy Hobart. His mission was to develop special vehicles and equipment for use in the D-Day Landings, so the house played a pivotal role in WWII. It was also the venue chosen by Churchill, Eisenhower and Montgomery to sign important D-Day papers. The proposed converter station and access will have a permanent and significant urbanising and industrialising effect on the setting of the house. During the construction phase the development will introduce a long period of significant disturbance and total loss of the tranquillity of the area, with no chance that the tranquillity and rural character will be restored on completion of the work. The enormous size of the proposed converter building means that it has no realistic chance of being accommodated within the landscape and so, as a plain modern structure only about 750m from the house (and closer to the park boundary) it will inevitably have a severe adverse impact on the setting of the building. We will be able to see the immediately proposed converter and at least one of the other converters from our home, particularly from the first and second floors. This will represent a substantial change to the setting and be harmful to the character and heritage value of the house. It will also be visible from the boundary of our parkland. There are many other listed building buildings and heritage assets in the immediate area. There are 18 listed buildings in Sternfield, including the Church of St Mary Magdalene which is a grade II* Listed Building and Sternfield House a magnificent Queen Anne home. Together, all these heritage assets and the historical structure of the landscape create a rural agricultural landscape of great heritage significance and beauty. The proposed converter station is completely at odds with that because of its massive scale, its appearance and its essentially industrial function. It would ruin the rural environment and reduce	N	An assessment of impacts on the setting of Hurts Hall have been included in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**. This has been informed by the baseline study (**Application Document 6.3.2.3.A ES Appendix 2.3.A Cultural Heritage Baseline Report**), as well as visualisations (**Application Document 6.4.2.1 Landscape and Visual**). This includes visualisations from Hurts Hall towards the Converter Station as well as the Permanent Access. A Heritage Statement of Harm is presented in **Application Document 7.1 Planning Statement**.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			the important sense of separation between the surrounding rural villages. Access Option 2 would be very harmful to the setting of our house as it would intrude into the landscape in a place which is very visible and where there is “no development within the landscape except for Hurts Hall within a rural valley context”. (Settlement Sensitivity Assessment Volume 2: Suffolk Coastal Page 26) It is very clear that this forms part of the setting within which the heritage value of Hurts Hall is enjoyed. Access Option 3 would be even worse because it would intrude into an area where there is currently no development and destroy both the setting and the tranquility of the Hall.		
		Landscape and visual, Construction - general	IMPACT ON LANDSCAPE. As mentioned above, the landscape in this area is a deeply rural and tranquil one of considerable beauty. The Settlement Sensitivity Assessment Volume 2 Suffolk Coastal says of the local landscape “The 20th century built edge of Saxmundham to the west of the B1121 is not visible as it sits behind the vegetated railway line and field hedgerows/trees. There is no development within this landscape except for the mansion house of Hurts Park within a rural valley context”. Of the land to the east it says” The parkland landscape is open, affording memorable views to the rebuilt manor house (Hurts Hall) and church beyond”. The proposed converter station and access roads would be a prominent alien feature in this landscape, which otherwise has very little modern development. The landscape impact assessment undertaken for this development does not give proper recognition to the quality of the landscape and it is nothing short of astonishing to suggest that the “large scale field pattern is considered to have the ability to accommodate this type of development”. This development is so enormous and will be so incongruous that no rural landscape could possibly “accommodate” it. The fact that this suggestion has been made is indicative of an evaluation exercise aimed at reaching a particular conclusion and not an arm’s length objective evaluation. Such an evaluation would inevitably conclude that this development will have a wholly unacceptable landscape impact. To suggest that local plantations will form a “back cloth to the development” (chapter 2 LVIA page 84) is to ignore the fact that the proposed building will be equivalent in height to an 8 storey building (on the basis that Grenfell Tower was 67.3m and 24 storeys). It is not possible to realistically pretend that the converter buildings will be other than intrusive, incongruous and unattractive. DISTURBANCE DURING CONSTRUCTION. The construction phase of all three converters is likely to take TEN YEARS OR MORE, during which time there will be	N	The effects arising from the Suffolk Onshore Scheme on landscape character and visual amenity are summarised within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual** and detailed within **Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment and Application Document 6.3.2.1.D ES Appendix 2.1.D Visual Amenity Baseline and Assessment**. This acknowledges the landscape baseline with reference to published Landscape Character Areas within the landscape and visual study area, which notes the rural nature of the landscape. Potential effects on the Suffolk Coast and Heaths AONB are also detailed within **Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment**. The visual assessment also refers to Important Views which are identified within the Saxmundham Neighbourhood Plan and include reference to the approach to Saxmundham. The landscape and visual assessment follows best practice and the methodology is set out within **Application Document 6.3.2.1.A ES Appendix 2.1.A Landscape and Visual Impact Assessment and Photomontage Methodology**. This refers to landscape susceptibility and statements are made about how the scale of the landscape influences its ability to accommodate development, of which larger scale has a higher ability than smaller scale. The assessment also takes into account the scale of the development and acknowledges where this cannot be mitigated by proposed landscape mitigation planting. The potential for impacts on the setting of heritage assets was discussed with key stakeholders including Suffolk County Council and Historic England and, as part of this procedure, a list of assets to fully assessed was agreed. The assessment of impacts on cultural heritage can be found in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**. National Grid acknowledges that the Proposed Project has the potential to cause disturbance during construction. From a nuisance viewpoint, the assessment of impacts is considered in the following document:

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			significant noise, vibration, dust, light pollution and general disturbance in an otherwise extremely quiet area. The techniques proposed in the EIR to mitigate these effects will have very limited benefit and there can be no doubt that the impact will be significant over a wide area. This will harm the amenity of the residents as well as the setting of the listed buildings. The general ambience of the area is part of the heritage setting and that will be completely changed during the construction period. The peace and rural feel of the environment will never be returned because it is highly likely that the building will be accessed by vehicles, potentially at any time of the day or night and also that the development would be lit for security and to facilitate working. This will impact not only on the landscape and amenity but also on the biodiversity of the area.		• **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual;** • **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality;** • **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration; and** • **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport.** During construction, contractors will be required to adhere to **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** and develop their own task-specific management plans. This will help control potential nuisance impacts. This Plan is secured through Requirement 6 of Schedule 3 of **Application Document 3.1 draft Development Consent Order**.
		Walking, cycling and horse riding, onshore mitigation, design, landscape and visual	IMPACT ON RIGHTS OF WAY. The proposed site of the converter station is on the junction of footpaths 5 and 6 so it would have a significant adverse impact on the network of public rights of way in the area. It is not enough to say that the routes may have to be diverted. The presence of the building will permanently harm the enjoyment of users of footpaths which currently enjoy a tranquil rural environment and attractive views. The buildings will dominate the environment of the users of the rights of way for a significant part of both paths. Any diversion around it would need to be very significant due to the scale of the interruption and the potential for the public to use and enjoy the routes will be reduced to a very low level. PROMISES OF ENHANCEMENT TO THE AREA. This is plainly a sham. There is no realistic possibility that development on such a scale, causing such a high level of adverse impact will provide any genuine enhancement to the area. It is certainly clear that the area around Hurts Hall will be irreparably damaged in a way which no amount of landscaping or biodiversity net gain could possibly adequately mitigate. PHYSICAL APPEARANCE. I note that various options for physical appearance are put forward. None of them are desirable but the least damaging (though still very harmful) is the option with bunding and a green roof. Unfortunately, I believe this obviously expensive option has been included to suggest a willingness to make every effort to mitigate landscape harm, but with no intention that it will be pursued. I trust that if this dreadful scheme is pursued to the next stage, I will be proved wrong in this and it will be the proposed design. Frankly, I doubt it because the Landscape Assessment	N	As set out in **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**, Saxmundham Footpaths 6 and 5 (PRoW E-491/006/0 and E-491/005/0) will be temporarily diverted and permanently diverted respectively. The permanent diversion will act in conjunction with the long-term temporary diversion route for E-491/006/0 which will feed east along the B1119 and rejoin the existing E-491/006/0 at the north east of the Converter Station location. The proposed PRoW closures and diversions are assessed within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. No significant impacts are expected following the mitigation set out within **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk** which has been developed in consultation with Suffolk County Council and East Suffolk Council. The proposed diversion routes will be designed to be of equivalent nature and connectivity to the existing sections of the routes to be closed, whilst minimising the additional journey length as far as practical. The proposed diversion routes are subject to agreement with Suffolk County Council. The opportunities for recreation have been developed in collaboration with other key disciplines including traffic and transport and socio-economics (further details within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport and Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. This has included a permanent PRoW diversion on the Converter Station site which has been designed to have a variety of experiences with some sections more open and others adjacent to woodland planting to aid screening of views towards the Suffolk Onshore Scheme. This has also included the provision of open access areas, as requested through stakeholder feedback. The existing footpath connecting southwards is shown on **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			takes a completely unrealistic view on the degree of harm that will be caused.		National Grid is pursuing a coordinated masterplan for the development of the site, including landscaping. While there will be some residual impacts, **Application Document 6.3.2.1.A ES Appendix 2.1.A Landscape and Visual Impact Assessment and Photomontage Methodology** refers to landscape susceptibility. Statements are made about how the scale of the landscape influences its ability to accommodate development, of which larger scale has a higher ability than smaller scale. The assessment also takes into account the scale of the development and acknowledges where this cannot be mitigated by proposed landscape mitigation planting. National Grid have developed design principles for the Suffolk project elements. Details are contained in **Application Document 7.12.1 Design Principles – Suffolk**.
		Socio-economic. recreation and tourism, Alternative solutions	TO SUM UP Given the number of alternative sites that are available, I find it hard to believe that National Grid have the gall to tell us this is their preferred site. Anyone with a modicum of common sense can see that this proposed development will decimate our beautiful Heritage Coast and drive away the tourists that the local economy depends on. I gather that our local MP has suggested Bradwell as an alternative site but every time I have raised this with National Grid staff at various meetings, I have been given a different answer as to why this is not possible. I do not believe the truth is being told. Rather than take the people of Suffolk for being fools, it might be better to tell them the real reason for sighting it here is money. Roughly translated, this is the most profitable place for National Grid to site the converters, which of course is very beneficial for their American shareholders, but detrimental to the people of this beautiful county of Suffolk.	N	The Proposed Project is designed to meet specific network reinforcement needs arising from grid connection agreements that National Grid is obliged to fulfil by 2030. The reasoning behind the selection of the location and the alternatives considered is set out in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**. In addition, the publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including the Bradwell Power station. However, this site was considered too small to accommodate the required infrastructure. Further details are contained in **Application Document 8.2 Options Selection and Design Evolution Report (October 2023)**.

Table 1.40 SL-PIL-0289

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Onshore route location, Terrestrial ecology, Landscape and visual	We have been residents of Aldeburgh for over twenty years and are living within a few hundred yards of the proposed cable route which will cross under the Leiston Road. We have attended all of the various meetings put on by National Grid for the SeaLink proposals And strongly object to the proposals you have put forward for the area. Our reasons for objecting are based on the following. The landfall and cable corridor not only goes through the protected AONB and SSSI sites which have been nurtured and protected for the past 75 years but also will permanently destroy wildlife habitat and one of the reasons why so many people come to the area to enjoy the beauty of the countryside. The location of the converter stations (is it 1,2 or 3) is situated on one of the highest and flautist parts of the local countryside. No amount of trying to hide a 23 M high structure will hide them from view. The concrete structures will dominate the skyline around the area changing it from countryside to an industrial wasteland.	N	The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. The need case for the Proposed Project has identified that connection is required within the Sizewell area, therefore delivery outside of this area would not fulfil the network reinforcement requirement that the Proposed Project is intended to provide. The reasoning behind the selection of the location and the alternatives considered is set out in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**. National Grid is in discussion with the RSPB and Natural England (as well as the Suffolk Councils) regarding the route of the HVDC cable and the location of the joint bays and the high importance of the RSPB reserve and the AONB is noted. This is a major reason why the reserve will be traversed through trenchless methods. The commitment to trenchless methods is secured in Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). National Grid acknowledges the comments regarding the design of the converter station to fit in with its surrounding. The assessment on potential landscape and visual impacts is set out in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. National Grid's landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section of the ES. Mitigation includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting and has been designed in collaboration with relevant stakeholders. National Grid have developed design principles for both the Suffolk and Kent project elements. The scope of the principles is not limited to any one design discipline and instead reflect a multi-disciplinary approach for coordinated design in the round. As such the design principles cover several design disciplines including architecture, landscape architecture, ecology, hydrology, civil engineering, wider engineering disciplines, town planning, archaeology and heritage. Climate change is an important consideration as is developing the design to minimise light and noise intrusion, maximising the use of trenchless techniques in sensitive areas, and the use of sustainable construction techniques and efficient use of responsibly sourced materials (see **Application Document 7.12.1 Design Principles – Suffolk**). National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and will seek engagement with local design panels to further inform the design and development process.
		Water environment, Traffic and	The area surrounding the proposed site is also prone to flooding from water runoff from the fields this will be compounded by the	N	Where the project temporarily or permanently adds hardstand land cover (and in areas of topsoil strip), rainfall runoff will be collected by a range of drainage features. These features will encourage infiltration to ground where ground

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		transport, Socio-economic. recreation and tourism	large area of hard surfaces creating even more flooding more quickly. The present main roads serving Friston and Saxmundham area already have problems with heavy vehicle traffic and would be unable to cope with the combined traffic of this project, Sizewell C and LionLink let alone Scottish Power scheme. This extra traffic will only endanger the local road traffic users and the minor road junction works that have been indicated on your proposals will do nothing to solve the problem of the narrow widths to the existing main roads off of the A12. This area is dependent on tourism which will be decimated for years to come if the works proceed and the local population in particular the youngsters will have little opportunity for jobs .As no provision has been made to house the necessary workforce we can only assume that you are hopeful of renting local property thereby preventing letting to holidaymakers who are the lifeline to the area.		conditions will be suitable to collect and convey runoff to storage areas for slow release back to the water environment at rates not exceeding predevelopment rates. This will prevent increases in surface water flooding. Flooding concerns are noted. **Application Document 6.8 Flood Risk Assessment** has been informed by information on historical and recent flooding incidents in the locality. The Proposed Project has engaged with the Environment Agency regarding the proposed works within areas prone to flooding and has agreed a flood risk mitigation strategy. The mitigation measures are secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Surface water runoff arising from the Proposed Project during both its construction and operation would be captured, suitably treated where necessary and attenuated prior to discharge into the surrounding water environment at rates no greater than existing (inclusive of suitable climate change allowances over the Projects lifetime). Commitment W14 of **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** states that the appointed contractor shall develop a Drainage Management Plan which must be submitted to the Local Planning Authority for approval prior to construction. The Plan will demonstrate how surface water runoff will be managed during construction and how surface water would be managed during operation including maintenance of the drainage infrastructure over the lifetime of the Proposed Project. The requirement is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). A climate change risk assessment is included within **Application Document 6.2.5.1 Part 5 Combined Chapter 1 Climate Change**. This assessment includes an assessment of climate change risks (including flooding) in accordance with the Institute of Environmental Management and Assessment good practice guidance for climate change risk assessments in Environmental Impact Assessments. **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** demonstrates that the additional construction traffic to be generated by the Proposed Project during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network. Potential impacts on tourism are assessed in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. This Chapter estimates around 30% of the construction staff will be sourced from the surrounding area, based on benchmarks against similar energy infrastructure schemes, thereby providing local people with job opportunities. The Chapter also demonstrates that at peak workforce employment and typical seasonal occupancy levels, all of Suffolk Onshore Scheme's construction workers could be accommodated within a 60-minute drive time of the Order Limits. Given this, it is assessed that there would be negligible magnitude of impact on the hotel, bed and breakfast, and inns

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					accommodation sector arising from the Suffolk Onshore Scheme. It is anticipated that accommodation providers would be able to accommodate employees working at the Suffolk Onshore Scheme without any adverse effects on the sector.
		Alternative solutions	The obvious answer is to have an offshore transmission network coming onshore at brownfield sites and nearer to London which is the area we are being told requires all of this additional power. Offshore assume the was looked at a few years ago but reverted however technology has improved and this form of transmission is now being used by Belgium, Norway and now Scotland in the latest scheme being piloted by Seimans on the new wind farm of the Scottish coast. You have a brownfield site at Bradwell together with a transmission route, this must be the most sensible, least destructive to the countryside and long turn cheapest of all proposals. You have not listened to the public at previous consultations you should do so now.	Y	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide.

Table 1.41 SL-PIL-0059, SL-PIL-0067

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Needs case, Landfall location, Combined effect of the proposed Project, landscape and visual, cultural heritage	As a prescribed consultee I write to object to the proposed Sea Link project. 1) The Suffolk landing site for the Sea Link project should not be between Aldeburgh and Thorpeness. This section of the coast is an exceptionally sensitive area within the Area_ of Outstanding Natural Beauty (AONB) and forms a part of the Heritage Coast which is undeveloped. The coastline between Aldeburgh and Thorpeness is characterised by its long open vista that extends through the bird sanctuary into the interior and Aldeburgh is set within this landscape. Both the landscape and the sensitive setting of the town is of great importance and should be protected. 2) National Grid have not provided sufficient detail with regard to the nature and scale of any proposed Transition Joint Bay as well as any development related to it (such as ongoing maintenance, repair and security). 3) Imposing the Sea Link project into this landscape is particularly harmful and will have significant adverse impacts and potentially result in irreversible harm. Such development between the seashore and the inland fringes would result not only in significant harm to the landscape but threaten the setting of Aldeburgh, a town of considerable cultural significance.	N	The effects arising from the Suffolk Onshore Scheme on the Suffolk Coast and Heaths AONB are outlined summarised within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual** and detailed within **Application Document 6.3.2.1.C Appendix 2.1.C Landscape Designation and Landscape Character Assessment**. The assessment takes into account the Natural Beauty indicators and the relevant associated Suffolk Coast and Heaths AONB indicators relating to natural beauty indicators to landscape and visual matters. The effects on the Suffolk Heritage Coast are also detailed within **Application Document 6.3.2.1.C Appendix 2.1.C Landscape Designation and Landscape Character Assessment**. Details of the site and route selection process are contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)**. Where necessary, and insofar as is possible, measures will be implemented to mitigate identified likely significant effects. The mitigation measures proposed can be found in A**pplication Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** submitted with the application for development consent. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). The transition joint bay is an underground structure with a ground level access manhole which will be locked. Maintenance is required on a monthly basis to check the structure and at a five-yearly basis to check the condition of the joints. This will not be visible from the surface apart from the manhole.
	Alternative solutions, Onshore environmental impact, Landscape and visual	4) The Sea Link development in this coastal location would be contrary to national and local planning policies including those which recognise and seek to protect this environment and the sensitive setting of Aldeburgh. 5) The adverse impacts on the landscape of the proposed landing site between Aldeburgh and Thorpeness cannot be properly mitigated. The principal mitigation measure should be to avoid landfall in this especially sensitive part of the AONB and Heritage Coast. There is no need for the landing site to be between Aldeburgh and Thorpeness. A more appropriate landing site or alternative option should be considered that accords better with policy and takes proper account of the sensitivity of places and communities. 6) The Sea Link project would also have a significant adverse effect on the North Warren RSPB / SSSI site which supports a range of protected and/or UK priority species associated with the habitat types present.	N	Efforts have been made to ensure that the design of the Proposed Project is compliant with the purpose of National Landscapes, which is to 'to conserve and enhance the beauty of the area'. As such, no above ground infrastructure will be constructed within the National Landscape, while careful consideration has been given to the ways in which development outside of the designation may affect its setting. Following construction, the HVDC cable route, including farmland, will be fully reinstated. The effects arising from the Suffolk Onshore Scheme on the Suffolk Coast and Heaths AONB and Suffolk Heritage Coast are summarised within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual** and detailed within **Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment**. This notes that the construction activity affecting the AONB and its setting would be localised and the main activity of the laying of the HVDC cable is not considered to be dissimilar to typical agricultural machinery on arable fields and the seasonal disturbance of soils which is characteristic of arable land. There would be highly localised temporary adverse effects on scenic quality, natural heritage, tranquillity and wildness, both directly and indirectly, due to construction activity including limited vegetation loss. At operation year 1, the

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					operational activity affecting the AONB and its setting would be highly localised. The re-instatement of localised areas of acid grassland would be in the early period of re-establishment at Year 1 of operation and there would be highly localised permanent tree loss however this is considered to be a slight alteration on the overall landscape character. **Application Document 7.3 The Planning Statement** and Appendix A, NPS Accordance Table of this document sets out an analysis of compliance with the policies within the NPS.
		Water environment, Onshore EMF, Alternative solutions	7) The development between Aldeburgh and Thorpeness is substantially within flood risk zones 2 to 3 and should therefore be avoided. 8) National Grid has given scant detail regarding high voltage lines and the detrimental impact of electro-magnetic fields on people residing nearby. 9) National Grid have not provided sufficient detail to allow proper and intelligent consideration of the proposal or the outlined alternative options and this is a glaring omission given the far-reaching impact of the current proposal. For instance, there is insufficient detail about any marine constraints relating to potential landing sites, especially 53, 54 and 55 and how these constraints might be overcome or avoided. There is also insufficient detail about perceived constraints pertaining to converter locations and land corridors to these landing sites, particularly 53. 10) While I object to the project being situated in the Aldeburgh-Sizewell area, any new Sea Link infrastructure would be better kept closer to Sizewell, an area which is already blighted visually and environmentally by the nuclear power stations and associated electrical pylons. That would facilitate connection to the existing overhead power line (ie converter site B or C) and proximity to potential landing sites north of Thorpeness.	N	No operational infrastructure is proposed within Flood Zones 2 or 3. At the landfall locations, whilst there would be a small footprint of temporary construction activity, this largely involves cable installation using trenchless drilling techniques, thereby avoid change to landform with these flood zone extents. Flooding concerns are noted. **Application Document 6.8 Flood Risk Assessment** has been informed by information on historical and recent flooding incidents in the locality. The Proposed Project has engaged with the Environment Agency regarding the proposed works within areas prone to flooding and has agreed a flood risk mitigation strategy. The mitigation measures are secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Commitment W14 of **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** states that the appointed contractor shall develop a Drainage Management Plan which must be submitted to the Local Planning Authority for approval prior to construction. The Plan will demonstrate how surface water runoff will be managed during construction and how surface water would be managed during operation including maintenance of the drainage infrastructure over the lifetime of the Proposed Project. The requirement is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). A complete assessment of health and wellbeing effects has been undertaken. This is set out in **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing**. These conclude that there are no anticipated significant effects as a result of the Proposed Project. With regard to electromagnetic fields (EMFs), the UK has a carefully thought-out set of policies for protecting the general public against EMFs, the main component of which is exposure guidelines. These exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects if EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. It is National Grid's policy to ensure that all of its equipment comply fully with these exposure limits. Further information can be found in **Application Document 6.5 Electric and Magnetic Field Compliance Report**. A climate change risk assessment is included within **Application Document 6.2.5.1 Part 5 Combined Chapter 1 Climate Change**. This assessment

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					includes an assessment of climate change risks (including flooding) in accordance with the Institute of Environmental Management and Assessment good practice guidance for climate change risk assessments in Environmental Impact Assessments. National Grid as part of its submission has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and local communities (see **Application Document 7.10 Coordination Document**. National Grid has engaged with other project developers, seeking to identify opportunities for co-ordination whilst maintaining its obligations to facilitate network connection agreements by providing the required network reinforcement. In doing so, National Grid acknowledges the respondent's concerns about the potential impacts of the Proposed Project and is committed to developing a scheme that takes account of the feedback received during the course of consultation to avoid or minimise as far as possible and to mitigate the significant effects of the construction and operation phases. The cumulative impact of the Proposed Project together with other projects in the area, including impacts upon the AONB, is set out in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.**
		Needs Case, Alternative Solutions	In summary, I strongly object to the proposed route and scheme. National Grid has provided insufficient reasoning on why Sea Link is needed and it has not sufficiently addressed alternative options, including the merits of a modular offshore grid system which can better protect communities and people from the environmental impacts of multiple cable corridors coming onshore.	N	National Grid acknowledges the respondent's objection. The publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how

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			It is apparent that the research and assessment leading to this proposed route has been piecemeal and driven by costs, to the detriment of the environment. The proposal lacks vision with regard to the future technological innovation in the renewable energy industry. As such, bringing the application forward is premature. I reserve the right to reconsider the comments in light of future updates.		National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.** With regard to the claims about the Proposed Project being driven by cost, in developing the design, National Grid has a duty to balance the need to be economic and efficient, whilst also having regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. As such, National Grid is rigorously assessing the Proposed Project's impact on designated sites and the environment, adhering to the "mitigation hierarchy" by avoiding, minimising, restoring and offsetting impacts.

Table 1.42 SL-PIL-0809, SL-PIL-0078

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Needs case, Consultation	We are writing in response to reviewing Sea Link's Statutory Consultation Preliminary Environmental Information Report (PEIR). The National Trust have made previous comments in relation to this project, and these are appended to this response. The National Trust does not object to the principle of the proposed offshore high voltage line, but we have reviewed the more detailed information submitted at the statutory consultation stage and we have made some comments and observations on which we hope National grid will find useful and constructive as this NSIP proposal moves forward. The National Trust once more welcomes the opportunity to respond to the National Grid Sea Link Corridor consultation for a proposed offshore high voltage direct current link between Suffolk and Kent, with onshore converter stations and connections back to the national electricity transmission system. This response relates solely to the proposals in Kent as we have previously indicated that the Suffolk end of the Sea Link proposal does not have any impact on national Trust interest in this location.	N	National Grid welcomes the National Trust's constructive approach to engaging with the Proposed Project.
		Land rights and CPO	The National Trust is a charity and Europe's largest conservation organisation, with a current membership of over 5 million people. With the support of our Parliamentary Act, we are legally responsible for the protection of some of the most beautiful, historically important and environmentally sensitive places in England, Wales and Northern Ireland. Within the South East, this includes a wide range of publicly accessible properties. The National Trust owns land at Pegwell Bay, which forms part of a wider landholding within the Sandwich and Pegwell Bay area. Pegwell Bay is located to the south of Ramsgate and is included within the proposed marine route corridor within this development. The National Trust's landholdings at Pegwell Bay span more than 130 hectares of coastline, saltmarsh and mudflats and our land ownership is shown in the map below. Kent Wildlife Trust manage this landholding under a lease from the National Trust, as a part of their management of the larger National Nature Reserve.	N	National Grid acknowledges the sensitivity of the assets under The National Trust's stewardship and the role it plays in conserving and sustaining the landscape and habitats they support. In developing the Proposed Project National Grid has a duty to balance the need to be economic and efficient, whilst also having regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. As such, National Grid is rigorously assessing the Proposed Project's impact on designated sites and the environment, adhering to the "mitigation hierarchy" by avoiding, minimising, restoring and offsetting impacts.
		Intra-project cumulative effects, Needs case	We have set out some detailed comments on matters which affect National Trust Interests below: **Nature Conservation Designations** The National Trust are concerned about the potential direct and cumulative impacts on nationally and internationally designated sites at this location. The proposed marine route corridor at Pegwell Bay would cross a highly designated and sensitive part	N	National Grid acknowledges the sensitivity of these assets and the role The National Trust plays in conserving and sustaining the landscape and habitats it support and reiterates its duty to balance the need to be economic and efficient, whilst also having regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality.

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			of the Kent Coast, much of which is owned and managed by conservation organisations like the National Trust and Kent Wildlife Trust. The designations at Pegwell Bay are set out below: Sandwich and Pegwell Bay National Nature Reserve Thanet Coast and Sandwich Bay Ramsar Site Sandwich Bay to Hacklinge Marshes Site of Special Scientific Interest Sandwich Bay Special Area of Conservation Thanet Coast and Sandwich Bay Special Protection Area As indicated in our introductory paragraph the National Trust does not object to the principle of the proposed offshore high voltage direct current link between Suffolk and Kent with onshore converter stations and connections back to the national electricity transmission system.		
		Intra-project cumulative effects, Design, Ornithology, ecology and biodiversity	However, we are concerned that the direct and cumulative impacts of this proposal alongside the other cabling that has already crossed this highly sensitive site would potentially have a detrimental impact on the integrity of the aforementioned ecological designations. At the Kent landfall, we would support the developer's preferred method as being a trenchless technique that will drill beneath the ground surface to avoid the need to trench the cables through the saltmarsh and would expect to see a firm commitment to undertake this form of engineering. However, if open-cut trenching were to be used the Trust would have concerns due to the cumulative impacts on the Nature Reserve, particularly on the bird population, specifically ringed plover, turnstone and red throated diver arising due to the proliferation of cables installed previously for the Nemo link. Consequently, the Trust would want assurances that there will be nothing above ground on our land.	N	National Grid can confirm that geotechnical investigation has established that trenchless methods are possible and appropriate for traversing Pegwell Bay, and these confirm the depth of the of bore (see Appendix A of **Application Document 7.3 Design Development Report**). The DCO will therefore not include an option for surface trenching in this area. Further information on the construction methodologies is available within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. National Grid acknowledges the ecological sensitivity of Minster Marshes and Pegwell Bay. A detailed impact assessment is provided in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. The impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. The impact of multiple projects in the area is assessed in **Application Document 6.2.2.13 Part 3 Kent Chapter 13 Inter Project Cumulative Effects**.
		Converter station location, Landscape and visual, Onshore mitigation	**Landscape and Visual Impact** Having reviewed the PEIR we note that the proposal includes a Converter Station that measures 200m x 300m and 26m in height. However, because of the low lying and relatively flat landscape coupled with a scrub covered bund situated on slightly higher ground and located between the site and Pegwell Bay, the	N	The effects arising from the Kent Onshore Scheme on visual amenity are summarised within **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual** and detailed in **Application Document 6.3.3.1.D ES Appendix 3.1.D Visual Amenity Baseline and Assessment**. This includes details around potential views towards the Minster Converter Station from the east, including a representative viewpoint at Pegwell Bay.

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			Converter will not be perceptible. Despite this there remains some concern regarding the potential future impact caused by: The scrub vegetation which is responsible for screening the structure from the Bay located beyond the ownership control of the applicant and its presence in perpetuity is therefore not assured. The Converter Station will be seen in views from Ramsgate to the northeast from where it will be seen in relation to the Trust's property at Pegwell Bay. The raised bund is potentially at risk of being eroded away. As such and to protect the Trust's property at Pegwell Bay it is recommended that the developer gives assurances to mitigate the impact of the Converter Station when viewed from the east by establishing a belt of woodland planting within the area highlighted orange in the figure below. This will assist the long-term screening of the more visible northern half of the building.		An iterative design process has informed the siting and routeing of the Kent Onshore Scheme. Mitigation measures including those which are embedded in the design of the Kent Onshore Scheme are presented in the Proposed Project Design and Embedded Mitigation section of **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**. The mitigation proposals are set out on **Application Document 7.5.7.2 Outline Landscape and Ecological Management Plan – Kent** and includes native woodland planting on the eastern edge of the Minster Converter Station.
		Design, Converter station location, Landscape and visual	**Design of the Converter Station** We note that the developer has offered several design solutions for the proposed Converter Station to enhance and assimilate its position in the landscape. Rather than commenting on these design solutions in turn, the Trust feels it would be constructive to identify what are considered to be necessary design considerations required to deliver a building of good design that respond to the context, its function and as part of the national electricity infrastructure network in a positive way.nArchitectural design solutions that aim to, either camouflage the building into the context, or alternatively contrast with the context in a stimulating way, have equal merit. That said, should the building be designed to be conspicuous, high-quality design and detailing are of great necessity. Attributes that would be regarded as positive include:nbeing simple, beautiful, scaleless, having a simple silhouette against the sky, quiet and understated;nimproves with age;nhaving reference to the forms and details seen in the design language of electrical components such as junction boxes, fuses switch gear etc. n**Building Detailing**nThe corners of the building (arises) should be detailed in a way that gives the building a sense of being of high quality. Consider making the arises rounded, in two or three dimensions.nThe surface finish/patina of the building should reflect these ns of high quality. Consideration being given to the colour, texture and reflective or non-reflective finish.nCould solar panels be incorporated into the large structure? **Roof Line**	N	**Design of the Converter Station** National Grid welcomes The National Trust's views and carefully considered observations on design approaches for the Kent Converter Station within the surrounding landscape setting. It is recognised that there will be some residual impacts arising from the development of the Proposed Project. The assessment of landscape impacts is contained within **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**. National Grid will seek to minimise the visual effects as far as possible through consultation on design principles and landscape masterplanning. National Grid's landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section of the ES. Mitigation includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting and has been designed in collaboration with relevant stakeholders. Furthermore, the ES sets out the environmental considerations, including landscape and visual considerations, which have informed the siting and outline design of the proposed Converter Station. The design of this structure, in terms of the building form and the external materials, will be developed alongside consultation and stakeholder feedback. National Grid have developed design principles for both the Suffolk and Kent project elements. The scope of the principles is not limited to any one design discipline and instead reflect a multi-disciplinary approach for coordinated design in the round. As such the design principles cover several design disciplines including architecture, landscape architecture, ecology, hydrology, civil engineering, wider engineering disciplines, town planning, archaeology and heritage. Climate change is an important consideration as is developing the design to minimise light and noise intrusion, maximising the use of trenchless techniques in sensitive areas, and the use of

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			The Converter Station will be visible in views from Pegwell Bay from the east and the form and appearance of the roofline will be a major factor in determining whether the building will be perceptible and whether it assimilates well/responds positively to the context. Recognition that the site's landscape context is large in scale, relatively flat, with a low horizon, large sky and that the form of the roofline should have regard to this. Whether this means having a flat roof, as shown on the current visualisations or a gently undulating roof form in contrast to the setting. A solution that adopts a roof line and flat is considered most desirable. Having said that, an approach that aims to contrast with the context also has its merits. **Scale and Detail** The building should be scaleless. It is recommended that details that giveaway the scale of the building, such as doorways, balustrade that conform to handbook standards are concealed. Also, for this reason, avoid the options that apply a pitched roof to the building. Scale could be further be camouflaged by including pattern/ texture that large in scale. Clutter on the roof of the structure should be avoided. Concern that reference is made to balustrading on the roof too. Openings/pattern/decoration needs to be large in scale and to avoid domestic scale proportions. Tree planting that results in trees reading as individual elements that provide a sense of scale, should be avoided. **Bold Screening** The lower parts of the building (often where clutter is found) should be screened. Planting should be in the form of simple bold belts of planting, such as hedges, woodland, rather than planting that results in the reading of individual trees. Camouflage Strategies Camouflage needs to take into consideration that the landscape context reads as a series of narrow horizontal bands or stripes. Horizontal stripes – darker or stronger colour at the base, and lighter in colour and more washed out in the upper parts of the elevation would be positive, however vertical stripes that camouflage the form of roofline would also be considered positive, Anchorage/relation to the ground		sustainable construction techniques and efficient use of responsibly sourced materials (see **Application Document 7.12.2 Design Principles – Kent**). This Document sets out Project Level Design Principles common to both the Suffolk and Kent ends of the project. The Site-Specific Design Principles (SSDPs) within this document cover the Kent Converter Station, and its relationship to the site access and landscape mitigation proposals. The Design Principles respond to National Policy Statements EN-1, EN-3 and EN-5; local policy including the Thanet District Council Local Plan, Dover District Local Plan, and the Kent Design Guide; the NIC Design Group – Design Principles for National Infrastructure; the National Design Guide alongside the National Model Design Code; and the Planning Inspectorate's Nationally Significant Infrastructure Projects: Advice on Good Design. **Building Detailing** Comments on approaches to converter station design detailing are welcomed. Views were sought over the architectural design approaches for the Kent converter station and National Grid is considering feedback, alongside ongoing discussions with local authorities to inform the detailed design approach within its DCO application in **Application Document 7.12.2 Design Principles – Kent**. The design contractor(s) will be required to follow the specific principles within this document. The emerging Design Principles indicate that there is a likelihood that some solar PV could be accommodated, although how much PV is appropriate and on which roofs would be determined in the technical design stage. In addition to the details contained within **Application Document 7.12.2 Design Principles – Kent**, National Grid is committed to conserving and enhancing the natural beauty of the landscape, including a dark skies policy pertaining to use of lighting on new infrastructure.

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			Either rooted to the ground or floating above it with equal merits. Plan Form Reconsider the need for the projecting bay, as the bay corrupts the simple form and erodes the scaleless qualities. **Lighting** The architecture needs to work to contain light spill, possibly with an upper elevation of the building overhanging with concealed down lighters that throw light around the buildings perimeter to prevent it spreading upwards.		
		Land rights and CPO, Legislation and policy inc. Permits, DCO process	**The National Trust and Compulsory Purchase** The National Trust Acts enable our Trustees to declare that land "inalienable". This means that the land is so important to the nation that it cannot be sold or mortgaged, rather it must remain in the care of the Trust, in perpetuity. Once declared inalienable this designation cannot be reversed. Most of the property at Sandwich and Pegwell Bay is held inalienably. There is additional protection when a potential compulsory acquisition of inalienable land or rights over inalienable land is in prospect. In the face of an objection to a compulsory purchase order ("CPO") by the National Trust which has not been withdrawn by the time the confirming authority (the Minister) comes to deciding about whether to confirm the CPO, the CPO becomes subject to 'special parliamentary procedure' (SPP). To avoid possible future delay in progressing land ownership matters, we strongly urge that future engagement takes place between the Trust and the developers at the earliest opportunity. To protect the National Trust's position around inalienable land and SPP, we may have to lodge an objection on submission of the DCO. Again, we would welcome early engagement with National Grid to overcome any matters in relation to National trust inalienable land prior to submission.	N	National Grid will continue to engage with the National Trust to seek voluntary agreements for construction and any required easement or ancillary rights. The National Trust land has been identified as special category land within the DCO application and will therefore be treated accordingly.
		Consultation, Construction – general, Onshore mitigation	**Construction Period** Given the potential impact this proposal could have on the significant nature designations at Pegwell Bay, the National Trust request more in-depth details on the construction and design methods than would usually be available during the Development Consent Order (DCO) process, so that we can be reassured that the works proposed will provide the highest level of mitigation possible. We would wish to see further details as set out in the Outline Construction Traffic Management Plan to further reduce route and journey mileage to and from site as well as around site as set out in the PEIR review. The National Trust would encourage the developer to consider additional mitigation in the form of funding to support the ongoing management and future	N	National Grid acknowledges your concerns and is seeking to minimise potential impacts through careful consideration of construction methods and design, while the EIA process is responsible for establishing the baseline environmental condition of the Proposed Project area. This then determines the mitigation that must be put in place and is then discussed with the relevant statutory advisory services. National Grid can confirm that geotechnical investigation has established that trenchless methods are possible and appropriate for traversing Pegwell Bay, and these confirm the depth of the of bore (see Appendix A of **Application Document 7.3 Design Development Report**). The DCO will therefore not include an option for surface trenching in this area.

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			conservation of Pegwell Bay and would welcome discussion on this topic with both the National Trust as landowner and the Kent Wildlife Trust as site manager.		Further information on the construction methodologies is available within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. National Grid acknowledges the ecological sensitivity of Minster Marshes and Pegwell Bay. A detailed impact assessment is provided in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. Further work will be required once the contractor is appointed, confirming the construction methodology. However, outline management plans for different aspects of the construction programme have been submitted with the DCO application as follows: • **Application Document 7.5.2 Outline Offshore Construction Environmental Management Plan;** • **7.5.3 Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan;** • **7.5.3.1 Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice; and** • **7.5.3.2 Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC).**

Table 1.43 SL-PIL-0128, SL-PIL-0132

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Needs case, Alternative solutions Inter-Project cumulative effects,	I have lived in this area for many years and was very disappointed by the recent SeaLink consultation. It did not take into account the suggestions from last year's non-statutory consultation regarding offshore options and brownfield landfalls. I am not in favour of the current misguided plans for the associated onshore infrastructure. The cumulative impact of these plans will devastate Nationally protected environmental areas, bring roads to a standstill and destroy the local tourism economy with the loss of jobs for many years. A better solution for consumers involves an offshore grid approach, taking wind energy offshore, closer to where it is needed in London and the South East, going onshore at Brownfield sites, e.g. Bradwell-on-Sea, Isle of Grain, Tilbury etc. There would be no need for SeaLink if pilot tests were considered taking power directly closer to where it is needed, e.g. East Anglia One North and East Anglia Two pooling their energy with LionLink taking the power to Bradwell-on-Sea. I support a pause to allow for a review of all proposed East Anglian transmission infrastructure and a fully costed cost-benefit analysis for an integrated offshore grid.	Y	National Grid has carefully considered all feedback submitted in response to its pre-application public consultations when developing its plans. Throughout the development of the proposals, it has sought to show how feedback has informed the development of the plans. For example, the Project Overview Document published as part of the Statutory consultation specifically addresses how feedback had informed changes to its plans, whilst the Non-Statutory Consultation Report published at this consultation considers in further detail feedback received to the Non-statutory consultation. This Consultation Report provides a detailed analysis of feedback received to National Grid's pre-application public consultations on the Proposed Project, along with how this feedback informed the development of its plans. The alternatives considered are addressed within **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered** and **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The Proposed Project's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search that satisfy the needs were considered too small to accommodate the required infrastructure whether singly located or colocated. The criteria for the selected areas of search including the size of the site are explained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)**. An assessment was undertaken of the Bradwell Power station site. However, this site was considered too small to accommodate the required infrastructure. Further details are contained in **Application Document 8.2 Options Selection and Design Evolution Report (October 2023)**. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new

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					overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide.
		Consultation, Coordination with other Projects, Inter-project cumulative effects	In addition to the above and from a personal point of view. Friston has endured five years of this process, it looks as though there will be many more similar years to come. Although the planning process has granted permission to a Scottish Power Renewables project it appears that NG choose to be oblivious to it's findings regarding the fact that this single application is likely to cause severe harm to East Suffolk and Friston in particular. It identifies that significant care will be required in instigating that project for the well-being of the environment and the communities in its path. Rather than pay heed to that clear warning of harm, Sealink and at least two other projects are likely to progress according to your consultation. It cannot be possible that you are unaware of the significant opposition to all of these projects, yet you approach these communities as if for the first time. You are sparing with the information you share with the public as if they are ill informed. You avoid laying out the cumulative impact of these projects by showing only a single project in Friston when SPR already has a significant footprint on the village including a cable route to the coast which Sealink will have to traverse.	N	National Grid acknowledges the concerns of residents affected by different projects. The cumulative impact of the Proposed Project together with other projects in the area is set out in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. **Application Document 7.10 Coordination Document** sets out how National Grid has engaged and co-ordinated with other developers to minimise the disruption caused by the Proposed Project and, where possible, will look to provide a co-ordinated programme of works to support this, along with site-wide a masterplan. This approach aims to reduce the impact on the environment and local communities. While SPR's projects have consent, the NGV projects proposed in this area are not as well-advanced. All three projects need to submit planning applications through the DCO process and gain consent for their individual assets, without this they cannot be installed. The Proposed Project is an NSIP and therefore its programme cannot be delayed as National Grid has an OFGEM Licence condition to deliver it.
		Traffic and transport, Construction – general, Health and wellbeing	You do not show or even allude to the reality of the transport links required. A suggested red line does not indicate the scale of change proposed. Choosing Saxmundham as an appropriate site for three more projects is frankly, extraordinary. Saxmundham provides the main food shopping opportunities for miles around. It is the most important rail link between Lowestoft and Woodbridge. The reality of Sizewell C will be very significant to this market town but under these proposals it will also be a giant building site for many years with access roads and cable routes radiating across the countryside. I hardly need to remind anyone that this process started off in the Leiston/Sizewell area. Had that been allowed to progress at least the damage to East Suffolk would not have been quite so severe	N	National Grid has sought to provide as much information for consultation as is available at the time of publication. The sensitivity of this area is noted and is reflected in the assessment of effects as set out within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. National Grid's landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section of the ES. Mitigation includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting and has been designed in collaboration with relevant stakeholders. These concerns are acknowledged, including those relating to the potential environmental impacts of the Proposed Project. However, the route and site selection process is explained in detail in the **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)**.

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			whether from transport routes to not tearing up miles and miles of countryside for cable routes. Everyone will have their own story of how these projects will impact them but when push comes to shove it is not hard to identify those who will have a great deal to lose. I am not referring to fiscal loss, I refer to lives ruined by anxiety and fear for their well-being. In Friston there are homes that lie a fair distance from the actual site but there are also those who will have these projects front and centre for most of their remaining lives. In the last five years there has not been a single instance of an approach regarding well-being or mitigation from any party, whether that be SPR or NG or SCC or ESC. So far Friston House has been forced to grant licenses to three interested parties (SPR Sealink Lionlink) re “non intrusive” surveys. That entails unwelcome visits from strangers with access to all parts of the curtilage of Friston House.		With regard to the converter stations at Saxmundham, the process of site identification is based on technical feasibility parameters associated with proximity to the agreed connection location (Friston Substation), the National Landscape designation and other environmental constraints. The proposed approach for co-locating converter stations required for other projects seeks to conserve and enhance the designation by reducing the cumulative impacts that may be perceived through separate developments dispersed throughout the surrounding area. Further details are contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022) and Application Document 7.1 Coordination Report**. National Grid has listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised these impacts onshore and offshore where possible. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce environmental impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. The impact of the Proposed Project on the quality of life for local residents is assessed in the following relevant ES chapters: • **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport;** • **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality;** • **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration**; • **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism; and** • **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and wellbeing.**
		Onshore mitigation, Cultural heritage	We have been left to fend for ourselves in our opposition to these projects all the while financing our own efforts of mitigation re tree planting and boundary protection. In theory at least, one of the future applications may take this land from us anyway and dig up the trees we have planted so far! As you already know, Frsiton House is grade 11 listed which is a liability and a burden given that the future is very bleak indeed. As a footnote, we have been approached by BSR energy to partner in a project for battery installations. 2-3 acres as a preliminary enquiry. No doubt a lot of land in the Friston area will be of interest to subsidiary projects not discussed in public consultations.	N	National Grid has engaged extensively with local representatives, including Parish Councils, East Suffolk Council and Suffolk County Council, all of whom have responded to consultations and highlighted issues of concern. Many of the issues identified on behalf of the wider community have been addressed either through the design change control process or through identification of appropriate means of mitigation. Similarly, National Grid is maintaining ongoing dialogue with affected landowners in order to understand the potential impacts of the Proposed Project and seeking to identify the most appropriate means of addressing these where necessary. All affected landowners will be compensated on a fair and reasonable basis for any rights acquired, and any impacts on retained property will be considered in line with the Compulsory Purchase Compensation Code. Compensation claims for other disturbance are considered on a case-by-case

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					basis if there is evidence of negative impacts as a result of the Proposed Project. A full detailed assessment of impacts on designated heritage assets is provided in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage and Application Document 6.2.3.2 Part 3 Kent Chapter 3 Cultural Heritage** and is based on the final Proposed Project design as detailed within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The assessment includes Friston House.

Table 1.44 SL-PIL-0217, SL-PIL-0226

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Onshore route location, Construction – general, Health and wellbeing	**Proposed route for inspection of joint bay and Plan of Bulls Hall** My interest in the Sea Link proposals and consultation relates to both the potential impact on me personally, as my home and also the wider affect on the area in which I live, love and greatly value. I am a local resident/landowner occupying a small mixed farm for 23 years to the east of the B1069 between Knodishall and Friston, officially within the parish of Friston, the site of the proposed sub station. Together with my late husband, until very recently we were running a construction company, Fielden Ltd, a small company heavily invested in providing residential property development in the area, predominately, Aldeburgh, Friston and Saxmundham. Whilst it appears with the exception of the bridle path, (and I will refer to this point later) the cables will not be accessing my land, but will run adjacent to my land, in particular my field known as Dog Leg. My personal concern is that both cables, access road and a compound will be adjacent to my farmland on the south and west side. This is in addition to Scottish Power to the north of my property which will already be in occupation with a 2 lane haul road, cables, and another compound. To the east, the B1069 will become a major route for all construction traffic. If you refer to the attached map you will see that Bulls Hall, my farm and home will be sandwiched on all sides by construction of what can only be described as severely damaging to my home, lifestyle and impacting my health. Bulls Hall has been described as an oasis of beauty, a biodiverse area attracting wildlife to include 13 acres of home paddocks and gardens which are organically managed and landscaped. The gardens are regularly open for Charity and I have recently been asked to open for the National Garden Scheme, a request purely based on merit. The disruption on the scale proposed is unlikely to encourage visitors. The farmland is predominately root crops, potatoes and onions and has previously been used to graze our herd of Red Poll cattle and a small flock of Herdwick sheep still remain on the home paddocks. I cannot underestimate the concern and worry this additional consultation has caused me having recently been bereaved and now potentially faced with years of disruption at a time of my life when I should be looking forward to retirement in a property chosen for its peaceful location.	Y	National Grid acknowledges these concerns. The health, safety and wellbeing of the public, local communities and employees is National Grid's highest priority. Throughout the development of the proposals, National Grid has carefully evaluated the potential impacts of the Proposed Project on health and wellbeing, and where appropriate identified means of mitigating any impacts of the construction and operational phases. The impact of the Proposed Project on the quality of life for local residents is assessed in the following relevant ES chapters: • **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport;** • **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality;** • **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration**; • **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism; and** • **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and wellbeing.** All affected landowners will be compensated on a fair and reasonable basis for any rights acquired, and any impacts on retained property will be considered in line with the Compulsory Purchase Compensation Code. Compensation claims for other disturbance are considered on a case-by-case basis if there is evidence of negative impacts as a result of the Proposed Project. The effects arising from the cable routes will be temporary. Reinstatement of the cable corridors will occur following the construction period as far as practically possible. Details regarding the reinstatement of the cable corridors including monitoring and management measures are contained in **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan – Suffolk**. Following consultation with the landowner and their agent, some amendments have been made to the cable route, the compound location and haul road alignment and a commitment has been made to ensure the orientation of the compound layout has been done in such a way as to minimise noise and light pollution to the property.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Due to my personal situation and location, selling and relocating, is a consideration now inflicted upon me and I will certainly be seeking advice on injurious affection and compensation if my property is devalued as a result of the impact of this and other similar schemes.		
		Alternative solutions, Design	From the General Arrangement Plan, it is noted that it is proposed that National Grid acquire a permanent right of way over the track, highlighted in yellow on the attached plan, to provide, post construction access for inspection of the joint bay indicated. Given that the joint bay is located on land belonging to the owner of Church Farm, I would ask that the proposed right of way be re-located so that it is taken along the track, highlighted in green on the attached plan, which forms part of this property; i.e. that any matters pertaining to the cables and joint bay be contained within a single land ownership.	Y	This has now been amended as part of this feedback and the track is no longer used for access to the joint bay for maintenance or at any time in the project.
		Combined effect of the proposed Project	Also, in relation to my property, may I draw your attention to the following points, some of which I consider will not only be detrimental to me personally, but will also impact the surrounding area: Use of bridle path (see attached/as already mentioned) Disruption and loss of income from barn conversion/music studio used for recording by musicians Loss of income from potential ‘wild camping' scheme run off from the field causing flooding in Wills Wood and overfill of ditches and flooding the impact of recent rainfall which was recently caused rain water flowing to my house Access road noise, dust and pollution Compound noise and light pollution Close to nesting sites of hen harriers, buzzards, herons, and migrating patterns of large nesting population of house martins Home to deer, badgers, hares and crested newts Increased traffic use of B1069 and other roads in the area Restricted access to my driveway Damage to road, hedges and banks, caused by heavy construction traffic and inevitable widening of the road Restricted access to local footpaths pollution/chemical/diesel leakage on farmland	Y	This has now been amended as part of this feedback and the track in this location is no longer used for access to the joint bay for maintenance or at any time in the Proposed Project. All drainage for the compounds will be designed to limit the outfall to the same discharge rate as that of a greenfield site, meaning that there will be no increase in the volume or rate of water discharged into the local drainage systems. A complete assessment of socio-economic effects has been undertaken including the impact on public rights of way. This is set out in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Tourism and Recreation** and concludes that there are no anticipated significant effects as a result of the Proposed Project. Surface water runoff arising from the Proposed Project during both its construction and operation would be captured, suitably treated where necessary and attenuated prior to discharge into the surrounding water environment at rates no greater than existing (inclusive of suitable climate change allowances over the Proposed Project’s lifetime). In addition, where the project interacts with existing land drainage, there is a Project commitment, secured through the DCO, to re-provide a suitable alternative means of land drainage such that the existing land drainage regime is not compromised. See commitment W06 in **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**. Further details are contained in **Application Document 6.2.2.4 Part 2 Suffolk Chapter 4 Water Environment**. Following consultation with the landowner and their agent, some amendments have been made to the cable route, compound and haul road alignment and a commitment has been made to ensure the orientation of the compound layout has been done in such a way as to minimise noise and light pollution to the property. The impact of the Proposed Project in relation to increased noise is

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					considered in **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration**. All ecological surveys will be carried out prior to the setup of site, any works to areas of potential nesting birds will be carried out outside of nesting season and where required alternative nesting site will be created. Further details are contained in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** and **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk** identify mitigation for any potential impacts. This document includes construction traffic management measures that will be implemented in support of the Proposed Project, to avoid any adverse impacts on the surrounding networks during the construction phase. Traffic will be managed in a way as not to restrict the locals from the use of any private driveways. Condition assessments of the highways will be carried out and any damage will be repaired as required. Footpaths locally will be managed in accordance with **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk.** All fluids that will be used on site will be managed and used in accordance with the legal requirements to prevent spills, if spills do occur then these will be managed in the required way and notifications will be provided to the relevant authorities and remedial action will be taken as appropriate. The During construction, contractors will be required to adhere to **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** and develop their own task-specific management plans. This will help control nuisance impacts to within acceptable levels. Compensation claims for disturbance are considered on an evidenced basis and landowners and farmers will therefore be encouraged to keep records to support their claims.
		Construction – general, Inter-project cumulative effects,	With regard to the overall proposal, I have many concerns relating to the construction of Sea Link. I have attended many meetings, in person and virtually and I cannot comprehend why this project is not presented alongside all the other energy projects intended for the Suffolk Heritage Coast. The cumulative impact of half a dozen projects similar to Sea Link in this area at the same time as Sizewell C construction is inconceivable. Not only will this blight the lives of residents for many years, but it will seriously damage the visitor-based economy resulting in significant job losses, in which this area is reliant on.	N	Different projects referenced by the respondent are separate from the Proposed Project, being promoted by different developers and working to different timescales for delivery. National Grid is committed to coordinating consenting and delivery with other projects where opportunities are available, including the colocation of infrastructure where it can be demonstrated that this will support reductions in cumulative impacts. Potential impacts on the tourism economy are assessed in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. The chapter concludes that there are no anticipated significant effects as a result of the Proposed Project. All affected landowners will be compensated on a fair and reasonable basis for any rights acquired, and any impacts on retained property will be considered in line with the Compulsory Purchase Compensation Code. Compensation claims for other disturbance are considered on a case-by-case

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					basis if there is evidence of negative impacts as a result of the Proposed Project. National Grid as part of its submission has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and local communities (see **Application Document 7.10 Coordination Document**.
		Combined effect of the proposed Project, Alternative solutions, coordination with other projects	Choosing Friston for the substation means that all future associated onshore infrastructure projects will be located in this area, devastating farms, homes, wildlife and have a huge detrimental effect on areas of AONB and SSSI. A better solutions should be considered with the use of brownfield alternatives and an offshore grid solution. The most sensible option would be for Sealink and potentially Lionlink and EA1N & EA2 (although I know they are subject to a judicial review) to connect to an onshore site at Bradwell or similar, closer to the larger scale populations where the energy is needed.	N	The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search that satisfy the needs were considered too small to accommodate the required infrastructure whether singly located or colocated. The criteria for the selected areas of search including the size of the site are explained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)**. National Grid assessed the Bradwell Power station site. However, this site was considered too small to accommodate the required infrastructure. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.**
		Consultation, Inter-project cumulative effects	The sheer scale of all the proposed onshore infrastructure, together with all it entails is a horrifying prospect for all those who live and enjoy this part beautiful area of Suffolk. The consultations provide piecemeal presentation of individual projects, putting an onerous responsibility of time, energy and	N	National Grid acknowledges the concerns of residents affected by different project proposals in this area. The cumulative impact of the Proposed Project together with other projects in the area is set out in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. Each stage of consultation on the Proposed Project has

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			commitment to remain informed, attend events and engage by providing feedback repeatedly over the last 5 years ...and likely to continue for many more years. Not only is it unfair and unjust, but it is inefficient and ineffective as the total picture is extremely difficult to understand and make clear judgements specially in my situation when it may have such a huge direct and personal effect.		presented the design and environmental information that is available at that time. The evolution of the design is captured in **Application Document 8.2 Options Selection and Design Evolution Report (October 2023)**. Document produced for the Statutory consultation included a map which included the Draft Order Limits for the Proposed Project alongside committed and planned developments in Suffolk. These other developments included Sizewell C, East Anglia One North, East Anglia Two, LionLink and Nautilus. The interactive map on the project website during the Statutory consultation also included a number of layers showing the location of other infrastructure projects in Suffolk. National Grid did not include these developments on all of its plans as it would have made the plans more difficult to understand.
		Consultation, Land rights and CPO	I would appreciate a response and a meeting on site to discuss the impact on my land and property to assess and offset exactly the effects the Sealink proposal will have on me personally.	Y	National Grid's land agents arranged a meeting on the 24 July 2024 to discuss project updates with landowner.

Table 1.45 SL-PIL-0421

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Onshore route location, Design, Landscape and visual	I am writing to provide feedback following the first statutory consultation meeting with Dalcour Maclaren and James Buckley of National Grid on 12th December 2023. I was personally representing Chandler & Dunn Ltd. The feedback is as follows: **Alignment** It was confirmed that the cabling to the south of the River Stour would be overhead which is more disagreeable than an underground solution. It will also add up to 9 additional pylons and whilst these will not be situated directly on the land owned by C&D they will be visually present.	N	Wherever possible National Grid has designed the cables associated with the Proposed Project to be underground. In some places, however, such as south of the River Stour, it will be necessary to install overhead lines due to consideration of a range of factors concerning engineering feasibility, environmental impact and cost. Further information is contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)**. The assessment of landscape impacts is contained within **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**. National Grid will seek to minimise the visual effects as far as possible through consultation on design principles and landscape masterplanning.
		Construction - general, Socio-economic. recreation and tourism, Consultation	**Construction** It was confirmed that a large area of land to the south of the river would be fenced off to allow for construction and whilst this doesn't directly affect the freehold land it does affect land which is farmed by the business. Early discussions should be had to limit the amount of grazing land affected, as grass is often short especially in the summer months. Availability of water and movement of livestock also need to be considered. Some works will be undertaken to the current towers, which will involve the placing of sleds and anchor points within the land, which is accepted on the basis that livestock can continue to graze the land.	N	National Grid is maintaining ongoing dialogue with affected landowners in order to understand the potential impacts of the Proposed Project and seeking to identify the most appropriate means of addressing these where necessary. All affected landowners will be compensated on a fair and reasonable basis for any rights acquired, and any impacts on retained property will be considered in line with the Compulsory Purchase Compensation Code. Compensation claims for other disturbance are considered on a case-by-case basis if there is evidence of negative impacts as a result of the Proposed Project. National Grid has an established and effective code of construction practice which has been used on many projects and covers the matters of concern raised in these comments (refer to **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**).
		Construction - general, Water environment	Access is not to be via the freehold land, but along the Kings End Drove and over a bridge to be constructed to the east of the waterworks. Said access points need to be secure or regularly patrolled to avoid trespass. The land is extremely wet during the winter months so works need to be planned for the summer months when ground conditions allow If fencing is required then this needs to be suitable and fit for purpose, Land Rights Strategy (LRS) The LRS doesn't cover a right for access and it is to be confirmed if this is required. I hope this feedback is helpful in progressing to the next design stage of the project and we look forward to receiving further detail in due course.	N	National Grid has an established and effective code of construction practice which has been used on many projects and covers the matters of concern raised in these comments (refer to **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**). Access during the construction phase will be in accordance with the terms of agreements secured through ongoing discussion with landowners. National Grid will, through negotiations seek to secure voluntary access rights where required. Our land agents will be in contact shortly with Heads of Terms documents and will be able to discuss scheme in detail with you and log any specific requests you have to mitigate any disturbance.

Table 1.46 SL-PIL-0210, SL-PIL-0219

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Onshore route location, Design	**Alignment** At present the cable is due to be directionally drilled beneath the golf course at a depth which will not impact upon the operation or long-term use of the course. It is however noted that there cannot be any onerous restrictions placed on the land due to the presence of the cable which would affect any works such as changing levels which are commonplace.	N	Based on feedback received during the consultation process, the typical depth of the cable trenches will be 1.5 m, see **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** for further information. The minimum depth of burial of the cable to the top of the protective tile will be 0.9mm. In some instances, subject to discussion and agreement with the landowner this may be deeper, but this will depend on cable design. The cable routes will be reinstated post construction to allow existing operations to continue.
		Construction – general, Onshore route location, Water environment	**Construction** Any further survey works are to be undertaken in the drier months to avoid any further damage, ideally there will be no more intrusive surveys located on the golf course. Access for any further survey works or during construction is to be via the access used for the borehole works. The land is crossed by drainage and irrigation systems and it is imperative that these are not impacted during construction. Plans will be provided where available. Any seepage of bentonite is to be controlled and cleared immediately to avoid long term impact to the golf course.	N	Further survey works will be agreed on the basis of ongoing discussions with landowners. Based on feedback received during the consultation process, the typical depth of the cable trenches will be 1.5 m, see **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** for further information. The minimum depth of burial of the cable to the top of the protective tile will be 0.9mm. In some instances, subject to discussion and agreement with the landowner this may be deeper, but this will depend on cable design. Any disturbance to or modifications required to the current land drainage system will be incorporated into the construction scope to ensure the land is properly reinstated and drains are left in no worse condition than prior to construction. National Grid has an established and effective code of construction practice which has been used on many projects and covers the matters of concern raised in these comments (refer to **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**).
		Land rights and CPO, Socio-economic. recreation and tourism, Design	**Land Rights Strategy (LRS)** The new LRS is due to be published next year and for now it is considered that the current LRS is appropriate for underground assets, subject to a reasonable land value being agreed. This also assumes that there are no onerous restrictions to be implied under the Development Consent Order or the voluntary agreement. Mr Chapman is keen to note that some golf courses namely Herne Bay have been developed residentially and that he would not want the presence of the cable to prejudice any long-term alternate uses for the land.		National Grid's new LRS has now been published and is available on the National Grid website. The Lands agent - Dalcour Maclaren - will be contacting landowners in due course to discuss voluntary agreements, which will be in line with the compensation code.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			A permanent right of access is to be confirmed, albeit based on the current design and construction methodology it is not intended or necessary. We hope this feedback is helpful in progressing to the next design stage of the project and we look forward to receiving further detail in due course.		

Table 1.47 SL-PIL-0041, SL-PIL-0818, SL-PIL-0110, SL-PIL-0049

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Onshore route location, Design	**Alignment** As discussed, the land is earmarked for the expansion of the existing St Augustine's Golf Course and designs have been provided to National Grid and Dalcour Maclaren in both PDF and CAD formats. The alignment needs to be such that material can be deposited over the new cable(s) in accordance with the design or similar designs provided. The levels and quantum of fill have been specified. Any joint boxes that need to be inspected on a regular basis must be located in an area where the levels are not due to change. Ideally the cable would be installed around the boundary of the land to limit disturbance in the long term, however this is not such an issue if the cable is buried as a suitable depth to allow 'build over'. It is the intention that the new golf course design will include some planting and this shouldn't be prejudiced by the presence of the cable. It would be preferable if the cable were to be directionally drilled underneath both parcels of land with the reception pit being located within the parcel of land where the converter station is due to be constructed.	Y	The feedback received at the meeting has been taken into account and the proposed methods of installation have now been altered to take into account the information provided by the Landowners. The alignment of the cable has been moved to the boundary of the property to minimise disturbance. Any increase in ground level over the cable, once installed, would need to be agreed with National Grid.
		Construction – compound, Construction - general Areas, Agriculture and soils,	**Construction** During the meetings it was confirmed that a large area would be occupied as a site compound to facilitate the directional drill and said compound needs to be located in a position that causes least severance and land take from a farming perspective. Any severed areas still need to be managed to preserve soil quality/PH etc. Access is suggested via the existing field entrance adjacent to St Augustine's for construction and ongoing maintenance.	N	The construction compounds shown on the drawings are indicative. These are for the contractors to house offices, storage and parking for their plant and vehicles. National Grid will continue to engage with landowners on the Proposed Project and their feedback and comments taken into account in the revised design. National Grid acknowledges the comments and concerns regarding impacts on agricultural land. **Application Document 6.2.3.6 Part 3 Kent Chapter 6 Agriculture and Soils** explains National Grid's assessment of potential impacts on agricultural operations have been based on the final design presented within A**pplication Document Part 1 Introduction Chapter 4 Description of the Proposed Project** issues such as fragmentation of land parcels identified, where applicable, and mitigation set out.
		Water environment, Agriculture and soils, construction	The land is extensively drained and both pre and post construction drainage works will be required to ensure that the existing land drainage continues to function during the construction phase and once the project has been completed. Plans will be provided where available. An appropriate surfacing material will need to be installed in order to protect the soil during the construction phase of the project and it is suggested that this is stone sourced locally, as opposed to the soil stabilisation or track matting that has been used on other projects. The land in this particular location can become very wet	N	The Proposed Project has secured through commitments within **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** that where there are interactions with existing land drainage and irrigation systems, the project will ensure the integrity of these systems, providing for temporary alternatives during construction, as necessary. Based on feedback received during the consultation process, the typical depth of the cable trenches will be 1.5 m, see **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** for further information. The minimum depth of burial of the cable to the top of the

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			during the winter months and the alternative methodologies such as soil stabilisation do not function properly.		protective tile will be 0.9 m. In some instances, subject to discussion and agreement with the landowner this may be deeper but this will depend on cable design. Any disturbance to or modifications required to the current land drainage system will be incorporated into the construction scope to ensure the land is properly reinstated and drains are left in no worse condition than prior to construction. National Grid has an established and effective code of construction practice which has been used on many projects and covers the matters of concern raised in these comments (refer to **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**).
		Construction – General, Consultation, Onshore mitigation	It is noted that some of the existing high voltage overhead electricity lines may need to be diverted or placed underground to facilitate construction, which is acceptable, but needs to be discussed in advance. Demarcation fencing will need to be installed during the construction phase to prevent the contractor from deviating outside of the order limits. Topsoil is to be carefully stripped and stored during the construction phase and is to be managed appropriately to include regular spraying to prevent injurious weeds.	N	National Grid is maintaining ongoing dialogue with affected landowners in order to understand the potential impacts of the Proposed Project and seeking to identify the most appropriate means of addressing these where necessary. All affected landowners will be compensated on a fair and reasonable basis for any rights acquired, and any impacts on retained property will be considered in line with the Compulsory Purchase Compensation Code. Compensation claims for other disturbance are considered on a case-by-case basis if there is evidence of negative impacts as a result of the Proposed Project. Following construction, the cable routes, including farmland, will be fully reinstated. Commitment GG26 in **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** relates to the provision of fencing during construction and states where working areas are fenced, the type of fencing installed will depend on the area to be fenced and will take into consideration the level of security required in relation to the surrounding land and public access, rural or urban environment and arable or stock farming. For some locations the fence used may also serve to provide acoustic and visual screening of the work sites and reduce the potential for disturbance of users in the surrounding areas. Fencing will be regularly inspected and maintained and removed as part of the demobilisation unless otherwise specified. During construction topsoil (and where necessary subsoil) would be removed from the affected area and stored appropriately for later use in reinstatement. All trenches will be reinstated to the level of the base of topsoil and the topsoil replaced. All soil handling will be undertaken in accordance with good practice as set out in an outline Soil Management Plan (**Application Document 7.5.10.2 Outline Soil Management Plan - Kent**).
		Land rights and CPO	**Land Rights Strategy (LRS)** The new LRS is due to be published next year and for now it is considered that the current LRS is appropriate for underground assets, subject to a reasonable land value being agreed.	N	National Grid's new LRS has now been published and is available on the National Grid website. The Lands agent - Dalcour Maclaren - will be contacting landowners in due course to discuss voluntary agreements, which will be in line with the compensation code.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			This also assumes that there are no onerous restrictions to be implied under the Development Consent Order or the voluntary agreement. We hope this feedback is helpful in progressing to the next design stage of the project and we look forward to receiving further detail in due course.		

Table 1.48 SL-PIL-0161, SL-PIL-0162, SL-PIL-0165

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Converter station location, Alternative solutions	**General discussion:** What is proposed on GA plans across land owned by Peter Mann and Blackheath Farms. PM owned land has HVDC cable route, haul road and 1 joint bay. Blackheath has HVDC cable route, haul road, various access points, joint bays, construction compounds and drainage connections. SG questioned why the converter station(s) can't all be located at Friston with the SS with appropriate landscaping to minimise impact.	?	The site of the substation at Friston does not have capacity to accommodate converter stations - either singularly or through colocation. **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)** sets out the site requirement criteria and explains the rationale underlying decision-making about the route and location of the infrastructure required for the Proposed Project. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.** It is acknowledged that there will be some residual localised impacts arising from the Proposed Project, however, National Grid has considered the important viewpoints identified within the Neighbourhood Plan and these have informed the assessment of the ES, alongside engagement with the Town Council and the local planning authority. This has also informed the proposed mitigation plans, including proposed woodland on the western edge of the converter station site. Mitigation planting along the permanent access route has also been developed in collaboration with the cultural heritage team. Analysis of the site within the context of the surrounding area indicates that historically there is evidence of blocks of woodland on this site. The sensitivity of this area is noted and is reflected in the assessment of effects as set out within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. National Grid's landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section of the ES. Mitigation includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting and has been designed in collaboration with relevant stakeholders. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)**.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Onshore route location, Safety, Design	Reviewed designed drawings for working width and buried HVDC cables. PM + SG raised concerns regarding the depth of cables – they grow predominantly root crops and worry that with wet areas over time there will be a reduced depth of cover to the cables. PM has confirmed that, for clarity, this is a significant health and safety issue as there is considerable concern that catching the cables with farm implements could result in death or serious injury to the operator of the tractor.	N	The health, safety and wellbeing of the public, local communities and employees is National Grid's highest priority. Throughout the development of the proposals, National Grid has carefully evaluated the potential impacts of the Proposed Project on health and wellbeing, and where appropriate identified means of mitigating any impacts of the construction and operational phases. National Grid installs protection tiles above all cable installations. The standard cover to the protection tile is a minimum of 0.9 m when in agricultural land. National Grid will liaise with landowners about their specific working methods to identify whether any increase in this depth is required and this will be implemented where possible.
		Water Environment, Socio-economic. recreation and tourism, Onshore mitigation	PM raised concerns over the inclusion of the reservoir at Blackheath, this holds 250,000m3. This is used as irrigation across the area by Manor Farm, Knodishall and Mann Potatoes. For clarity, PM has confirmed that Hazelwood reservoir does not irrigate Manor Farm, Knodishall, but is used by Mann Potatoes in connection with the contract irrigating undertaken on the Blackheath Estate. There is an additional reservoir to the south of the road which has a pipe into the Blackheath reservoir which holds 100,000m3. The reservoir is vital to the farming businesses and any contamination from construction or any connection into it would mean they cannot use the water to irrigate without it being decontaminated. There are some ponds on Blackheath land next to the reservoir which would provide an alternative drainage outfall. For clarity, PM has confirmed that if contaminated it could cause Mann Potatoes not to be able to supply produce for contracts undertaken in advance this would need to be compensated on top of any loss of income from irrigating and crop loss. JL to understand further what is proposed here and pick up with Gwyn. The land across Blackheath and Manns is mostly light/sandy land with some areas heavier/wetter. Peter Mann does not have drainage plans of his land to provide – JL to follow up if they have irrigation plans.	Y	National Grid acknowledges the concerns raised regarding Hazlewood Reservoir and the sensitivity of the farming activity in this area and the perceived risk of contamination. Following review of feedback and recognition of the potential risks to the water supply on the estate, the reservoir has been removed from the Order Limits. National Grid is maintaining ongoing dialogue with landowners in order to better understand issues arising from the Proposed Project and appropriate mechanisms for safeguarding privately owned assets where interfaces are identified. On a wider scale, National Grid acknowledges the significance and importance of drainage and irrigation land-based enterprises. National Grid will work with landowners on an ongoing basis to understand the nuances of site drainage. **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** and **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** set out good practice measures relating to drainage, irrigation, groundwater and protection of private water supplies. These actions are secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Socio-economic. recreation and tourism, and rights and CPO	**Businesses:** Peter Mann owns plot 28 in his name, he operates under Manor Farm Partnership, Knodishall which includes additional family members. Manor Farm Partnership rent land to various growers, including turf and Christmas tree companies. They also provide irrigation and cultivation work for the companies they rent land to.	N	National Grid recognises the well-established farming and diversified activities that are reliant upon the land in this area. Acknowledging the important role that these enterprises play in this area, a complete assessment of socio-economics effects has been undertaken. This is set out in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**.

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			Manor Farm includes PMs house, storage units which are rented out with 24/7 access, 5x residential dwellings all let on 1 year AST (tenants have all been there number of years, they are reluctant to provide details of the tenants due to GDPR), glamping business, stables which have conversion potential, agricultural yard used by Mann Potatoes, access track though to fields beyond. Concerns here over the impact of construction on the ability to keep/get new residential tenants and if they have to reduce rents. Also impact on glamping business during construction. This is a separate business operated by PMs wife. Manor Farm Knodishall – Suffolk Farm Glamping. For clarity, PM has confirmed that this is a separate business operated by his wife, Samantha Mann, called Turner Mann Enterprises. Previously run B&B from farmhouse which was voted best in Norfolk and Suffolk – have taken a break due to family commitments but will likely want to start up again in future. Storage units currently have 24/7 access – will this be disrupted by construction corridor going across their new track – JL to ask what whether construction period will allow crossing points to keep access available PM also runs Mann Potatoes with Richard Mann, they do not own land as this business. They rent land across Suffolk to grow each year approx. 750 acres potatoes, 500 acres onions + 100 acres carrots. Mann Potatoes have 1 year FBTs on land owned by Peter Mann. They have a cropping rotation which is planned years ahead across the land they rent and they purchase seed, fert etc. up to 1.5 years in advanced depending on cost. PM has highlighted that Mann Potatoes have a highly trained team with most staff working for the business between 5-33 years. If they drop area due to Sealink Project then they will potentially have to let people go as the business won't be able to sustain that wage bill. Mann Potatoes are due to sign a Contract Farming Agreement for the entirety of Blackheath Farms. PM did not seem as concerned over Red Tractor here as Blackheath do their own accreditation. Asked us to liaise with Gwyn as PM does not want to tread on his toes. PM has highlighted that, notwithstanding the comments of Messrs Brooks Leney on behalf of the Blackheath Estate, he has a Contract Farm Agreement in the name of Mann Potatoes for all land that is not used in connection with the dairy and outdoor pigs and is concerned as to how the works may affect Mann Potatoes Red Tractor Accreditation and Certification.		Potential impacts on agricultural operations have been assessed based on the final design presented within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** issues such as fragmentation of land parcels identified, where applicable and mitigation set out. The cable route will be reinstated to its previous use and therefore farming operations are able to continue post construction. Compensation claims for disturbance are considered on an evidence basis and landowners and farmers will therefore be encouraged to keep records to support their claims. Where productive land is lost as a result of the permanent infrastructure this needs to be balanced with the Proposed Project needs case, which will help the UK with British Energy Security Strategy 'Security of Supply' and with helping the UK to meet its Net Zero target to reduce carbon emissions.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		Design, Socio-economic. recreation and tourism	**Development:** Manor Farm Partnership have a grant for a new farm track from School Road into the yard, through field called 'Monks'. This will be used by agricultural traffic with the aim being residential traffic to use the existing track. They will apply for PP in next 6 months with it being built under grant funding. This track will be severed by the construction corridor. They will retain the existing access track to the house/farm which will be able to be used in the case the new track is severed. For the avoidance of doubt, no construction traffic nor post construction access should be taken over the existing farm drive, as this will significantly impact on the existing glamping and bed and breakfast businesses. Fields known as 'School' and 'Commons' – currently in turf but they have long term plans for battery storage. They are soon to sign an exclusivity agreement with the developer with the option yet to be agreed. They are expecting a 10 year option term with the developer expecting to wait for Sea Link to be constructed before they exercise the option. This area is included in draft order limits only for works to existing OHL + Towers.	N	National Grid acknowledges your concerns on this matter and will seek to maintain ongoing dialogue with landowners to understand and satisfactorily resolve any issues arising on land that is affected by the Proposed Project. Where relevant, the Compulsory Purchase process requires applicants to justify any land included in a CPO application, keep it to the minimum required to deliver the proposed project and to seek voluntary agreement on reasonable terms ahead of the application being heard. National Grid is committed to seeking to acquire the necessary land rights on voluntary terms and undertake construction under those terms. While this area remains within the Proposed Project Order Limits, National Grid will not use the track for construction traffic and will instead be using a haul road which is also within the Order Limits **(Application Document 2.14.1 Indicative General Arrangement Plans – Suffolk**). While this area remains within the Proposed Project Order Limits, National Grid will maintain ongoing discussions with the landowner. Compensation claims for disturbance are considered on an evidence basis and landowners and farmers will therefore be encouraged to keep records to support their claims.
		Consultation, Design, Onshore mitigation	**Surveys:** PM happy for NI surveys to take place in fields which are not cropped by Mann Potatoes. JL to collate survey programme and issue to SG for review. The land in turf will need consideration as to harvest timing. For clarity, PM has confirmed that Non-intrusive surveys can be done on land in crop which Red Tractor is not affected. Intrusive surveys the same as long as compensation is paid. No non-intrusive or intrusive surveys can be carried out on land that has a root crop on or is under Mann Potatoes. Discussion of archaeology trenching programme – JL to consider impacts and mitigation for these fields. 'Tennis' field has been trenched by SPR. 'Grainstore' field is currently in turf, turf is grown on 18 month FBTs, being harvested between now and Jan and they plan to plant potatoes in March, with cultivations to start in Feb which will need Red Tractor sign off. 'Monks' field is on an 8 year lease to Christmas tree company, this will end at end of 2024. They have grown 8,000 trees per acre in here. The trees are grown in pots and they have a trickle irrigation system throughput the field with 60cm spacing. They have removed 30,000 trees this year but there are more than this left, due to be cleared by end of 2024. The trees cannot be easily moved even though they are in pots due to the irrigation system. In 2025 will likely plant maize or sugar beet. PM has advised that he will come back with a firm date when West Country Trees are due to finish with the field.	N	National Grid welcomes your support for programme of non-intrusive survey works. Ongoing landowner dialogue will seek to ensure site-specific issues are understood and reflected in the work schedules.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		Land rights and CPO	**HOTs:** SG has agreed HOTs for other clients on BTNO and had extensive negotiation on these terms -JL to see if we can get these HOTs for reference going forward. There should not be any occupiers on the land owned by Peter Mann that would need to be party to HOTs. SG indicated that they will sign up to voluntary agreement if we can agree appropriate terms. PM + SG explained that there have been quite a lot of high value land sales in the area in last 5 years which will help with agreeing land values. JL explained the NG LRS – they will receive 80% of land value across the easement width and any additional construction will be subject to disturbance/crop loss. PM raised queries about future compensation and JL/SG explained crop loss/disturbance/severance/IA that will be applicable.	N	National Grid's new LRS has now been published and is available on the National Grid website. The Lands agent - Dalcour Maclaren - will be contacting landowners in due course to discuss voluntary agreements, which will be in line with the compensation code.
		Design, Alternative solutions	Other Concerns: Concerns over locations of joint bays – they would prefer these to be in margins/tracks/hedges if possible. Access track from Snape Road – owned in part by Fielden Ltd (June Bloomfield) and part by Heald. The Manns (in all capacities) have access rights across this track to access all fields there which they own and farm. They are concerned how use of this track will affect their use of the track. Is this a permanent future access to the joint bay (on Heald land) or is it a construction access? – JL to find out. They have suggested an alternative route would be shorter/easier from Grove Road – this is all owned by Heald, to access apparatus on Heald land. This would make more sense to them in terms of logistics. JL to see if this is a justified DCC request.	Y	Access tracks to joint bay locations are for maintenance of the joint bays only. These have been altered following the feedback. National Grid will look to put all joint bays on the edge of fields where possible to ensure access is available from existing routes.

Table 1.49 SL-PIL-0779, SL-PIL-0414

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Traffic and transport	**Background** The land is occupied by D H Clifton which is a trading Partnership made up of Pippa Southorn and James Southorn. D H Clifton is a statutory tenant on the land and will be directly affected by National Grid's Sea Link scheme. The land that will be affected is productive land in an arable rotation and according to the Agricultural Land Classification is Grade 2 which produces high yielding, valuable crops. **Concerns** Below we have set out a list of concerns which we will need a response from National Grid. 1. Single track (details on Map 1 included) - On 935 meters of track that will be used to traffic large pylon transport there are hard to navigate corners on a single track with no passing places, you are not able to see on coming traffic. There is a watercourse on one side and drop on the other. - - Impact on harvest with tight deadlines. During the entire operation the track will need to be kept an acceptable level to be used by farm traffic. It is not appropriate for the level of traffic involved.	N	Management Plans have been prepared for both Suffolk and Kent as part of the DCO application. These have been developed in consultation with the relevant local planning authorities and provide details on PRoW diversions, closures and management during the construction, operation and decommissioning phases. See **Application Document 7.5.9.2 Outline Public Rights of Way Management Plan – Kent**. **Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan – Kent** is provided to help mitigate any potential impacts. These documents include construction traffic management measures that will be implemented in support of the Proposed Project, to avoid any adverse impacts on the surrounding networks during the construction phase.
	Traffic and transport, Design	2. Cricket Crossing (as detailed on Map 1 included) - Crickets Crossing is a blind crossing with manual gates. - - - Tight bend for oncoming trains before they approach the crossing. You can not see if vehicles are waiting to cross the other side. If a vehicle is coming along the single track route to the crossing one vehicle will need to reverse either back over the railway line or in the other direction down a unsuitable single track route with a water course on one side and a drop on the other. Once over Cricket Crossing the preferred access route is to remain next to the train line Railway crossing (as outlined in green on Map 1 included).	Y	The Cricket Crossing, which is an existing level crossing located circa 900 m southeast of Minster railway station, will be used to access the overhead line works to west of the railway line and to the south of the River Stour. The existing farm access track and level crossing will be upgraded with ramping and protection to accommodate construction vehicles, and surveys will be carried out to determine the level of improvement works required to ensure this can be used safely. This activity will involve ongoing engagement with Network Rail. Once construction vehicles have used the upgraded level crossing, they will then use the preferred access route adjacent to the railway line (as identified), in order to avoid crossing fields. Temporary culverts will also be provided to allow construction vehicles to cross the Minster Stream.
	Water environment, Socio-economic. recreation and tourism	3. Irrigation - We are part of a large salad group of which we are an essential link in the chain of the business. Pollution from run off at substation site will not allow us to fill our reservoirs if we are abstracting during that period. If a pollution incident occurs, we would need to be notified asap.	N	National Grid will work with landowners on an ongoing basis to understand the nuances of site drainage. However, assurances can be given insofar as the converter station site will be designed in accordance with current guidance around management of surface water run off on the site itself and use of Sustainable Drainage Systems. The Proposed Project has secured through commitments within **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions**

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Water levels are kept high in the system during the summer. This is system needs to remain and be uninterrupted.		**and Commitments (REAC)** that where there are interactions with existing land drainage and irrigation systems, National Grid will ensure the integrity of these systems, providing for temporary alternatives during construction, as necessary. In addition, there are a range of commitments to safeguard the quality of the water environment and to control and manage the risks of pollution during the construction phase. All Proposed Project infrastructure will be designed in accordance with current guidance around management of surface water run off on the site itself and use of Sustainable Drainage Systems. Further information is contained in **Application Document 6.2.3.4 Part 3 Kent Chapter 4 Water Environment**.
		Agriculture and soils, Design, Traffic and Transport	4. Soil - We have been using a no-till and cover crop agricultural system on the marsh at financial loss to improve the soil structure, this has taken 10 years to finally see the benefits, it is not a quick process to reverse the damage caused on this soil type. Matting and anything to avoid compaction please. Soil assessment before and after use. Please can National Grid confirm that this will be done. To avoid crossing fields access route once over Cricket crossing is from https://w3w.co/snitch.albums.reissued along the side of the railway line to https://w3w.co/informs.thudding.parsnip where a bridge into the field where pylons are being installed will need to be put in. This will avoid traffic over Abbots Wall.	N	Potential impacts on agricultural operations and soils have been assessed based on the final design presented within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** issues such as fragmentation of land parcels identified, soil management where applicable and mitigation set out (**Application Document 6.2.3.6 Part 3 Kent Chapter 6 Agriculture and Soils**). In terms of the proposed access route once construction vehicles have used the Cricket railway crossing (which will be upgraded to ensure this can be used safely), construction vehicles will use the preferred access route adjacent to the railway line (as identified), in order to avoid crossing fields. Temporary culverts will also be provided to allow construction vehicles to cross the Minster Stream. Documents relating to access routes and their use include **Application Document 7.5.1.1 Construction Traffic Management and Travel Plan and Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice.** All mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO **(Application Document 3.1)**. The cable route will be reinstated to its previous use and therefore farming operations are able to continue post construction. Compensation claims for disturbance are considered on an evidence basis and landowners and farmers will therefore be encouraged to keep records to support their claims.
		Terrestrial ecology, Onshore mitigation	5. Natural England Higher Level Scheme - We completed the scheme in 2018, since the completion of Nemo Link we have seen huge improvements in the number of species, the reports you will have received will speak for themselves. How you will be able to keep the beavers from burrowing and flooding or collapsing your site? They will be attracted to warmer environments, same applies to eels. - We will need to acquire mitigation from the Environment Agency from the scheme for relevant areas.	N	The evidence from surveys for the Proposed Project is that the beavers are largely confined to the Stour corridor. While they will venture into ditches there are not likely to move into terrestrial habitat away from watercourses. The Kent Onshore Scheme includes specific mitigation for eels to ensure passage is maintained. Further details are contained in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		Water environment, Cultural heritage	6. Abbotts wall - Flood defence and monument requires protection according to the Natural England requirements. Please may you provide details on how you intend to do this?	N	The Project has secured through commitments within **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** that where there are interactions with existing flood defences, appropriate monitoring will be undertaken in accordance with Environment Agency specifications, and appropriate actions triggered should the monitoring detect any change.
		Safety, onshore Mitigation, Health and wellbeing	7. Security - River Stour has been used for drugs and arms smuggling, hare coursers are very active. Security gates and security required if you put a bridge in between farms. The bridge installed for Nemo Link had children jumping off it into the river and multiple people using it, motorbikes which drove all over crops and even a caravan was dragged over and dumped in the middle of the field. Although security was promised it was never put in place. Please can National Grid confirm that suitable security measures will be provided.	N	As an operator of national infrastructure, National Grid commit significant resources and investment into maintaining the security of their sites and assets. National Grid will ensure that its contractors provide the relevant levels of security and where gates are installed these shall be locked out of hours and mobile and static security patrols or CCTV will be installed where it is deemed required. **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** states that where working areas are fenced, the type of fencing installed will depend on the area to be fenced and will take into consideration the level of security required in relation to the surrounding land and public access, rural or urban environment and arable or stock farming. Consultation on the type of fencing will be undertaken with the relevant landowner and tenant where required. For some locations the fence used may also serve to provide acoustic and visual screening of the work sites and reduce the potential for disturbance of users in the surrounding areas. Fencing will be regularly inspected and maintained and removed as part of the demobilisation unless otherwise specified. This will be secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Onshore route location, ornithology	8. Bury cables - To enable the Natural England Higher Level Environmental scheme to continue to be successful pylon cables need to be buried to ensure flight path remains. We would support the wide response for National Grid to bury the cables.	N	Wherever possible National Grid has designed the cables associated with the Proposed Project to be underground. In some places it will be necessary to install overhead lines due to consideration of a range of factors concerning engineering feasibility, environmental impact and cost. National Grid is committed to a trenchless solution beneath the sensitive saltmarsh habitat at Pegwell Bay and it has not included the option of a trenched installation. The commitment to a trenchless solution is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). As part of the Proposed Project ES National Grid commissioned various surveys looking at the potential impacts of the overhead lines on birds. These surveys included a collision survey and a carcass survey. The Kent Onshore Route has been designed to reduce the number of towers required and the area between the lines has been kept to a minimum to help prevent birds from getting trapped. The potential impacts on birds in Kent is presented in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. Mitigation measures for the Proposed Project can be found in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions**

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					and Commitments (REAC) which is secured through Requirement 6 of schedule 3 of the draft DCO (**Application Document 3.1**).
		Converter station location, Water environment, Alternative solutions	9. Location of Converter and Substation - If you are required to build up the current proposed site to protect from flooding, it would make sense to build up the site next to Nemo Link station (as approximately set out in Map 2 included It could connect straight into pylons and the access route is simple for the build. Please can National Grid confirm why this is not possible.	Y	All siting options are set out in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)**. The land adjacent to the existing Nemo Link is not large enough to site the new Sea Link Converter Station. The land opposite the Nemo site on the other side of the river is in a Flood Zone 1 and therefore any building up of land in this area would require flood compensation in other areas to be provided. The land is being build up at the existing site to assist with the drainage and laying of cross site cables not due to flooding.
		Consultation	10. Following consultation meeting with National Grid it was confirmed that no further environmental work is required at Abbey Farm on behalf of National Grid with regards to Sea Link.	N	National Grid will maintain ongoing dialogue with landowners affected by the Proposed Project. In the event that circumstance should change from that which was explained during a consultation event, further engagement will be sought as necessary.
		Needs case, Combined effect of the proposed Project, Onshore mitigation, consultation, agricluture	**Conclusion** In direct response to National Grid's proposal, we disagree and object on the basis to the overwhelming impact to environmental impact and the impact on the farming operations. My client would consider withdrawing their objection if protective provisions can be provided to cover the above concerns and the cable can be underground. We look forward to a response to this letter and a proposed date for a meeting in the near future with National Grid to discuss its contents.	N	In developing the Proposed Project, National Grid's duties and obligations involve balancing the need to be economic and efficient, whilst also having regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. Alternative options have been extensively assessed and while there may be perceived visual benefits associated with use of underground cables, on balance, overhead lines involve less impact on the marshes during construction and over the lifetime of the asset. This is explained in more detail in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022), Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered, Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** and **Application Document 7.2 Strategic Options Back Check Report**. National Grid will maintain ongoing dialogue with affected landowners with a view to identifying the most appropriate means of securing protection of assets as identified on a case-by-case basis.

Table 1.50 SL-PIL-0594, SL-PIL-0350

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Landfall location, Onshore environmental impact, Alternative solutions, coordination with other projects	In Nov 2023 the term AONB was changed to National Landscapes, but references to the designation in law and policy remain as AONB, hence this response uses the AONB nomenclature. It seems clear that there are a number of difficulties associated with the proposed Aldeburgh to Thorpeness landfall, namely: 1) Damage to the SSSI between the shoreline and the old railway line even with the use of 'trenchless techniques'. This is explained fully by the RSPB in their 18th December email to you. 2) Damage to the AONB, National Landscape, by trenching techniques. This is explained fully by the RSPB correspondence 18th December email and the National Landscape Office in its email to you on the 13th of December 2023. 3) The chosen landfall does not suit co-location of infrastructure as a consequence of the greater impact to designated SSSI and AONB landscapes. This is explained fully in the RSPB correspondence, 18th December email. 4) The presence of the large deer herd located on the inland side of the old railway line where the current plan is to surface the cables and start open trenching techniques. This deer herd is established and substantial. The RSPB, who manage the area, confirmed to me in writing that "…your estimate of the deer herd does not conflict with our understanding of the population". These large animals are wild and, if panicked, could present dangers to the public. I have first-hand experience of the potential problems arising and Sealink would need a definitive plan. In summary, the Aldeburgh to Thorpeness landfall clearly needs reviewing including further consideration of alternatives.	N	The effects arising from the Suffolk Onshore Scheme on the AONB are outlined within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. This includes reference to the statutory purpose of conserving and enhancing natural beauty as set out in the assessment considering the published Natural Beauty indicators and the relevant AONB indicators to landscape and visual matters. Impacts from construction of the onshore cable on the RSPB Reserve, Leiston-Aldeburgh SSSI and Sandlings SPA have all been considered in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity and Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration,** informing the design, construction methods and programme for the Proposed Project. This assessment has been discussed with Natural England, Suffolk Council and East Suffolk Council. Significant disturbance is to be ensured against by a combination of construction methods (adopting a trenchless construction solution rather than open cut trenching), technical mitigation (noise fencing), moving the construction compound further from the SPA than it was identified at Statutory consultation, and phasing the most potentially disturbing elements of work in that area to avoid the bird nesting season National Grid has followed a rigorous assessment process to choose the locations of the landfalls at each end of the Proposed Project and understand the concerns about the Aldeburgh location. National Grid is rigorously assessing the Proposed Project's impact on designated sites and the environment, adhering to the "mitigation hierarchy" by avoiding, minimising, restoring, and offsetting impacts. This is explained in more detail in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022), Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered, Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** and **Application Document 7.2 Strategic Options Back Check Report**. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. Details are contained in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. In addition, National Grid has an established and effective code of construction practice which has been used on many projects and covers the matters of concern raised in these comments (refer to **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**).

Table 1.51 SL-PIL-0823, SL-PIL-0122

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Land rights and CPO, Socio-economic. recreation and tourism	The land is owned by the Church Commissioners for England and occupied by D H Clifton. D H Clifton farms the holding as a tenant under an agricultural tenancy and will be directly affected by National Grid's Sea Link scheme. The land that will be impacted by the proposed works is classified as Grade 2 and is productive land producing high yielding and valuable crops including salad.	N	National Grid acknowledges the comments and concerns. The impact of the entire project on BMV land is set out in **Application Document 6.2.3.6 Part 3 Kent Chapter 6 Agriculture and Soils**. Potential impacts on agricultural operations have been assessed based on the final design presented within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** issues such as fragmentation of land parcels identified, where applicable and mitigation set out.
		Traffic and transport, Onshore mitigation	**Concerns** We wish to bring the following concerns to your attention and would appreciate a clear response from National Grid on how they will be mitigating the issues set out below. 1. Single track (details on Map 1 enclosed) It is not appropriate for the level of traffic involved. The access track will be used by large and heavy goods vehicles. There are corners that the tracks are difficult navigate, with no passing places and with a watercourse on one side and a drop on the other it is not possible to create new passing places as part of the scheme. The access will be shared with the tenant which could have a significant impact during harvest with tight deadlines, particularly if they are faced with poor weather. During the works the track will need to be kept an acceptable condition to be used by farm traffic at all times.	N	Outline PRoW Management Plans have been prepared for both Suffolk and Kent as part of the DCO application. These have been developed in consultation with the relevant local planning authorities and provide details on PRoW diversions, closures and management during the construction, operation and decommissioning phases. See **Application Document 7.5.9.2 Outline Public Rights of Way Management Plan – Kent**. **Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan – Kent** is provided to help mitigate any potential impacts. These documents include construction traffic management measures that will be implemented in support of the Proposed Project, to avoid any adverse impacts on the surrounding networks during the construction phase. National Grid will maintain ongoing discussions with landowners and tenants in order to understand the impacts of the Proposed Project and ways and means of mitigating adverse impacts.
		Traffic and transport, Design	2. Cricket Railway Crossing (as detailed on Map 1 included) - Cricket Railway Crossing is a blind crossing with manual gates. There is a tight bend for oncoming trains before they approach the crossing. You cannot see if vehicles are waiting to cross the other side. If a vehicle is coming along the single track route to the crossing, one vehicle will need to reverse either back over the railway line or in the other direction down an unsuitable single track route with a water course on one side and a drop on the other. Once over Cricket Crossing the preferred access route is to remain next to the train line (as shown shaded green on Map 1 enclosed).	Y	The Cricket Crossing, which is an existing level crossing located circa 900 m southeast of Minster railway station, will be used to access the overhead line works to west of the railway line and to the south of the River Stour. The existing farm access track and level crossing will be upgraded with ramping and protection to accommodate construction vehicles, and surveys will be carried out to determine the level of improvement works required to ensure this can be used safely. This activity will involve ongoing engagement with Network Rail. Once construction vehicles have used the upgraded level crossing, they will then use the preferred access route adjacent to the railway line (as identified), in order to avoid crossing fields. Temporary culverts will also be provided to allow construction vehicles to cross the Minster Stream. Documents relating to access routes and their use include **Application Document 7.5.1.1 Construction Traffic Management and Travel Plan and Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice.** All mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application**

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC) which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Water Environment, Safety, Onshore mitigation	3. Irrigation D H Clifton form part of a large salad group of which they are an essential link in the chain of the business. Notification of any potential and or confirmed pollution from any runoff at the substation site is critical. In the event of any pollution incident, D H Clifton will have to cease use of their reservoirs, particularly at times of abstraction. -The irrigation system supplying D H Clifton's operations needs to remain uninterrupted throughout the duration of the project.	N	National Grid acknowledges the significance and importance of drainage and irrigation land-based enterprises. National Grid will work with landowners on an ongoing basis to understand the nuances of site drainage. However, assurances can be given insofar as the converter station site will be designed in accordance with current guidance around management of surface water run off on the site itself and use of Sustainable Drainage Systems. In addition, **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** and **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** set out good practice measures relating to drainage, irrigation, groundwater and protection of private water supplies. These actions are secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Agriculture and soils, Onshore mitigation, traffic and transportation	4. Soil As a landowner, the Church Commissioners are working with their tenants to improve soil structure and move towards regenerative farming practices that assist with carbon capture. D H Clifton have been using a no-till and cover crop agricultural system on the marsh at financial loss to improve the soil structure, this has taken 10 years to finally see the benefits. It has not been a quick process and if any damage is caused to the soil as a result of the works, it will take a significant period of time to reverse any damage. As a result, it is imperative that National Grid complete a soil assessment pre and post any work being completed across the land in question. It is also essential that track matting and any other appropriate methods are used to mitigate compaction. To avoid crossing fields, the proposed access route once over Cricket railway crossing is from https://w3w.co/snitch.albums.reissued, along the side of the railway line to https://w3w.co/informs.thudding.parsnip where a bridge into the field where pylons are being installed, will need to be erected. This will also avoid traffic over Abbots Wall.	N	All soil handling (stripping, stockpiling and reinstatement) will be undertaken in accordance with good practice. **Application Document 7.5.10.1 Outline Soil Management Plan - Suffolk** has been produced in line with good practice guidance including the Defra Construction Code of Practice. The oSMP contains measures informed by the site-specific desk-based information and will be updated to form a detailed SMP prior to construction commencing to take account of detailed soil and Agricultural Land Classification (ALC) surveys, the detailed design and the specific contractor approach. The detailed surveys will be undertaken by suitably qualified soil scientists with expertise in ALC surveys and ALC grade assessment. This includes the requirement for the suitable storage of topsoil and subsoil and erosion/weed growth prevention. In terms of the proposed access route once construction vehicles have used the Cricket railway crossing (which will be upgraded to ensure this can be used safely), construction vehicles will use the preferred access route adjacent to the railway line (as identified), in order to avoid crossing fields. Temporary culverts will also be provided to allow construction vehicles to cross the Minster Stream. Documents relating to access routes and their use include **Application Document 7.5.1.1 Construction Traffic Management and Travel Plan and Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice.** All mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
		Terrestrial ecology, Onshore mitigation	5. Natural England Higher Level Stewardship Scheme D H Clifton completed a scheme in 2018. Since the completion of Nemo Link there has been significant improvements species diversity and richness across the managed stewardship areas. These improvements will be negatively impacted by the proposed Sea Link project. Having carried out research in the local area, you will be aware that the locality is a hotspot for beaver activity. Please confirm how you intend to keep the beavers from burrowing and flooding or collapsing your site and what other accommodation works will be implemented to mitigate the impact of the works on local biodiversity.	N	Potential impacts on agricultural operations have been assessed based on the final design presented within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. Issues such as fragmentation of land parcels has been identified and, where applicable, mitigation set out. Where agri-environmental commitments are identified, National Grid is engaging with landowners and other relevant stakeholders to understand the potential effects of development. All landowners and occupiers affected by the Proposed Project have been consulted and feedback taken into account. A detailed impact assessment is provided in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. The impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements.
		Safety, onshore Mitigation, Health and wellbeing	6. Security D H Clifton have faced a number of security issues relating to the River Stour and the bridge installed for Nemo Link. This includes health and safety matters, including children jumping off the bridge into the river. We would therefore require security gates if a bridge is erected between farms. Security has been promised previously, however it has never been put in place.	N	As an operator of national infrastructure, National Grid commit significant resources and investment into maintaining the security of their sites and assets. National Grid will ensure that its contractors provide appropriate levels of security and where gates are installed these shall be locked out of hours and mobile and static security patrols or CCTV will be installed where it is deemed to be required. During construction, contractors will be required to adhere to **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** and develop their own task-specific management plans. This will be secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Onshore route Location, Design, Ornithology	7. Bury cables To enable the Natural England Higher Level Environmental scheme to continue to be successful, pylon cables need to be buried to ensure flight paths remain for birds. The Church Commissioners would support the wide response for National Grid to bury the cables.	N	Wherever possible National Grid has designed the cables associated with the Proposed Project to be underground. In some places it will be necessary to install overhead lines due to consideration of a range of factors concerning engineering feasibility, environmental impact and cost. National Grid is committed to a trenchless solution beneath the sensitive saltmarsh habitat at Pegwell Bay and it has not included the option of a trenched installation. The commitment to a trenchless solution is through in Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). As part of the Proposed Project ES National Grid commissioned various surveys looking at the potential impacts of the overhead lines on birds. These surveys included a collision survey and a carcass survey. The Kent Onshore Route has been designed to reduce the number of towers required and the area between the lines has been kept to a minimum to help prevent birds from getting trapped. The potential impacts on birds in Kent is presented in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
					Mitigation measures for the Proposed Project can be found in A**pplication Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Converter station location, Design, Alternative solutions	8. Location of Converter and Substation If you are required to build up the current proposed site to protect it from flooding, it would make sense to build up the site next to Nemo Link station (as approximately set out in Map 2 enclosed).It could connect straight into pylons and the access route is simpler for the build. Please can National Grid confirm why this is not possible? "	N	All siting options are set out in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)** which considers flood risk. The land adjacent to the existing Nemo Link is not large enough to site the new Converter Station. The land opposite the Nemo Link site on the other side of the river is in a Flood Zone 1 and therefore any building up of land in this area would require flood compensation in other areas to be provided. The land is being built up at the existing site to assist with the drainage and laying of cross site cables not due to flooding.
		Needs case, Intra-Project cumulative effects, ecology and biodiversity	**Conclusion** To conclude, The Church Commissioners for England are supportive of net zero and renewable energy schemes and infrastructure. However, they are also very supportive of their tenants' businesses and the environmental farming practices that are implemented by D H Clifton in this specific situation. As set out above, there are many practical issues which need to be addressed by National Grid in order to deliver this scheme successfully without detriment to the tenant's business and the local environment and biodiversity. We look forward to receiving a response to our concerns set out above.	N	National Grid welcomes support for schemes designed to aid the transition to Net Zero. Concerns about the potential impacts of the Proposed Project upon both the land itself and the tenants are acknowledged and assessed in **Application Document 6.2.3.6 Part 3 Kent Chapter 6 Agriculture & Soils and Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism.** National Grid will maintain ongoing discussions with affected parties to ensure that concerns are fully understood and appropriately addressed. Further details relating to the ecology assessment are contained in A**pplication Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**.

Table 1.52 SL-PIL-0934, SL-PIL-0417

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
24 October 2023	18 December 2023	Needs Case	General Statement of Objection: We have prepared the following objection to the National Grid SEA LINK project on behalf of our above clients, as freehold and occupiers who are directly affected by the Project. Our Clients currently object to theProject and reserves the right to formally object to the application proposed for the Development Consent Order both at the time of application and at any subsequent Pre-examination, Examination and PostExamination Procedures. All confidential information from this submission and the attached must be redacted if any documents are subject to FOI requests.	N	National Grid acknowledges your objection to the Proposed Project. Personal details in the Consultation Report have been handled responsibly and where necessary redacted to ensure that National Grid complies with the requirements of the Data Protection Act 2018 in production and publication of this Report.
		Consultation, Land Rights and CPO	Background: It is understood that National Grid undertook an initial non-statutory consultation to inform impacted parties of the proposed scheme at its inception. However, despite our clients being one of the most impacted parties within the scheme limits, it was not informed of the consultation and was not aware of the project until much later. Meetings have been held with National Grid's agent to outline the impacts from the scheme upon our Client and more importantly, upon the holding, Kings End Farm, Richborough. As a overview to the history of Kings End Farm, the holding comprises 493.66 acres of predominantly arable Grade II land bordered by the mainline railway and the River Stour to the east and north. The holding forms part of the Quex Park Estate which farms 1400 acres in house with a further 1200 acres under various agreements or contract farmed. Over the course of the previous 20 years, the estate has sought to be a pioneer of regeneration agriculture and sustainability, promoting biodiversity and championing wildlife. The whole of the holding at Kings End Farm is part of a Higher Tier Countryside Stewardship Agreement, with the land north of the Monk's wall reverted from arable land to grassland and employed in Wading Bird options. The estate has worked in close consultation with Natural England to create habitats for numerous endangered species and promote wading birds in particular. The estate has spent large sums of money over the course of 2 decades enhancing the biodiversity of the holding, installing scrapes, and installing a management programme that enhances the habitats for wildlife. The farm is part of the Nature Friendly Farming Network: Home | Nature Friendly Farming Network, NFFN	N	National Grid's approach to Non-statutory consultation is set out in Section 5 of this report. Prior to the Non-statutory consultation, National Grid developed a Primary Consultation Zone (PCZ) and a Secondary Consultation Zone (SCZ). These zones were geographical areas that sat within a certain distance from the Proposed Project footprint. The PCZ included properties that lay within a 1 km radius of the proposed underground cables and overhead line and 2 km around the proposed converter station sites. Where appropriate, the PCZ was extended to whole streets rather than dissecting hamlets or neighbourhoods. The SCZ included properties that lay within a 4 km radius of the swathes that were proposed to be constructed on and, as with the PCZ, where appropriate, the SCZ was extended to whole streets rather than dissecting hamlets or neighbourhoods. At Non-statutory consultation stage, a desktop referencing exercise was undertaken for all route options; however, contact referencing to confirm the records was not undertaken at this stage. Once the options were refined, contact referencing commenced. During Non-statutory consultation, in addition to the main stakeholder engagement events described above, there were two landowner-focused events. For these events, written invitations were sent to all contacts identified via the desktop referencing exercise. National Grid will engage with affected landowners on an ongoing basis in order to understand the potential impacts of the Proposed Project and seeking to identify the most appropriate means of addressing these where necessary.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Furthermore, the farm is taking part in an RSPB scheme known as 'Operation Turtledove' which seeks to restore Turtledove populations through providing suitable habitat: About us - Operation Turtle Dove The farm was recently subjected to the Richborough Connection with much of the land north of the Monks Wall blighted by pylons and overhead transmission wires. National Grid failed to effectively mitigate the impacts of this scheme, whilst the imposed Land Rights Strategy and rigid impositions has resulted in few easements or wayleaves being agreed despite the project having been completed for the best part of 3 years. Notwithstanding the clients' general statement of objection, we would request ongoing engagement with National Grid with the ability to further influence and understand the proposed design of the Scheme prior to conclusion of the consultation report that will be submitted with the anticipated application for the Development Consent Order.		
		Alternative Solutions	Grounds for objection: First, it is acknowledged that projects such as SeaLink are a vital part of ensuring energy security for the United Kingdom, achieving vital Net Zero goals and aiding in keeping energy costs down for the public consumer. It is accepted by our Client that the project provides a public benefit and enables the connection of vital off-shore wind turbines, providing green energy. Nonetheless, the undoubted necessity for the project should not be at the detriment of wildlife, biodiversity and irreplaceable habitat. Our Client's objections are based almost wholly upon the failure by National Grid to provide extensive evidence that all engineering options have been considered to provide an underground link to the Richborough Connection instead of the installation of an overhead line that will undoubtedly have a substantial negative impact upon wildlife and the unique habitat along the estuary of the River Stour. Our concerns are set out below:	N	Whilst acknowledging the respondent's principal support for projects supporting Net Zero, National Grid seeks to stress the Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce environmental impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. A robust alternatives assessment has been undertaken for the Proposed Project to determine if it could be located elsewhere. **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered** and **Application Document 7.2 Strategic Options Back Check Report** contains further details on the main alternatives considered for the Proposed Project. Further historic information with regard to the Proposed Project design evolution and the alternatives considered are contained within **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)**, **Application Document 8.2 Options Selection and Design Evolution Report (October 2023)** and **Application Document 8.3 Strategic Options Report (October 2023)**.
		Consultation, Land Rights and CPO, Alternative Solutions, ecology and biodiversity, ornithology	Consultation As noted above, as a main affected party of the Sea Link project, Quex Park Estate was not consulted from the outset of the project and excluded from the initial non-statutory consultation. Whilst still at an early stage of the project, through experience of the Richborough Connection, our client has concerns that National Grid will fail to give assurances on, duration of accountability of National Grid to the affected sites, methods of	N	National Grid will maintain ongoing discussions with affected landowners throughout the development of the Proposed project. At Non-statutory consultation stage, a desktop referencing exercise was undertaken for all route options; however, contact referencing to confirm the records was not undertaken at this stage. Once the options were refined, contact referencing commenced. During Non-statutory consultation, in addition to the main stakeholder engagement events described above, there

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			recording of soils both before and after works, and methods of surveying drainage both before and after works. During construction, it is our client's concern that National Grid will not be willing to class the whole affected area as no longer viable to farm and instead encourage our client to unrealistically attempt to farm around their "works". During this consultation process, there has been minimal evidence that any alternatives or amendments will be genuinely pursued, with the proposed project appearing to be largely finalised. Our Client has expressed clear concerns from the outset on the impact of overhead wires and pylons upon nesting and transitory bird species along the Stour Estuary, with no indication that an alternative underground solution has been thoroughly assessed, or whether it is excluded purely on a cost basis. National Grid has failed to provide answers to our client on the reasoning behind the use of overhead pylons with specific details known only to National Grid. Ecological surveys carried out to date have appeared piecemeal, with no overarching methodology or strategy for their undertaking provided to our Client. It is unclear how National Grid intend to demonstrate that the proposals avoid impacts to irreplaceable habitats and protected species, which it is contended that it is not possible to mitigate the effects on. There has been insufficient information provided that strategic options for the provision of Sealink have given considered to the differing environmental impacts of alternative methods of construction beyond simply an economical-based assessment.		were two landowner-focused events. For these events, written invitations were sent to all contacts identified via the desktop referencing exercise. Details of the approach to consultation for Statutory consultation are set out in Section 7 of this Report. The land referencing process was ongoing throughout the pre-application period and in some instances diligent inquiries led to new interests being identified after the initial issue of Section 42(1)(d) consultation materials in October 2023. A robust alternatives assessment has been undertaken for the Proposed Project to determine if it could be located elsewhere and why the crossing of the River Stour must be by overhead line. **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered** and **Application Document 7.2 Strategic Options Back Check Report** contain further details on the main alternatives considered for the Proposed Project. Further historic information with regard to the Proposed Project design evolution and the alternatives considered are contained within **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)**, **Application Document 8.2 Options Selection and Design Evolution Report (October 2023)** and **Application Document 8.3 Strategic Options Report (October 2023)**. A full suite of terrestrial ecological surveys have been undertaken to inform the ES for the Proposed Project including for breeding and non-breeding birds, reptiles, invertebrates, badger, riparian mammals, dormice and plants – see **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. A register of all mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Terrestrial Ecology, Ornithology, Onshore Mitigation	Biodiversity Impacts As detailed above, Kings End Farm has been managed in a nature friendly manner for the best part of the last 2 decades. Working with Natural England, our client has established habitats for numerous protected bird species, including Golden Plover< lapwings, Curlews and cormorants, amongst many more. The estate has installed numerous scrapes, reverted arable land to grassland under wading bird options within Countryside Stewardship requirements. This has complemented the pre-existing high biodiversity credentials of the farm, which is now threatened by the proposals under the Sealink Project. The estate has carried out its own Baseline Assessments through the Kent Wildlife Trust, following the imposition of Biodiversity Net Gain rules under the Environment Act 2021. The baseline assessment establishes, using the BNG Metric 4.0, that Kings End Farm has a substantially high existing Baseline.	N	The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce ecology and biodiversity impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. Meetings have been held with Natural England where the approach to addressing loss of functionally linked land for golden plover has been discussed at length. Various strategies have been discussed with Natural England. Options, including the possibility of creating new wetland south of the River Stour have been explored, but technical challenges identified in the course of discussions led to an alternative approach being pursued (discussed and agreed in principle with Natural England) to instead enhance an area of arable land close to the coast for non-breeding golden plover. There are extensive proposals for woodland and grassland planting around the converter station and new wetland creation in the same locations.

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			Furthermore, the proposed works as part of the Sealink Project, will create a substantial loss in Biodiversity. Whilst Natural Grid will be bound to provide Biodiversity Net Gain as part of the Sealink Project, it is not yet apparent whether this will form part of the proposed order limits, nor whether it will be secured through mitigation land elsewhere or within the immediate vicinity of the project. Our client is concerned that no assessment has appeared to have been made yet of the loss of biodiversity directly attributable to the project. Nor will it provide any recompense to the land at Kings End Farm is vital habitats are destroyed and merely accounted for with mitigation land elsewhere. The estate is opposed to the loss of biodiversity from Kings End Farm, which it has spent considerable time and expense to achieve over the duration of the last 2 decades.		An extensive programme of environmental surveys has been undertaken including for breeding and non-breeding birds, reptiles, invertebrates, badger, riparian mammals, dormice and plants. A rigorous impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. The Proposed Project is also committed to achieving 10% Biodiversity Net Gain. Further details relating to the ecology assessment are contained in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity** and **Application Document 6.6 Habitats Regulations Assessment Report**. Further details regarding Biodiversity Net Gain are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**.
		Terrestrial Ecology, Ornithology	Environmental/Ecological The land affected at Kings End Farm forms a vital habitat for wading birds and an extension of the Ramsar site at Pegwell Bay, with numerous bird species transiting from Pegwell Bay along the Stour Estuary. Some evidence of this is provided within Appendix 1 which contains nesting bird surveys and non-nesting bird surveys carried out by National Grid as part of the Richborough Connection. These detail how the river stour is a transitory route for a number of protected species, as well as detailing the number of nesting birds. It should be acknowledged by National Grid that the Sealink project should build upon these surveys, incorporating and adding to them, rather than undertake ecological surveys anew and from a blank starting point. As detailed above, no methodology or strategy has yet been provided which outlines the parameters of ecology surveys undertaken. The estate has serious concerns that ecological surveys undertaken merely provide a snapshot of the presence or otherwise of species at a particular time and date. This fails to take account of the various elements which affect transitory routes of wading bird species, particularly the tides. The estate has undertaken bird surveys at Kings End Farm in coordination with East Kent Wildlife Group. A copy of an objection by Mr Peter Findley of the East Kent Wildlife Group is attached at Appendix 2, detailing the counts of birds undertaken by Kent Ornithological Society at Kings End Farm and along the River Stour. Numerous protected species are recorded, regularly using the river as a transitory route and regularly in time with the high tides at Pegwell Bay. It is the estates contention that the presence of overhead pylons at Kings End Farm will cause	N	Ecological data are considered out of date once approximately two years have passed. The Richborough Connection project surveys were undertaken a long time ago and therefore we cannot rely on them without undertaking updated surveys. An extensive programme of environmental surveys has been undertaken including for breeding and non-breeding birds, reptiles, invertebrates, badger, riparian mammals, dormice and plants. A rigorous impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. This assessment includes a collision risk assessment for the new section of overhead line, based upon 12 months of robust vantage point survey work, which has been discussed with Natural England. Further details relating to the ecology assessment are contained in A**pplication Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity** and **Application Document 6.6 Habitats Regulations Assessment Report**. Further details regarding Biodiversity Net Gain are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**.

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			irreparable damage to bird flight paths for numerous protected species.		
		Land Rights and CPO	Land Rights Strategy We understand that National Grid are reviewing their Land Rights Strategy and await the detail to be provided within it. However, the former Land Rights Strategy imposed fixed payments that failed to take into account context, situation, wider sterilisation impacts. Applying fixed rates for pylons regardless of location, and the site-specific situation is in contrast to valuation practice and principles of valuation as set out by the RICS. Furthermore, it is not apparent how the Land Rights Strategy will seek to address compensation for the loss of biodiversity as a direct result of the project.	N	The new LRS has been published and is available on the National Grid website and our lands supplier will be in contact with the landowner to discuss voluntary agreements and all compensation claims will be in line with the compensation code.
		Terrestrial Ecology, Alternative Solutions	Impact on a neighbouring SSSI It is unclear how the proposed project design establishes a priority of options. It is, in our opinion, not demonstrated how the project has discounted alternative options that would remove of reduce the impact upon a SSSI, when the current proposal would have such a clear impact. The estates views align strongly with objections lodged by Kent Wildlife Trust and the RSPB.	N	The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce ecology and biodiversity impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. Careful consideration has been given to alternative options, set out in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022), Application Document 7.2 Strategic Options Back Check Report, Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered** and **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. An extensive programme of environmental surveys has been undertaken including for breeding and non-breeding birds, reptiles, invertebrates, badger, riparian mammals, dormice and plants. A rigorous impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. The Proposed Project is also committed to achieving 10% Biodiversity Net Gain. Further details relating to the ecology assessment are contained in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity** and **Application Document 6.6 Habitats Regulations Assessment Report**. Further details regarding Biodiversity Net Gain are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**.

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		Terrestrial Ecology, alternative solutions	Wider Effects upon RAMSAR and SPA Whilst Kent Wildlife Trust, Natural England and the RSPA have lodged concerns within their representations to Sealink on the Pegwell Bay RAMSAR and Stodmarsh SPA. The proposed route for the overhead line and converter site will directly and indirectly impact Sandwich Bay to Hacklinge Marshes SSSI, Ash Level and South Richborough Pasture Local Wildlife Site (LWS) and Woods and Grassland Minster Marshes LWS. An EcIA should be provided to understand all direct and indirect impacts, including how much habitat will be directly lost as well as temporary habitat loss for access, works area and work compounds during the construction phase. The Stour estuary and surrounding marshes are vital connective habitat to both Pegwell Bay and Stodmarsh. The provision of overhead power lines crossing the river will undoubtedly have substantial impacts, whilst alternatives exist that would remove them, or at least ensure there are only temporary impacts.	N	The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce ecology and biodiversity impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. Careful consideration has been given to alternative options, set out in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022), Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered, Application Document 7.2 Strategic Options Back Check Report** and **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. An extensive programme of environmental surveys has been undertaken including for breeding and non-breeding birds, reptiles, invertebrates, badger, riparian mammals, dormice and plants. A rigorous impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. The Proposed Project is also committed to achieving 10% Biodiversity Net Gain. Further details relating to the ecology assessment are contained in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity** and **Application Document 6.6 Habitats Regulations Assessment Report**. Further details regarding Biodiversity Net Gain are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**. Following feedback from stakeholders and the public following both Non statutory consultation and Statutory consultation, National Grid reviewed the engineering design to consider removing the need for the overhead lines across the railway and the River Stour. The poor ground conditions under the railway preclude the use of trenchless technology to cross from the substation to the overhead line; these would cause settlement issues for the railway line. National Grid considered locations further north from the Converter Station site towards Minster for a crossing point where the ground is more suitable, and this would introduce more trenching, ditch crossings and land take. Once across the railway, the river would still have to be crossed which proves difficult again due to the ground conditions because trenchless technology needs stable ground conditions for it to be feasible and the conditions under the river are not considered to be stable enough. Once under the river, construction of further electrical infrastructure (a smaller substation) would be required in the flood plain to connect the cables to the existing overhead line.

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					Considering all of the engineering challenges set out above alongside the environmental impacts of a larger footprint of the construction works and the safety concerns over going under the railway, the conclusion was to use overhead lines. Further details of the option selections are contained in **Application Document 8.2 Options Selection and Design Evolution Report (October 2023)**.
		Water Environment, Agriculture and Soils, Terrestrial Ecology, traffic and transport, Land rights and CPO	Practical Implications The scheme has a significant impact on the broader running of the farming activities of our client, to include potentially requiring altered crop rotations, and the effect that the scheme will have on the land concerned and its drainage and soil structure. The livestock enterprise may also be materially affected, together with loss of associated employed labour. Our client has serious concerns over the effects that the works will have in relation to Countryside Stewardship Schemes and in-hand proposals put in place in coordination with Natural England. All of the land affected is entered into the Higher-Tier Countryside Stewardship scheme, and National Grid has given no assurances as to how the implications of the loss of land entered into this scheme will be dealt with, not only in terms of potential penalties on our client for breach of contract, but also the loss of the environmentally improved land on a permanent basis. The installation of habitat features such as bird scrapes are now under direct threat of destruction, despite now having become established features attracting numerous protected species. The immediate impacts will take considerable time to rectify, in addition to likely permanent detriment to important wildlife habitats. Our client has concerns regarding National Grid's access to the site and the measures put in place regarding the restrictive access to other parties, and how National Grid intends to fulfil this obligation.	N	Potential impacts on agricultural operations have been assessed based on the final design presented within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. Issues such as fragmentation of land parcels has been identified and, where applicable, mitigation set out (**Application Document 6.2.3.6 Part 3 Kent chapter 6 Agriculture and Soils**). All landowners and occupiers affected by the Proposed Project have been consulted and feedback taken into account. Accommodation works will be discussed and agreed prior to construction commencing to minimise the impact and disturbance as far as possible. Where agri-environmental commitments are identified, National Grid is engaging with landowners and other relevant stakeholders to understand the potential effects of development. The impact of the Proposed Project on species and habitats has been considered in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. A register of all mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Alternative Solutions	Requested Changes It is our client's contention that an alternative underground proposal would suitably mitigate a considerable number of the impacts caused by the proposal in its current stead. The irreparable damage to habitats and bird flight paths can be largely entirely mitigated in the long term through the removal of overhead power lines and the installation of an underground alternative. With the vast majority of the project already intended to be undergrounded, it is particularly frustrating that such sensitive areas within the proposed order limits are proposed to be subjected to overhead lines. It is our contention that overhead power lines in the locations proposed, perpendicular to the route	N	A collision risk assessment has been undertaken for the new section of overhead line and has been shared with, and commented upon by, Natural England. This has been based upon 12 months of vantage point bird survey of the alignment of the new overhead line and three months of bird carcass searching along the existing Richborough to Canterbury overhead line. The collision risk assessment has identified that collision risk would not be significant but nonetheless hanging deflectors, such as those with fluorescent markings, will be incorporated to making the lines visible in adverse weather or low light conditions. The assessment of avian collision risk is an annex to **Application Document 6.3.3.2.F ES Appendix 3.2.F 2023-2024 Vantage Point Survey** and the surveys are reported in **Application Document 6.3.3.2.G ES Appendix 3.2.G OHL Mortality Monitoring Report**. Wherever possible National Grid has designed the cables associated with the Proposed Project to be underground. In some places it will be necessary to

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			of the river, will cause substantial harm to numerous protected species and have long-lasting impacts to important habitats. An alternative engineering solution is a ready solution to avoiding the majority of the impacts of the scheme and removing the long-lasting harm to wildlife and the habitats at Kings End Farm. Undergrounding of the pylons proposed from the converter station to the Richborough Connection is requested by our client. Whilst National Grid have suggested that the alternative is beyond the engineering parameters available to National Grid, it has failed to demonstrate how this is the case, nor whether this is simply owing to the cost of such an undertaking. The inability to underground cables is met with scepticism by our client and is deemed to be a readily available alternative that would substantially reduce the impact of Sealink upon the vicinity and remove long-terms detrimental impacts to biodiversity and ecology.		install overhead lines due to consideration of a range of factors concerning engineering feasibility, environmental impact and cost. National Grid is committed to a trenchless solution beneath the sensitive saltmarsh habitat at Pegwell Bay and it has not included the option of a trenched installation. Following feedback from stakeholders and the public following both Non statutory consultation and Statutory consultation, National Grid reviewed the engineering design to consider removing the need for the overhead lines across the railway and the River Stour. The poor ground conditions under the railway preclude the use of trenchless technology to cross from the substation to the overhead line; these would cause settlement issues for the railway line. National Grid considered locations further north from the Converter Station site towards Minster for a crossing point where the ground is more suitable, and this would introduce more trenching, ditch crossings and land take. Once across the railway, the river would still have to be crossed which proves difficult again due to the ground conditions because trenchless technology needs stable ground conditions for it to be feasible and the conditions under the river are not considered to be stable enough. Once under the river, construction of further electrical infrastructure (a smaller substation) would be required in the flood plain to connect the cables to the existing overhead line. Considering all of the engineering challenges set out above alongside the environmental impacts of a larger footprint of the construction works and the safety concerns over going under the railway, the conclusion was to use overhead lines. Further details of the option selections are contained in **Application Document 8.2 Options Selection and Design Evolution Report (October 2023)**. As part of the Proposed Project ES National Grid commissioned various surveys looking at the potential impacts of the overhead lines on birds. These surveys included a collision survey and a carcass survey. The Kent Onshore Route has been designed to reduce the number of towers required and the area between the lines has been kept to a minimum to help prevent birds from getting trapped. The potential impacts on birds in Kent is presented in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. Mitigation measures for the Proposed Project can be found in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Ornithology	Conclusion: We would formally request that National Grid consider these representations listed above in conjunction with those included within the Appendices 1 & 2 attached.	N	National Grid welcomes feedback from local landowners and the information that is provided alongside these comments. National Grid has listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised these impacts onshore and offshore where possible. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order

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			Appendix 1 NGET 9n Breeding bird survey (Richborough Connection Project 2016) and NGET 9(ii) Non-breeding bird survey report (Richborough Connection Project 2014-2015) Appendix 2 ELECTRICITY WIRES AND PYLONS ACROSS THE RIVER STOUR NORTH OF RICHBOROUGH (East Kent Wildlife Group)		to, in the first instance, avoid or reduce environmental impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. Please refer to responses above.

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25. Section 47 and Section 48 Statutory Consultation Comments and National Grid's Response

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Table 1.1 Landscape and visual

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Feedback form			
Q1 Do you have any comments to make about the principle of reinforcing the network between Suffolk and Kent?			
Local community	Although the route goes through some sensitive areas in Kent, there has to be a balance between being able to share energy, especially between different areas. Once the construction stage has finished the remaining infrastructures will have little impression on the landscape compared to large scale house building currently taking place in nearby Ramsgate.	N	National Grid welcomes the respondent's views on the effect of the Proposed Project on the landscape. The assessment of effects arising from the Kent Onshore Scheme on landscape and visual amenity is set out within **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**. National Grid's landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section of the ES. Mitigation includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting and has been designed in collaboration with relevant stakeholders. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Q3 What do you think about our proposal to connect into the existing network via the proposed Friston substation?			
Local community	Assuming the Friston substation will be built it is the most logical place to connect to the grid, if measures are taken to ensure the landscape and environment does not become overly industrialised.	N	National Grid acknowledges this comment and thanks the respondent for the support.
Local community	Friston is an Area of Outstanding Natural Beauty and the proposed substation is excessively tall.	N	The designated status of the landscape is acknowledged by National Grid. The effects arising from the Suffolk Onshore Scheme on the Suffolk Coast and Heaths AONB are summarised within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual** and detailed within **Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment**. The assessment takes into account the Natural Beauty indicators and the relevant associated Suffolk Coast and Heaths AONB indicators relating to natural beauty indicators to landscape and visual matters. It is considered that there would be no significant adverse effects on the Heritage Coast or AONB at any Proposed Project stage as a result of the Suffolk Onshore Scheme. National Grid's landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section of the ES. Mitigation includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting and has been designed in collaboration with relevant stakeholders. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	It would destroy an Area of Outstanding Natural Beauty.	N	
Local community	The Friston Substation will result in significant adverse landscape and visual impacts. The cumulative impacts arising from another site/convertor station of enormous size, at a higher elevation (approximately 25 – 3 0m AOD) and within relatively close proximity will result in a further industrialisation of the area. There will be harmful impacts on the setting of Saxmundham St John's church, Hurts Hall, the valley landscape and associated	N	Inter-project cumulative effects resulting from the Proposed Development have been assessed within the ES and are reported within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. The potential for impacts on the setting of heritage assets was discussed with key stakeholders including East Suffolk Council and Historic England and, as part of this procedure, a list of assets to fully assessed was agreed. The assessment of landscape impacts is contained within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual** and the impacts on cultural heritage in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	vegetation (from the access road) and rural setting of Saxmundham on its south eastern aspect.		National Grid's landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section of the ES. Mitigation includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting and has been designed in collaboration with relevant stakeholders. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Q4 What do you think about our proposed HVAC cable route in Suffolk? Comments			
Sudbourne Parish Council	The Parish welcomes the undergrounding of cables from the landing point to the substations. However, the PC has concerns regarding the impact on the special landscape of the area and wishes to have assurance that this is minimised and suitable mitigation is put in place.	N	The special nature of the landscape is acknowledged by National Grid. The effects arising from the Proposed Project on landscape and visual aspects have been assessed in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. This Chapter includes proposed mitigation measures that have been embedded in the design to minimise the effects. National Grid's landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section of the ES. Mitigation includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting and has been designed in collaboration with relevant stakeholders. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Q5 What do you think about our proposed converter station, including its proposed location? Comments			
Local community	I feel the size of the converter station would completely overwhelm the current landscape. This is a very underdeveloped part of the local area.	N	The sensitivity of the area is noted and is reflected in the assessment of effects as set out within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. National Grid's landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section of the ES. Mitigation includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting and has been designed in collaboration with relevant stakeholders. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO **(Application Document 3.1**). Design Principles have been established with regard to the requirements of national policy and National Grid is maintaining ongoing dialogue with the Host Authorities with regard to design aspects of the Proposed Project. It is seeking input from independent design review panels, as recommended by the Host Authorities. This will be an iterative process over the consenting, examination and delivery phases of the Proposed Project. The Design Principles for the Proposed Project will also reflect the principles set out in the National Infrastructure Commission's Design Group Project Level Design Principles (**Application Document 7.12.1 Design Principles – Suffolk**). The Design Principles provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and will seek engagement with local design panels to further inform the design and development process.
Local community	This is not the right location. The proposed location of up to 3 massive convertors is at the southernmost point of Wood Farm to minimise the view from the road. Why it is more important for passing traffic to have a better view than the residents of Sternfield is beyond my understanding. Most cars driving past will take no notice of fleeting buildings in the peripheral view. With the convertor station being at 26 m high, it will be visible from the road irrespective of how far down the field it is positioned and any cover from Bloomfield Covert will be minimal. The suggestion of shielding by planting new trees it unrealistic as to reach the required cover and density will take many years for the trees to meet maturity.	N	
Q6 We have identified several design approaches for the converter station. Which approach(es) would you like to see explored at later design stages? Comments			
Local community	The converter station should fit in with the surroundings so that the visual impact is removed. They could look like farm buildings.	N	National Grid welcomes comments relating to the design of the proposed converter station in Suffolk and feedback received will be taken into account when developing the detailed design.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Local community	It should be hidden from view and trees should be planted.	N	The sensitivity of the area is noted and is reflected in the assessment of effects as set out within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. National Grid's landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section of the ES. Mitigation includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting and has been designed in collaboration with relevant stakeholders. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO **(Application Document 3.1**). All mitigation planting associated with the permanent access road and Converter Station and Substation will be maintained for the lifetime of the assets. Design Principles have been established with regard to the requirements of national policy and National Grid is maintaining ongoing dialogue with the Host Authorities with regard to design aspects of the Proposed Project. It is seeking input from independent design review panels, as recommended by the Host Authorities. This will be an iterative process over the consenting, examination and delivery phases of the Proposed Project. The Design Principles for the Proposed Project will also reflect the principles set out in the National Infrastructure Commission's Design Group Project Level Design Principles (**Application Document 7.12.1 Design Principles – Suffolk**). The Design Principles provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and will seek engagement with local design panels to further inform the design and development process.
Local community	It must be as natural-looking and environmentally friendly as possible. It must blend in to the surroundings and provide opportunities for sustainable planting and biodiversity.	N	
Local community	Suffolk landscape is flat! The style and size of these structures, built at ground level, will be a massive eye-sore on the countryside. Every attempt to minimise the level of these building above ground must be a major consideration; not currently applied in the design stage. Electrical sub-station(s) will require to be exposed; closed buildings (converter stations?) not requiring physical deployment of personnel should be completely or partially sub-ground level. Planting of trees and landscaping will not provide adequate screening. Illumination of the site must be designed to reduce intrusion of light disturbance to the community and environment.	N	
Local community	This question presumes the converter station will be built. It should not be, it can never be landscaped or designed to blend into the area which is not industrial. The buildings will be a blight on the natural landscape and ruin the historic country landscape.	N	
Q7 What do you think about our proposed HVDC cable route in Suffolk?			
Local community	Do not want cable trenches through our protected landscapes and beautiful countryside.	N	The designated status of the landscape is acknowledged by National Grid. The effects arising from the Suffolk Onshore Scheme on the Suffolk Coast and Heaths AONB are summarised within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual** and detailed within **Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment**. The assessment takes into account the Natural Beauty indicators and the relevant associated Suffolk Coast and Heaths AONB indicators relating to natural beauty indicators to landscape and visual matters. It is considered that there would be no significant adverse effects on the Heritage Coast or AONB at any Proposed Project stage as a result of the Suffolk Onshore Scheme. National Grid acknowledges that there will be some temporary impacts on the landscape as a result of the proposed HVDC cable route. Efforts have been made to ensure that the design of the Proposed Project is compliant with the purpose of National Landscapes, which is to 'to conserve and enhance the beauty of the area'. As such, no above ground infrastructure will be constructed within the National Landscape, while careful consideration has been given to the ways in which development outside of the designation may affect its setting. Following construction, the HVDC cable route will be fully reinstated. All mitigation planting associated with the permanent access road and Converter Station and Substation will be maintained for the lifetime of the assets. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	This development should not be built. Natural England's National Character Map descriptions say 'The distinctive landscape character is a product of its underlying geology, shaped by the effects of the sea and the interactions of people. It is mainly flat or gently rolling, often open but with few commanding viewpoints. In many places, and especially near the coast, wildlife habitats and landscape features lie in an intimate mosaic, providing great diversity in a small area'. 45% of this character area is designated as the Suffolk Coasts and Heaths National Landscape (formerly called AONB). In addition, the matrix of wetlands is part of the globally important migratory route, the East Atlantic Flyway which is being out forward as a UNESCO World Heritage Site. The wider landscape and network of commons, fields and woodlands support the National Landscape and wildlife significance.	N	
Q8 What do you think about our proposed landfall between Aldeburgh and Thorpeness?			

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Local community	Ruining an area of outstanding natural beauty.	N	The sensitivity of the area is noted. The routeing and siting of the Suffolk Onshore Scheme has taken into consideration designations, including the Suffolk Coast & Heaths AONB and Suffolk Heritage Coast. The effects arising from the Suffolk Onshore Scheme on the AONB (and Heritage Coast) are outlined within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual** and detailed within **Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment**. It is considered that there would be no significant adverse effects on the Heritage Coast or AONB at any Proposed Project stage as a result of the Suffolk Onshore Scheme. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured by Requirement 6 of Schedule 3 of the draft DCO **(Application Document 3.1**).
Q10 Is there anything further you would like us to take into consideration when developing our proposals in Suffolk?			
Local community	Environmental impact also means visual impact. In helping to solve the environmental problems we are facing, built solutions need to be visually compelling in adding quality to the landscape. And where hard landscaping is concerns, compelling design can play a decisive role in furthering the green energy agenda. The proximity of new green infrastructure should then be seen in an immediately attractive and self-explanatory way - as a factor adding value to neighbouring towns and properties. Proximity to new, green, grid infrastructures should additionally be compensated and rewarded by clear economic measures such as low energy bills and property-related taxes.	N	The ES sets out the environmental considerations, including landscape and visual considerations, which have informed the siting and outline design of the proposed Converter Station. The design of this structure, in terms of the building form and the external materials, will be developed alongside consultation and stakeholder feedback. Design Principles have been established with regard to the requirements of national policy and National Grid is maintaining ongoing dialogue with the Host Authorities with regard to design aspects of the Proposed Project. It is seeking input from independent design review panels, as recommended by the Host Authorities. This will be an iterative process over the consenting, examination and delivery phases of the Proposed Project. The Design Principles for the Proposed Project will also reflect the principles set out in the National Infrastructure Commission's Design Group Project Level Design Principles (**Application Document 7.12.1 Design Principles – Suffolk**). The Design Principles provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. Opportunities of connecting to and enhancement of green infrastructure within the outline landscape mitigation proposals are identified in Proposed Project Design and Embedded Mitigation section of **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual** and **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**. National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and will seek engagement with local design panels to further inform the design and development process. Compensation claims for disturbance are considered on a case-by-case basis if there is evidence of negative impacts as a result of the Proposed Project.
Q12 What do you think about our proposed landfall at Pegwell Bay?			
Local community	This is an area of natural beauty and should not be developed on.	N	The sensitivity of the area is noted. The assessment of effects arising from the Kent Onshore Scheme on landscape and visual amenity is set out within **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**. National Grid's landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section of the ES. Mitigation includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting and has been designed in collaboration with relevant stakeholders. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Local community	You are not ruining the landscape too much there.	N	National Grid welcomes the respondent's views on the effect of the Proposed Project on the landscape.
Q14 What do you think about our proposed converter station and adjacent substation near Minster?			
Local community	The size of these buildings is staggering and will forever ruin a beautiful area.	N	The sensitivity of the area is noted. The assessment of effects arising from the Kent Onshore Scheme on landscape and visual amenity is set out within **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual** and detailed within **Application Document 6.3.3.1.C ES Appendix 3.1.C Landscape Designation and Landscape Character Assessment and Application Document 6.3.3.1.D Appendix 3.1.D Visual Amenity Baseline and Assessment**. This includes reference to the Kent Converter Station. National Grid's landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section within **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**. Mitigation includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting and has been designed in collaboration with relevant stakeholders. Where necessary, and insofar as is possible, measures will be implemented to mitigate identified likely significant effects. The mitigation measures proposed can be found in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** submitted with the application for development consent. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). All mitigation planting associated with the permanent access road and Kent Converter Station and Substation will be maintained for the lifetime of the assets. In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. The area of search included land at Sandwich Discovery Park. The reasoning behind the selection of the location and the alternatives considered is set out in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**.
Local community	The converter station will be an ugly addition to an area that has beautiful natural views.	N	
Local community	The scale, height and massing of the converter station would have a significant adverse impact on the landscape. It would dramatically alter the views and vistas over this open land and adversely impact on the sense of remoteness and the wildlife in the area. The buildings would be better sited adjacent to an existing commercial/industrial area such as Sandwich Discovery Park or adjacent to the A256 highway not in the centre of a marshy, rural landscape.	N	
Local community	Maintaining the views from the Richborough present Fort should be a consideration. Height and design of the converter station and substation should be determined in part by how these will impact the views from the Roman fort across the countryside.	N	The potential for impacts on the setting of heritage assets was discussed with key stakeholders including Kent County Council and Historic England and, as part of this procedure, a list of assets to fully assessed was agreed. The assessment of landscape impacts is contained within **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual** and the impacts on cultural heritage in **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**. National Grid's landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section within **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual.** Mitigation includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting and has been designed in collaboration with relevant stakeholders. Where necessary, and insofar as is possible, measures will be implemented to mitigate identified likely significant effects. The mitigation measures proposed can be found in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** submitted with the application for development consent. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). All mitigation planting associated with the permanent access road and Kent Converter Station and Substation will be maintained for the lifetime of the assets.
Q15 We have identified several design approaches for the converter station. Which approach(es) would you like to see explored at later design stages? Comments			

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Local community	Contoured flow looks more pleasing on the eye. Maybe more trees on the slopes either side.	N	National Grid welcomes comments relating to the design of the proposed converter station in Kent and feedback received will be taken into account when developing the detailed design. An assessment of the Converter Station is contained in **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**. National Grid's landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section within **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**. Mitigation includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting and has been designed in collaboration with relevant stakeholders. Where necessary, and insofar as is possible, measures will be implemented to mitigate identified likely significant effects. The mitigation measures proposed can be found in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** submitted with the application for development consent. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO(**Application Document 3.1**). All mitigation planting associated with the permanent access road and Kent Converter Station and Substation will be maintained for the lifetime of the assets.
Local community	These options blend into the landscape and if plantings are strategically placed will enable the station to sit comfortably in the environment.	N	
Local community	Visually the design should mould into the landscape and the converter station should not be obvious to the passing onlooker.	N	
Local Community	Your proposed height of 26 m is very high and a significant blot on the flat Kent countryside. Everything must be done to reduce the height, e.g. increase footprint and the colour must blend, preferably a green, close to the colour of the neighbouring Thanet waste buildings.	N	
Local community	I think the visual impact on the landscape will be pretty bad no matter what design is chosen. The building will be taller than anything else around and be visible from a great distance on what is a flat landscape. While I would rather not have any development in this area if there has to be a building it should at least try to blend in and be disguised by native tree, hedgerow planting, etc.	N	
Local community	Viewed from the south, which I will do, this is going to look dreadful in the landscape. South means from Ash, specifically from the junction of the Cop Street Road & A257. From here the land slopes gently north to the flat marshes of the Ash Level before rising again towards the Manston Ridge. Richborough Power Station, as was, had large rectangular buildings that were demolished, along with the rest of the site. What replaced it is not so bad bearing in mind it has replaced something similar. This new build in the proposed site, must be made to blend in with the landscape. It must be coloured and preferably it would have a rounded form to bear up the box like structure.	N	National Grid acknowledges the comments regarding the design of the converter station to fit in with its surrounding. The assessment on potential landscape and visual impacts is set out in **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**. National Grid's landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section of the ES. Mitigation includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting and has been designed in collaboration with relevant stakeholders. Design Principles have been established with regard to the requirements of national policy and National Grid is maintaining ongoing dialogue with the Host Authorities with regard to design aspects of the Proposed Project. It is seeking input from independent design review panels, as recommended by the Host Authorities. This will be an iterative process over the consenting, examination and delivery phases of the Proposed Project. The Design Principles for the Proposed Project will also reflect the principles set out in the National Infrastructure Commission's Design Group Project Level Design Principles (**Application Document 7.12.2 Design Principles – Kent**). The Design Principles provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. Where necessary, and insofar as is possible, measures will be implemented to mitigate identified likely significant effects. The mitigation measures proposed can be found in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** submitted with the application for development consent. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). All mitigation planting associated with the permanent access road and Kent Converter Station and Substation will be maintained for the lifetime of the assets.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and will seek engagement with local design panels to further inform the design and development process.
Local community	I appreciate some of the ideas proposed to minimise the impact of such large structures should they go ahead. However, I am concerned about the lack of clarity about the size of the buildings. I'd like the communication to include very clear information to the public about the size of the area covered - which makes it clear just how big these buildings will be. We also need a clear picture of the height of the buildings. A height is mentioned but this does not make it clear if this will be the height relative to the current ground level, of if there will need to be bases raised in order to keep the buildings above the water/flood levels and hence measurements stated will be a true height above current ground level.	N	The Statutory consultation documents, including the 'Converter Station Design – Background to Potential Architectural Approaches Document', provided as much information as was available at that time, setting out the scale and parameters for the building's construction. However, this makes clear that the design was at concept stage. While it is recognised that consultees may have wished to see something more definitive, the detail of the design will be informed by consultation responses to the principles the consultation presented. The design will be further refined through consultation with the local planning authority, ensuring that the converter station is designed to minimise adverse impacts on the surrounding environment, integrating sustainable drainage and landscaping accordingly. **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** sets out the details of the scale of development and the impact of the scale of the buildings is addressed in **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**.
Q16 What do you think about our plans to use overhead lines to connect the proposed substation into the existing Richborough to Canterbury overhead line?			
Local community	Overhead wires are not aesthetically pleasing and there are many already in the area.	N	National Grid acknowledges these concerns. The visual impact of the overhead lines on the character of the area and how the impacts have been quantified is assessed in **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**. Following feedback from stakeholders and the public following both Non statutory consultation and Statutory consultation, National Grid reviewed the engineering design to consider removing the need for the overhead lines across the railway and the River Stour. The poor ground conditions under the railway preclude the use of trenchless technology to cross from the substation to the overhead line; these would cause settlement issues for the railway line. National Grid considered locations further north from the Converter Station site towards Minster for a crossing point where the ground is more suitable, and this would introduce more trenching, ditch crossings and land take. Once across the railway, the river would still have to be crossed which proves difficult again due to the ground conditions because trenchless technology needs stable ground conditions for it to be feasible and the conditions under the river are not considered to be stable enough. Once under the river, construction of further electrical infrastructure (a smaller substation) would be required in the flood plain to connect the cables to the existing overhead line. Considering all of the engineering challenges set out above alongside the environmental impacts of a larger footprint of the construction works and the safety concerns over going under the railway, the conclusion was to use overhead lines. Impacts on heritage assets in Kent are considered in **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**.
Local community	This will be a devastating eyesore cutting across swathes of the East Kent landscape.	N	
Local community	Visual character landscape must be considered and do no harm, including beauty and an area which brings joy, reducing impact on widespread views is essential	N	
Local community	As an area of historic, heritage and natural significance the setting has an important contribution on its special interest if changes are being made there needs to be information made available to help us understand what the impacts of the changes are. The visual appearance impacts how the area relates to its history. Overhead lines that are more than double the current infrastructure is a significant change which is more than substantial harm to the site.	N	
Q17 Anything else? Comments			
Local community	Your proposals in Kent seem to take no account of the character of the landscape, the flat lands of the Minster and Stour Marshes with their dykes and ditches and ancient fields and their associated wetland birdlife. There is a beauty here that the construction and erection of your pylons and overhead lines and substation and converter station buildings can only make uglier.	N	The siting of the Kent Onshore Scheme has been influenced by a range of disciplines including landscape and visual. The indicative landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section of **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual** which includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	Through engineer's eyes this may be just a drawing on a flat map. But it is not the same if you look through the eyes of the country-loving farmer, the naturalist, the tourist rambler and walker, the sketcher, painter and photographer, the lugworm digger and the bird-spotter. You cannot disguise the scope and size of this electrification project and I doubt if you can mitigate the destruction of a living landscape and the blighting of its long views.		Design Principles have been established with regard to the requirements of national policy and National Grid is maintaining ongoing dialogue with the Host Authorities with regard to design aspects of the Proposed Project. It is seeking input from independent design review panels, as recommended by the Host Authorities. This will be an iterative process over the consenting, examination and delivery phases of the Proposed Project. The Design Principles for the Proposed Project will also reflect the principles set out in the National Infrastructure Commission's Design Group Project Level Design Principles (**Application Document 7.12.2 Design Principles – Kent**). The Design Principles provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. Where necessary, and insofar as is possible, measures will be implemented to mitigate identified likely significant effects. The mitigation measures proposed can be found in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** submitted with the application for development consent. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). All mitigation planting associated with the permanent access road and Kent Converter Station and Substation will be maintained for the lifetime of the assets. National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and will seek engagement with local design panels to further inform the design and development process.
Q18 Do you have any key concerns regarding the construction stage of Sea Link?			
Local community	Light pollution should be considered. The Suffolk skies are known for dark start-lit nights. Some elements of the Project will be the end of the dark skies.	N	National Grid is committed to conserving and enhancing the natural beauty of the landscape, including a dark skies policy pertaining to use of lighting on new infrastructure. The assumptions made about the lighting design that have informed the landscape and visual impact assessment are set out in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. Consideration of the landscape and visual effects of light pollution during construction and operation is presented in **Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment, Application Document 6.3.2.1.D ES Appendix 2.1.D Visual Amenity Baseline and Assessment, Application Document 6.3.3.1.C ES Appendix 3.1.C Landscape Designation and Landscape Character Assessment and Application Document 6.3.3.1.D ES Appendix 3.1.D Visual Amenity Baseline and Assessment**.
Local community	You have omitted light pollution. When the evenings are dark, or foggy weather prevails, industrial lighting will be needed, thus causing a flood of light on the marshes, which will severely impact the nocturnal wildlife and bats. The proposed pylons will also be illuminated.	N	
General commentary			
Local community	You currently propose to deliver a project necessitating the construction of an industrial scale substation and convertor stations in open countryside on the edge of an Area of Outstanding Beauty whilst digging many kilometres of cable trenches from land fall ultimately to Friston through fragile, statutorily protected SSSI's, an AONB and Heritage Coastline. This proposal continues to make the erroneous assumption that achieving net zero by 2030 trumps the contribution that this precious landscape makes to people's welfare. It is self-evident that humankind needs electricity to power its modern lifestyles, yet it also needs unspoilt landscapes such as that on and around this Heritage Coastline for its wellbeing. Projects such as the one you are promoting have no place in the landscape you intend to route through and build on.	N	The designated status of the landscape is acknowledged by National Grid. The effects arising from the Suffolk Onshore Scheme on the Suffolk Coast and Heaths AONB are summarised within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual** and detailed within **Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment**. The assessment takes into account the Natural Beauty indicators and the relevant associated Suffolk Coast and Heaths AONB indicators relating to natural beauty indicators to landscape and visual matters. It is considered that there would be no significant adverse effects on the Heritage Coast or AONB at any Proposed Project stage as a result of the Suffolk Onshore Scheme. The assessment concluded that there would not be any significantly adversely designated landscapes within the landscape and visual study area arising from the Suffolk Onshore Scheme. No direct habitat loss would arise from internationally, nationally or locally designated sites due to the Suffolk Onshore Scheme, with the most sensitive sites (i.e. North Warren RSPB Reserve, Leiston-Aldeburgh SSSI) being traversed by using trenchless methods. The trenchless bore would be approximately 8 m below the RSPB Reserve/ SSSI. The commitment to use a trenchless construction solution is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** submitted with the application for development consent. Compliance

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Southwold and Reydon Society	The Society remains unconvinced that a scheme designed to bring electricity from Suffolk to the Greater London area, dependent on the already consented plans for a major substation at Friston and a new proposal for a convertor station near Saxmundham, will not drastically disrupt the AONB during what is bound to be a protracted construction period and during its working lifetime. The proposed structures are substantial and obtrusive, totally inappropriate in an Area of Outstanding Natural Beauty with the probability of significant disruption to countryside and habitats by the onshore landing point near Thorpeness and the cabling works to Friston and Saxmundham.	N	The special nature of the landscape is acknowledged by National Grid. The effects arising from the Suffolk Onshore Scheme on the AONB are outlined within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. This includes reference to the statutory purpose of conserving and enhancing natural beauty as set out in the assessment considering the published Natural Beauty indicators and the relevant AONB indicators to landscape and visual matters. This Chapter includes proposed mitigation measures that have been embedded in the design to minimise the effects. The assessment concluded that there would not be any significantly adversely designated landscapes within the landscape and visual study area arising from the Suffolk Onshore Scheme. The mitigation measures proposed can be found in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** submitted with the application for development consent. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Reydon Parish Council	The scheme is needed to bring electricity from Suffolk to Kent so that it can be used in the Greater London area where it is needed. This approach, therefore, rests on the already consented plans for a major substation at Friston and a new proposal for a converter station near Saxmundham. These will both be extremely large and high structures in an Area of Outstanding Natural Beauty (AONB).	N	The special nature of the landscape is acknowledged by National Grid. The effects arising from the Suffolk Onshore Scheme on the AONB are outlined within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. This includes reference to the statutory purpose of conserving and enhancing natural beauty as set out in the assessment considering the published Natural Beauty indicators and the relevant AONB indicators to landscape and visual matters. This Chapter includes proposed mitigation measures that have been embedded in the design to minimise the effects. The assessment concluded that there would not be any significantly adversely designated landscapes within the landscape and visual study area arising from the Suffolk Onshore Scheme. The mitigation measures proposed can be found in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** submitted with the application for development consent. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Southwold Town Council	Sea Link's proposed project is only needed to bring electricity from Suffolk to Kent if the major substation at Friston (already given consent but subject to judicial review) is built. This substation with Sea Link's and other projects' proposed convertor stations in nearby vicinities would create a number of extremely large, high and imposing structures in an AONB with the further disruption of precious countryside and habitats by cabling works from multiple potential landfalls ranging from Aldeburgh to Southwold.	N	Based on the inter-project cumulative effects indicative screening matrix, significant cumulative effects on landscape and visual receptors are expected from the combined effects of the Suffolk Onshore Scheme with East Anglia ONE and TWO Offshore Windfarms and LionLink Offshore Interconnector at all project stages on landscape character and visual amenity (**Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**). During construction and decommissioning stages only, there is the potential for significant cumulative effects as a result of the combined effects of the Suffolk Onshore Scheme and the Saxmundham South Green Neighbourhood. When considering the total potential cumulative effect of all the other developments combined with the Suffolk Onshore Scheme, there is the potential for significant cumulative effects for a short term and temporary period on the Suffolk Coast and Heaths AONB as a result of the potential simultaneous or sequential construction of the Suffolk Onshore Scheme, East Anglia ONE and TWO Offshore Windfarms and LionLink Offshore Interconnector. The concentration of construction activity associated with the landfalls and HVDC cable corridors within part of the Suffolk Coast and Heaths AONB has the potential to alter the perception of the AONB with construction of major energy projects becoming a temporary characteristic feature of the landscape. These total cumulative effects are unlikely to remain once all projects are operational, particularly once the cable corridors are reinstated and mitigation plantings become established over time. Total cumulative effects on LCAs only have the potential to be significant for LCA L1 [Heveningham and Knodishall Estate Claylands] as a result of the construction of additional converter stations and the connection at Friston associated with the LionLink Offshore Interconnector development. There would also be total cumulative effects for a temporary and limited duration for LCA K3 (Aldringham and Freston

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			Sandlands) as a result of the construction of Saxmundham South Green Neighbourhood and the Suffolk Onshore Scheme. Similarly, for SCT 03 Nearshore Waters there would be significant temporary cumulative effects experienced during construction as a result of the combined effects of the construction of the Suffolk Onshore Scheme, Sizewell C, East Anglia ONE & TWO Offshore Windfarms and LionLink Offshore Interconnector. Total cumulative effects on representative viewpoints have the potential to be significant as a result of the combined effects of East Anglia ONE and TWO Offshore Windfarms during construction for viewpoints 6, 7, 8 and 22 with only viewpoint 6 remaining significant during operation and maintenance stages, and with LionLink Offshore Interconnector development (viewpoints 1 – 7, 15-17, 19 – 21) at all project stages. The mitigation measures proposed can be found in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** submitted with the application for development consent. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Cllr T-J Haworth-Culf	Comment on the Suffolk on shore scheme in context of the current energy NSIPs that are known of: By definition, 'An Area of Outstanding Natural Beauty (AONB/Natural Landscapes) is a designated exceptional landscape whose distinctive character and natural beauty are precious enough to be safeguarded in the national interest.' The latest of a stream of energy applications, Sea Link offers nothing to enhance or protect this area, the precise reverse. In fact, none of the onshore infrastructure options contained within this application and the other similar applications presented would be anything other than profoundly and permanently damaging to the area.	N	Please see the above response to Southwold Town Council regarding the landscape and visual cumulative impact of the Suffolk Onshore Scheme.
Local community	The height of 26 m convertor stations with a ground coverage of 12 football pitches will dominate the villages of Friston, Sternfield and town of Saxmundham and all will be an eyesore and will change the landscape forever.	N	National Grid acknowledges the potential impacts of the Proposed Project on landscape and visual amenity in the local villages close to the proposed converter station location. The effects arising from the Proposed Project on landscape and visual aspects have been assessed in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. The mitigation measures proposed can be found in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** submitted with the application for development consent. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	New duties on Statutory Bodies: 'The Levelling Up and Regeneration Act (2023) will come into force on 26th December 2023. From this date onwards an updated duty on relevant authorities will be active. This includes changes to Section 85 of the Countryside and Rights of Way Act (2000) to: In exercising or performing any functions in relation to, or so as to affect, land in an area of outstanding natural beauty in England, a relevant authority other than a devolved Welsh authority must seek to further the purpose of conserving and enhancing the natural beauty of the area of outstanding natural beauty. The change from 'pay regard' to 'further the purpose' is welcomed by many and it is understood that guidance on what this will mean for local planning authorities and other statutory authorities will be available in the new year.'	N	National Grid is cognisant of the changes in legislation. Alongside other duties imposed upon National Grid by other pieces of legislation, efforts have been made to ensure that the design of the Proposed Project is compliant with the purpose of National Landscapes, which is to 'to conserve and enhance the beauty of the area'. As such, no above ground infrastructure will be constructed within the National Landscape (AONB), while careful consideration has been given to the ways in which development outside of the designation may affect its setting. **Application Document 7.1 Planning Statement** provides and assessment of the impacts of the Proposed Project upon the National Landscape, concluding that it has been demonstrated that exceptional circumstances exist to justify the development in this nationally designated landscape. While the process of site identification for the converter station is based on technical feasibility parameters associated with proximity to the agreed connection location (Friston Substation), the National Landscape designation and other environmental constraints have been key considerations. The proposed approach for colocating converter stations required for other projects seeks to conserve and enhance the designation by reducing the cumulative impacts that may be perceived through separate developments dispersed throughout the surrounding area.

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	Can you please confirm that it is your understanding that this legislation will further enshrine Central Government, ESC and SCC's duty of care as all relevant bodies to prevent damage to our Suffolk & Essex Coast & Heaths National Landscape as it pertains to the SEALINK application and any others, large or small within the National Landscape.		National Grid is cognisant of the requirements of national policy legislation and has given careful consideration to how it will approach infrastructure design at a project and strategic level across all Great Grid Upgrade projects in light of this change. This includes the development of design principles for the Suffolk project elements (**Application Document 7.12.1 Design Principles – Suffolk**). The scope of the principles is not limited to any one design discipline and instead reflect a multi-disciplinary approach for coordinated design in the round. As such the design principles cover several design disciplines including architecture, landscape architecture, ecology, hydrology, civil engineering, wider engineering disciplines, town planning, archaeology and heritage.
Local community	I honestly cannot understand why, when you say you are trying to minimise impact on the area, you pick the most visible site for many miles around to suggest placing a 45 m high industrial substation. This is a very high piece of land for this area; it is on the main road out from Leiston to the shops in Saxmundham and the A12 so every single time I go to and from Saxmundham I am going to have to see this enormous substation? It will completely change the landscape of a rural area and displace a family from their home and farm. At night it will be lit up like a Christmas Tree. This light pollution is unacceptable in a rural area like this. There are 2 small substations near me - Greater Gabbard and Galloper wind farms already have substations at Sizewell but they have been sited to be virtually invisible unlike your options for this Sealink substation. You have produced a lot of interesting camouflage options but most of them won't work. Why would you disguise it as a rolling hill when you are in a largely flat area? I know that farm buildings have been getting bigger but I don't think that tractors have reached a height of 26 m yet so those are just mad. According to your plan you want not just one but 3 of these enormous industrial structures here. Co-locating more than one project at your proposed Sea Link site is only going to add to the chaos. They will be operated by separate developers so the actual impact will be 3 times as much as one. And what if you choose to have a rolling hill disguise and they prefer to have a different disguise? Will you be able to get it together to design the outsides to complement each other disguise or will you revert to pretending that you don't work together when it comes to that?	N	The Proposed Project description is contained in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The sensitivity of the area is noted. The assessment of sites to accommodate the converter station is set out in **Application Document 8.2 Options Selection and Design Evolution Report (October 2023)**, which was published alongside other consultation material. This explains the operational needs of the converter station and the factors that influenced decision making underpinning the choice of this location. National Grid will seek to conserve and enhance the natural beauty of the landscape, including a dark skies policy pertaining to use of lighting on new infrastructure. The assumptions made about the lighting design that have informed the landscape and visual impact assessment are set out in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. Consideration of the landscape and visual effects of light pollution during construction and operation is presented in **Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment, Application Document 6.3.2.1.D ES Appendix 2.1.D Visual Amenity Baseline and Assessment, Application Document 6.3.3.1.C ES Appendix 3.1.C Landscape Designation and Landscape Character Assessment and Application Document 6.3.3.1.D ES Appendix 3.1.D Visual Amenity Baseline and Assessment**. National Grid is seeking to coordinate efforts with other energy infrastructure developers operating in this area, in order to avoid more widespread impacts, however, the Proposed Project is only seeking consent for a single converter station. The assessment of effects arising from the Suffolk Onshore Scheme on landscape and visual amenity is set out in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. The reasoning behind the selection of the location and the alternatives considered is set out in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**. Views were sought over the architectural design approaches for both the Suffolk and Kent converter stations and National Grid is considering feedback, alongside ongoing discussions with local authorities to inform the detailed design approach within its DCO application in **Application Document 7.12.1 Design Principles – Suffolk**. The design contractor(s) will be required to follow the specific design codes and principles within this document. National Grid is committed to coordinating consenting and delivery with other projects where opportunities are available, including the colocation of infrastructure where it can be demonstrated that this will support reductions in cumulative impacts. There are benefits to co-location with other projects because if infrastructure can be sited in one location it reduces the difficulties associated with finding locations for up to two other converter station sites in the surrounding area which meet the requirements for the connection agreements, whilst a coordinated master-planning supports a joined-up approach towards consideration of landscape designations and other sensitive receptors. The mitigation measures proposed can be found in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** submitted with the application for

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			development consent. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
The Aldeburgh Society	The proposed converter stations would be located in the wrong place. The one proposed for Saxmundham would be located on one of the highest points within the Saxmundham area. Each converter station would be 26 m high, standing taller than local church towers, and in covering 12 football pitches they would dominate the town of Saxmundham and the village of Sternfield changing the landscape in a rural area.	N	The sensitivity of the area is noted and is reflected in the assessment of effects as set out within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. National Grid's landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section of the ES. Mitigation includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting and has been designed in collaboration with relevant stakeholders. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Design Principles have been established with regard to the requirements of national policy and National Grid is maintaining ongoing dialogue with the Host Authorities with regard to design aspects of the Proposed Project. It is seeking input from independent design review panels, as recommended by the Host Authorities. This will be an iterative process over the consenting, examination and delivery phases of the Proposed Project. The Design Principles for the Proposed Project will also reflect the principles set out in the National Infrastructure Commission's Design Group Project Level Design Principles (**Application Document 7.12.1 Design Principles – Suffolk**). The Design Principles provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and will seek engagement with local design panels to further inform the design and development process. The outcomes of these discussions will, where relevant, are reflected in **Application Document 7.10 Coordination Document**. The reasoning behind the selection of the location and the alternatives considered is set out in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**.
Local community	I do not think the converter station(s) are in the right location and strongly oppose the proposal. Your PEIR does not demonstrate full assessment of the impacts. On approaching Saxmundham from road B1121, the much-valued historic views across The Layers, Grade II Listed Hurts Hall and the Grade II* Listed St John the Baptist Church will be significantly harmed by the 26 m high converter stations which will become part of its backdrop, incongruous to its setting and against the good practice advice provided by Historic England and is against the Saxmundham Neighbourhood Plan which notes these particular views are to be protected: 1. 'View from the B1121 looking across to Hurts Hall and St John's Church: The road undulates and at the top of two rises, there are open views across to the Church and Hurts Hall which are both important landmarks'. 2. 'View from the high point of The Layers looking across the River Fromus to Hurts Hall: Looking due east from the tree line which marks the western edge of The Layers, across open farmland and the River Fromus. This gives a wide view of Hurts Hall and its associated buildings, and the backdrop of rising wooded land. It demonstrates the contrast between the open	N	The potential for impacts on the setting of heritage assets was discussed with key stakeholders including Suffolk County Council and Historic England and, as part of this procedure, a list of assets to fully assessed was agreed. The assessment of landscape impacts is contained within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual** and the impacts on cultural heritage in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**. It is acknowledged that there will be some residual localised impacts arising from the Proposed Project, however, National Grid has considered the important viewpoints identified within the Neighbourhood Plan and these have informed the assessment of the ES, alongside engagement with the Town Council and the local planning authority. This has also informed the proposed mitigation plans, including proposed woodland on the western edge of the converter station site. Mitigation planting along the permanent access route has also been developed in collaboration with the cultural heritage team. Details are contained in **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan – Suffolk** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Analysis of the site within the context of the surrounding area indicates that historically there is evidence of blocks of woodland on this site. In addition, National Grid has assessed the potential noise impacts arising from the Proposed Project in **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration**.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	landscape of the valley and wooded ridge, below which the town sits." If the converter station is to be built, it will cause significant harm and change to the attractive, rural landscape to one dominated by electrical infrastructure, it is a gross overdevelopment. You have indicated some proposed planting of native woodland planting and hedgerow (with reference to Figure 1.4.6 of the PEIR Vol 3 Part 1 Chapter 4) these will only offer very limited screening to the converter stations. The converter station(s) will dwarf their surrounding and be completely alien in the rural landscape. The proposed access road to the south of Hurts Hall will also cause significant harm to its setting, it would introduce development into the very visible eastern valley slopes of the Fromus Valley which currently is free from development and provide "memorable views" to Grade II Listed Hurts Hall Manor House, its setting and Grade II* Listed St John Baptist Church beyond. The road will draw attention to the converter stations at the top of the valley. The East Suffolk Local Plans: The Suffolk Coastal Settlement Sensitivity Assessment Volume 2 (2018) recognises the B1121 was the historic approach to Saxmundham prior to the opening of the A12 bypass. It is the only approach to the town that has remained unspoilt by development and serves as the "gateway into Saxmundham", where the agricultural landscape still provides a setting for its historic core. This is recognised in the fact that the Conservation Area runs right to the urban edge. So the introduction of the permanent access will cause significant harm to this established historic relationship and be against the Local Plans. Apart from the negative visual impacts, there will also be significant noise impact from the heavy vehicles during construction which could last between 10 to 12 years if all 3 convertor stations are to be constructed.		
Suffolk coastal Friends of the Earth	Such a huge industrial building (converter station) is totally out of keeping with the character and landscape of rural East Suffolk, where the local architecture is predominantly of low build. Clearly, at 26m tall, it would dominate the landscape in an extremely unsightly way. If two others were to be added, then of course the impacts would be greatly magnified. We ask you to take note of paragraph 174 of the National Planning Policy Framework (NPPF), which states that developments should recognise 'the intrinsic character and beauty of the countryside and the wider benefits from the natural capital and ecosystem services'. The proposed plans fail to do this. The Suffolk Nature Strategy mirrors national policy when it	N	These concerns are acknowledged and it is recognised that there will be some residual impacts arising from the development of the Proposed Project. The assessment of landscape impacts is contained within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. National Grid's landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section of the ES. Mitigation includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting and has been designed in collaboration with relevant stakeholders. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Design Principles have been established with regard to the requirements of national policy and National Grid is maintaining ongoing dialogue with the Host Authorities with regard to design aspects of the Proposed Project. It is seeking input from independent design review panels, as recommended by the Host Authorities. This will be an iterative process over the consenting, examination and delivery phases of

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	states that energy infrastructure 'should be sensitive to place'. The building as proposed completely disregards these policies.		the Proposed Project. The Design Principles for the Proposed Project will also reflect the principles set out in the National Infrastructure Commission's Design Group Project Level Design Principles (**Application Document 7.12.1 Design Principles – Suffolk**). The Design Principles provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. **Application Document 7.1 Planning Statement** provides and assessment of the impacts of the Proposed Project upon the National Landscape, concluding that it has been demonstrated that exceptional circumstances exist to justify the development in this nationally designated landscape. National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and will seek engagement with local design panels to further inform the design and development process. It should be noted that the Planning Act 2008 states that the National Policy Statements for Energy (NPS) provide the primary basis for decisions taken by the SoS on applications for development consent he or she receives for electricity network infrastructure, and in turn, the Proposed Project. Paragraph 5 of the NPPF makes it clear that the NPPF does not contain specific policies for developments requiring development consent and that applications in relation to developments requiring development consent are to be determined in accordance with the decision-making framework set out in the Planning Act 2008.
CPRE Kent	The existing landscape of the proposed location of the converter station and substation within Minster Marshes and Ash Levels is characterised by open, low-lying marshland landscapes in which development is typically sparse. These are agricultural landscapes where pastoral and arable farmland is actively managed. The construction of the converter station and substation will result in a permanent land-use change and direct loss of these landscape elements. Accordingly, the relevant section of the PEIR accepts that there will be significant landscape effects on the landscape character areas Wantsum North Slopes, Stour Marshes and Ash Levels, and well as one viewpoint east of Minster. Likewise, the PEIR accepts that this significant effect will be significantly exacerbated should the option of overhead cable lines be pursued, not least as this would result in a concentration of additional pylons and yet further permanent external lighting. Again it is impossible to fully assess the extent of landscape impact when the design options for the converter station and substation are unknown. The potential size of the converter station, though, is of significant concern. Far more detail is required as to design, location, size and scope, along with anticipated landscape mitigation measures appropriate to such, to be able to make any firm conclusions as to just how bad the landscape impact will be. What, however, is clear is that the choice of location within the open countryside isolated from any similar built form alone creates what would already be a significant landscape effect. It is also clear that this effect will be significantly exacerbated should the option of overhead lines be pursued. We would object to the overhead lines on the basis of two main grounds, namely landscape impact and environmental harm.	N	National Grid acknowledges your objection and it is recognised that there will be some residual impacts arising from the development of the Proposed Project. The assessment of landscape impacts is contained within **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**. National Grid's landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section of the ES. Mitigation includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting and has been designed in collaboration with relevant stakeholders. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Design Principles have been established with regard to the requirements of national policy and National Grid is maintaining ongoing dialogue with the Host Authorities with regard to design aspects of the Proposed Project. It is seeking input from independent design review panels, as recommended by the Host Authorities. This will be an iterative process over the consenting, examination and delivery phases of the Proposed Project. The Design Principles for the Proposed Project will also reflect the principles set out in the National Infrastructure Commission's Design Group Project Level Design Principles (**Application Document 7.12.2 Design Principles – Kent**). The Design Principles provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and will seek engagement with local design panels to further inform the design and development process.

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	With respect to landscape, any such impact would be reduced should the cables to the Richborough to Canterbury 400 kV overhead line be underground rather than overhead. Whilst the proposed converter station and substation alone is likely to result in a significant effect from a number of assessed viewpoints, in almost all cases this would be exacerbated by the presence of overhead lines and associated pylons.		
Local community	There would be a loss of dark skies during construction (4 to12 years) and light pollution with permanent security lights from convertor station and substation.	N	National Grid is committed to conserving and enhancing the natural beauty of the landscape, including a dark skies policy pertaining to use of lighting on new infrastructure. The assumptions made about the lighting design that have informed the landscape and visual impact assessment are set out in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. Consideration of the landscape and visual effects of light pollution during construction and operation is presented in **Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment, Application Document 6.3.2.1.D ES Appendix 2.1.D Visual Amenity Baseline and Assessment, Application Document 6.3.3.1.C ES Appendix 3.1.C Landscape Designation and Landscape Character Assessment and Application Document 6.3.3.1.D ES Appendix 3.1.D Visual Amenity Baseline and Assessment**.
Local community	Should the converter stations be built in the area, planting of adequate tree or hedge line needs to be implemented ahead of the construction so that these can become established as soon as possible to hide and minimalise any impact of the view of the area and to make this as appealing as possible. As the buildings are so high these will be clearly visible from all around so would it not be possible to reduce the level of the ground where the converters may sit to lessen any impact of the eyeline.	N	National Grid is taking a comprehensive masterplanning approach towards the development of the Converter Station site, seeking to utilise the site's topography and natural features within the design as much as possible, to lessen the visual impact. Landscape planting required for screening will be undertaken in advance of construction wherever possible. However, it should be acknowledged that such measures take time to establish, meaning that there will be some residual effects remaining. Details of landscaping are contained in **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan – Suffolk and Application Document 7.5.7.2 Outline Landscape and Ecological Management Plan - Kent** which are secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). All planting associated with the reinstatement of the landfalls and HVDC and HVAC corridors will be maintained for a five year period. All mitigation planting associated with permanent access roads, Converter Stations and Substation will be maintained for the lifetime of the assets.

Table 1.2 Terrestrial ecology

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Feedback form			
Q1 Do you have any comments to make about the principle of reinforcing the network between Suffolk and Kent?			
Local community	I support the principle of reinforcing the network in Thanet but NOT on the site of Minster Marshes, which is an SSSI and is home to some Nationally important wildlife which will be disturbed and their habitat will be permanently removed. There are also RAMSAR sites on Minster Marshes. Pegwell Bay is a NNR, SSSI, SPA, SAC and RAMSAR site. How can you consider doing what you are proposing here. There are alternative sites, why choose this one.	N	The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce ecology and biodiversity impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. An extensive programme of environmental surveys has been undertaken including for breeding and non-breeding birds, reptiles, invertebrates, badger, riparian mammals, dormice and plants. A rigorous impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. The Proposed Project is also committed to achieving 10% Biodiversity Net Gain. Further details relating to the ecology assessment are contained in **Application Document ES 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity and Application Document 6.6 Habitats Regulations Assessment Report**. Further details regarding Biodiversity Net Gain are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). The reasoning behind the selection of the location and the alternatives considered is set out in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**.
Local community	The construction of this converter on the Minster Marshes will be disastrous for the local ecosystem. Minster marshes are not a brownfield or even a greenfield, monocultural site. They are a thriving eco-system and home to a huge range of valuable wildlife. Once these marshes are gone - they are gone and the harm to our environment here will be irreparable.	N	
Local community	Minster Marshes is the wrong location for this infrastructure. I accept that population behaviour will require increased capacity, but it must not be at the expense of important wildlife habitat, which can never be replaced. Especially when National Grid has many under- or un-used sites around the county and nearby. Alternative sites have not been adequately explored -- or National Grid has not explained its rationale for choosing the site in Thanet, which homes many endangered species and is adjacent to Sites of Special Scientific Interest.	N	
Local community	Yes, the impact on Minster Marshes & Pegwell Bay will be significant and disruptive to wildlife and have permanent ramifications in the future. This area has suffered dramatic development already, there is a chance to save what we have left, then let’s do that!	N	
Local community	Any reinforcement of the network between Suffolk and Kent must acknowledge the importance of Pegwell Bay, and Minster Marshes as an area of natural conservation. Previous links from the Wind farm dealt the area with the minimum of disturbance. Environmental power schemes should not ride rough shod over the natural environment. The very reason for naturally produced power is to protect the natural balance of the natural environment. An alternative route is required even if more expensive. The area is a place of calm carefully managed to protect the wildlife for many years. I have been coming since the 1990's. During COVID it was a space where local people could walk. Cheaper energy if it kills wild life is only cheap in monetary terms not in environmental terms.	N	

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Local community	I don't agree with the proposed plans, of particular concern is the destruction of Pegwell bay, a National nature reserve and one of the last remaining 'wild' spots in the area. There has already been a project, the Nemo project, running through which broke promises on replanting nature. Off-setting, with replanting elsewhere is no substitute for years of developed habitat.	N	The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce ecology and biodiversity impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. An extensive programme of environmental surveys has been undertaken including for breeding and non-breeding birds, reptiles, invertebrates, badger, riparian mammals, dormice and plants. A rigorous impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. The Proposed Project is also committed to achieving 10% Biodiversity Net Gain. Further details relating to the ecology assessment are contained in **Application Document ES 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity and Application Document 6.6 Habitats Regulations Assessment Report**. Further details regarding Biodiversity Net Gain are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). The reasoning behind the selection of the location and the alternatives considered is set out in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**. As part of the DCO application, National Grid has undertaken an inter-project cumulative impacts assessment for any potential of cumulative or in-combination effects, **Application Document ES 6.2.4.11 Part 4 Marine Chapter 11 Inter-Project Cumulative Effects**.
Local community	I think the Sealink to support the infrastructure we need is important for the renewable future, but it should never be at the expense of Britain's already struggling wildlife and biodiversity. There are other sites that the cable could be routed through without impacting the important species at Sandwich and Pegwell bay, the marine conversation zones and other wildlife sites. You can do better, and Britain's wildlife needs you to do better.	N	
Local community	I am extremely concerned about the locations being proposed for Sealink and its associated infrastructure in Kent and do not support development on the locations being proposed. I think it must be taken into consideration that we are in a nature and biodiversity crisis, therefore conservation of sensitive sites must be a priority and any negative impacts avoided. The proposed site is in close proximity to the National and Internationally protected marine environments namely Thanet Coast and Sandwich Bay Special Protection Area, Special Area of Conservation and Ramsar site, Sandwich Bay and Hacklinge Marshes SSSI, Sandwich and Pegwell Bay National Nature Reserve, Minster Marshes SSSI. The development and its associated infrastructure will certainly have severe consequences. The land proposed for the structures and infrastructure is adjacent to the Minster Marshes SSSI, which is a biodiverse rich habitat which supports an extensive variety of wildlife, the list is endless and many of which are protected by the Wildlife and Countryside Act 1981 with key species endangered and on the Red List. This area's diverse wildlife has already been impacted by previous developments and therefore the impact of Sealink cannot be assessed in isolation but the cumulative effect on the diversity of wildlife must be taken into account especially as it is now accepted that we are in a nature crisis.	N	
Local community	There are many other viable options that do not include the destruction of a protected nature reserves, particularly Pegwell Bay which is already under strain through an additional infrastructure project in the last 10 years. We are supportive of steps taken to develop renewable energy solutions, but it must not be at the cost of wildlife. We are not convinced that the proposed route can be adequately mitigated for and I have found no evidence of a mitigation fund to be provided based upon detailed ecological reports to ensure subsequent damage to marine and land based wildlife. Will the national grid commit to a mitigation fund spanning the lifetime of the new connection under law and which will match inflation?	N	The reasoning behind the selection of the location and the alternatives considered is set out in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce ecology and biodiversity impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. A mitigation fund has not been developed because the approach has been to design mitigation into the Proposed Project so that it can be delivered as part of the Proposed Project and form part of the DCO.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	My concern at the use of desktop surveys as a replacement to fuller and more detailed ecological surveys. The failure to carry out reptile, bat, water vole, otter, beaver, badger, invertebrate, and river aquatic surveys before the plans are submitted for a Development Consent Order. The loss of connectivity for wildlife through the development of 13.6 hectares of wildlife-rich land which will be irreversible.		A thorough review is being undertaken and defined impacts are assessed with suitable mitigation measures proposed. This information will be submitted for examination and National Grid will abide by the requirements imposed by the development consent order. Moreover, it is committed to providing 10% Biodiversity Net Gain, a means of achieving this will, to an extent, be by funding suitable schemes for a period of 30 years. Furthermore, the mitigation hierarchy has been utilised throughout project progression, as demonstrated by the approach to avoid Goodwin Sands MCZ, as well as the commitment to trenchless techniques at the landfall sites. As part of the ES, in addition to desk study data National Grid has undertaken an extensive programme of environmental surveys (not available at the time of Statutory consultation) has been undertaken including for breeding and non-breeding birds, reptiles, invertebrates, badger, aquatic wildlife, riparian mammals, dormice and plants. The potential impacts on ecology are considered in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. Meetings have been held with Natural England where the approach to addressing loss of functionally-linked land for golden plover has been discussed at length. Various strategies have been discussed with Natural England. The possibility of creating new wetland south of the River Stour has been explored prior to Statutory consultation, but technical challenges were identified in discussion with hydrologists and Natural England with keeping it sufficiently wet. Therefore, an alternative approach has been pursued (discussed and agreed in principle with Natural England) to instead enhance an area of arable land close to the coast and adjacent to the A256 for non-breeding golden plover. This was consulted on at Targeted consultation. Connectivity for wildlife will be preserved around the Converter Station and Substation be retention and enhancement of boundary features such as hedgerows, ditches and woodland. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	Your proposed site is next to and overhanging national and internationally protected marine environments, i.e. Thanet Coast and Sandwich Bay Special Protection Area, Special Area of Conservation and Ramsar site, Sandwich Bay and Hacklinge Marshes SSSI, Sandwich and Pegwell Bay National Nature Reserve. While your converter and substation buildings are not on the sites their very close proximity will have a major, negative and harmful, impact on wildlife. These areas are vital in themselves but are also crucial links to adjacent wildlife corridors. Worse still are the associated infrastructure, much of which will be under or on these protected areas. I also believe you will extend the buildings in future making the damage far worse. The Minster Marshes SSSI is protected land which supports a large range of wildlife, many protected by the Wildlife and Countryside Act 1981 with key species endangered and on the Red List. Your proposal is a direct threat to this protected area and wildlife.	N	A rigorous impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. Details are contained in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity and Application Document Habitats Regulations Assessment Report** . Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council, Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). It is of note that Minster Marshes is not designated as a SSSI and is not a protected site.
Sandwich Town Council	Whilst Sandwich Town Council supports the intention to reinforce the network on the basis that it will increase the capability to carry low carbon and renewable energy, thus contributing to the UK	N	National Grid acknowledges the mentioned designated sites which have been taken into account in the Proposed Project EIA.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	Government's commitment to achieving net zero emissions by 2050 and delivering energy security for the future, it does not support the choice of location of Minster Marshes. The siting of the Sea Link convertor station and associated infrastructure will negatively impact the resident wildlife and the surrounding protected areas. These specially designated sites include: - Two Special Areas of Conservation: Thanet Coast SAC and Sandwich Bay SAC - A Special Protection Area: Thanet Coast and Sandwich Bay SPA - A Wetland of International Importance: Thanet Coast & Sandwich Bay Ramsar site - Site of Specific Scientific Interest: all Thanet Coast SSSI, and the Sandwich Bay to Hacklinge Marshes - Kent's largest National Nature: Sandwich and Pegwell Bay NNR - A Marine Conservation Zone: Thanet Coast MCZ The site is also adjacent to the Minster Marshes SSSI, a strip of protected land which supports an extensive variety of wildlife, many of which are protected by the Wildlife and Countryside Act 1981 with key species endangered and on the Red List.		Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. Details are contained in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Q2 What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously?			
Local community	With regard substation and converter stations why do they have to be lit at night? This will have a very serious and negative impact on birds and other wildlife.	N	Lighting impacts on wildlife are considered as part of the ES. Further details are contained in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	It seems to me as a person interested in wildlife and the development of our society that extreme factions will object to any change in the status quo. If this continues no-one in future will take any notice of reasonable argument. "OBJECT TO EVERYTHING" is a recipe for representational disaster. Remember that humans are animals too - superbly developed animals who have developed amazing facilities. From my technical knowledge and knowledge of the adaptability of nearly all species, I see no reason at all to raise fundamental objection to the scheme - quite the reverse in fact. Crying 'Wolf' too often removes credibility.	N	National Grid acknowledges this comment and thanks the respondent for the support.
Q3 What do you think about our proposal to connect into the existing network via the proposed Friston substation?			
Local community	Least negative impact on Suffolk Countryside.	N	National Grid acknowledges this comment and thanks the respondent for the support.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Local community	I think you need to involve the Suffolk Wildlife Trust at the planning stage. From the diagram it looks as if the work is potentially invasive and likely to damage wildlife & their habitats. Also the damage done in the process of any construction is also likely to be harmful to the environment, long term. You need to consider all aspects and potential harm before proceeding. Discussions with Kent and Suffolk Wildlife Trusts should be a key part of the process. This scheme must ensure that the work involved must not endanger the natural habitats and wildlife. You cannot afford to proceed at the expense of nature. Natural biodiversity must be supported, which is also essential for health and prosperity of people and society. Has National Grid carried out bat and bird and mammal surveys to see how the proposals will impact on the local environment. Suffolk and Kent Wildlife Trusts have worked had to involve local people in building biodiversity and your solutions must involve them for a successful outcome. You need to assesses the environmental impacts and merits of the options to prevent avoidable damage to the natural environment.	N	National Grid has engaged with both Suffolk and Kent Wildlife Trusts throughout the development of their proposals as a non-prescribed consultee. Other bodies consulted with regard to biodiversity were Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council, Thanet Council, Dover Council and Kent Council. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce ecology and biodiversity impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. An extensive programme of environmental surveys has been undertaken including for breeding and non-breeding birds, reptiles, invertebrates, badger, riparian mammals, dormice and plants. Further details relating to the ecology assessment are contained in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity and Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Q4 What do you think about our proposed HVAC cable in Suffolk? Comments			
Sudbourne Parish Council	The PC supports the response from the Nature conservation organisations (including Suffolk Wildlife Trust and RSPB) with regard to the protection of vulnerable species impacted by your proposed works. Full and accurate environmental impact assessments must be carried out and all mitigation works, including the realignment of the route (where necessary) must be undertaken.	N	National Grid acknowledges this feedback and confirms that a comprehensive EIA was undertaken culminating in the production of an ES to accompany the DCO application. Details are contained in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity and Application Document 6.6 Habitats Regulations Assessment Report**. The approach to mitigation is set out in each of the specialist ES chapters and a list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Q7 What do you think about our proposed HVDC cable in Suffolk?			
Local community	Again it comes down to the question "is it necessary"? Alternative solutions would avoid having to plough through Suffolk's precious landscapes. The level of disruption to the countryside, wildlife, and local residents will be devastating. The location of the joint bay also beggars belief close proximity an AONB and the North Warren RSPB reserve.	N	The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. The needs case for the Proposed Project has identified that a connection is required within the Sizewell area, therefore delivery outside of this area would not fulfil the network reinforcement requirement that the Proposed Project is intended to provide. As set out in the needs case, the Proposed Project will send power either from Suffolk to Kent or from Kent to Suffolk depending on system conditions and faults that occur in either Suffolk or Kent. Therefore, power is not being sent in one direction all the time and therefore locating generation elsewhere in the system would not solve the entire needs case. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in:
Local community	The joint bay has been located immediately adjacent to the Area of Outstanding Natural Beauty and North Warren RSPB reserve which should be protected from development.	N	

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			• **Application Document 8.1 Corridor Preliminary Routeing and Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. National Grid is in discussion with the RSPB and Natural England (as well as the Suffolk Councils) regarding the HVDC cable in Suffolk. The high importance of the RSPB reserve and the AONB is noted. This is a major reason why a trenchless construction solution will be used from the transitional joint bay eastwards under the reserve and AONB. The use of a trenchless construction solution is committed to through **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**, secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	This corridor runs through habitat patches which support a range of threatened and near-threatened species (including turtle dove, nightingale, adder, grayling). Losing and altering these habitat patches will negatively impact overall species abundance in the area, working against government's apex legally-binding biodiversity target. It will disrupt ecological functioning in the landscape, making it less permeable to species movements and reducing buffering effects for core habitat locally.	N	National Grid acknowledges these concerns and has embedded measures to reduce and, where possible, avoid adverse effects. No direct habitat loss would arise from internationally, nationally or locally designated sites due to the Suffolk Onshore Scheme, with the most sensitive sites (i.e. North Warren RSPB Reserve, Leiston-Aldeburgh SSSI) being traversed by using trenchless methods. Sandlings SPA lies within the Suffolk Onshore Scheme (since an existing track to be used for monitoring traverses it) and is approximately 20 m north of a proposed construction compound (S10). The trenchless bore would be approximately 8 m below the RSPB Reserve/ SSSI. Approximately 2.5 ha of acid grassland would be temporarily lost adjacent to Sandlings SPA due to the trenchless construction compound (S10) and associated section of cable trench east of Leiston Road. However, this field showed no evidence of nightjar/woodlark nesting but is well within 1 km of the nearest woodlark territories in the SPA and adjacent to a field where the nearest woodlark territory outside the SPA was recorded in surveys. This loss of foraging habitat would last for a single nesting season. As part of the broader habitat mitigation proposals (unrelated to HRA considerations) the Proposed Project would restore and enhance approximately 6 ha of acid grassland that would be managed in a favourable way for 10 years following creation. Other incorporated measures include sensitive routeing and siting of infrastructure and temporary works, and commitments made within **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). There will also be creation of woodland, grassland and pond habitat around the Saxmundham Converter Station and Friston Substation (for the scenario where the substation is built as part of the Proposed Project).

Q8 What do you think about our proposed landfall between Aldeburgh and Thorpeness?

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Local community	Habitat will recover quickly once work has been completed.	N	National Grid acknowledges this feedback and thanks the respondent for the support.
Local community	I think that the destruction of the unique soundlings habitat, of the destruction of an AONB is abhorrent.	N	National Grid is in discussion with the RSPB and Natural England (as well as the Suffolk Councils) regarding the landfall site Suffolk. The high importance of the local habitats and the AONB is noted. This is a major reason why a trenchless construction solution will be used from the transitional joint bay eastwards under the sensitive habitat and AONB. The use of a trenchless construction solution is committed to through **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**, secured through Requirement 6 of Schedule 3 of the draft DCO **(Application Document 3.1**). Impacts on the setting of the AONB are assessed in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual** and further details can be found in Table 1.1 of this Appendix.
Local community	This is totally unacceptable in an Area of Outstanding Natural Beauty, SSSI, part of the North Warren RSPB nature reserve and internationally important for our tourism economy, enjoyed by everyone for their mental and physical health and well-being. This option has been discounted by other developers.	N	The potential impacts of the Proposed Project on the AONB and North Warren Nature Reserve are acknowledged. The assessment of effects on the AONB is set out within **Application Document Part 2 Suffolk Chapter 1 Landscape and Visual,** and the effects on the North Warren site in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. The mitigation hierarchy has been applied to lessen effects where possible. Potential impacts on the tourism economy are assessed in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. Health and wellbeing impacts are assessed in **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing**. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	This is a beautiful unspoilt piece of coast - a very unusual mix of shingle, grassland, marsh, meadows and heath. It's the oldest RSPB reserve and SSSI and AONB and the Sandlings SPA. This proposed work will be most damaging to wildlife and its habitats and the amenities of visitors - both during construction and for years afterwards.	N	National Grid acknowledges the sensitivity of the mentioned sites. Separate assessments of the Sandlings SPA and the Leiston to Aldeburgh SSSI as well as details of the necessary mitigation is included within **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. Trenchless methods will be used to minimise disruption. The use of a trenchless construction solution is committed to through **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**, secured through Requirement 6 of Schedule 3 of the draft DCO **(Application Document 3.1**).
Q11 Do you have any comments or issues that you would like us to take into consideration regarding out marine proposals?			
Local community	You have already destroyed the local marine environment through your Nemo Link project. Your failure to have adequately planned to avoid digging up the same fragile ecosystems you destroyed so recently demonstrate your utter disdain for the environment. For Sea Link you have failed to carry out any surveys of habitats or taken those into consideration in your plans. Unless and until thorough ecological marine surveys have been completed, all your marine plans should be put on hold.	N	The Nemo Link interconnector is a joint venture between National Grid Interconnector Holdings Limited, a subsidiary company of the UK's National Grid Plc, and the Belgian Elia group which is a separate entity to National Grid Electricity Transmission. While the Proposed Project does make landfall in Pegwell Bay, National Grid has committed to a trenchless technique to go beneath the sensitive saltmarsh habitat. The commitment to a trenchless solution is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). It has undertaken two campaigns of marine surveys which have included geophysical and geotechnical surveys which have covered the marine route. It has also undertaken intertidal surveys at each landfall which included phase I and phase II surveys to characterise intertidal habitats and species. These can be found in **Application Document 6.3.4.2.C ES Appendix 4.2.C Intertidal Surveys 2023**.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Depending on the location of the cable, between 10-20 m of seabed would be cleared. Drop Down Video or Remotely Operated Vehicle mounted cameras may be used to confirm the locations and extents of sensitive benthic habitats or features. This would inform micro-routeing of submarine cable systems to avoid or minimise interactions with these features in so far as practicable. A total area of 0.15 km^2 of permanent loss of habitat is expected due to cable protection. Many of the habitats comprise subtidal muds and mixed sediments, which are widespread and of low value. Since the production of the PEIR and Statutory consultation, the Offshore Scheme has been re-routed to avoid the Goodwin Sands MCZ. The Offshore Scheme is designed for a lifespan of approximately 40-60 years. The cable system installation is designed such that a regular maintenance regime is not required to maintain the integrity of the link. The impacts on benthic ecology are presented in **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**. A full suite of terrestrial ecological surveys have been undertaken to inform the ES for the Proposed Project including for breeding and non-breeding birds, reptiles, invertebrates, badger, riparian mammals, dormice and plants. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Q12 What do you think about our proposed landfall at Pegwell Bay?			
Local community	With limited land fall available around the area you have no choices as coming ashore in Ramsgate Harbour will cause additional costs and more issues. As long as the breeding season for wildlife is taken into account when start works.	N	National Grid acknowledges the feedback. National Grid has held discussions with relevant prescribed bodies regarding the timing of works and will avoid certain types of work within breeding and/ or wintering seasons depending on which is the most sensitive in a particular location. The breeding season for wildlife will be taken into account and an assessment of impacts on breeding wildlife has been undertaken, informed by surveys, noise modelling information and other data. Details are contained in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity and Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**, secured through Requirement 6 of Schedule 3 of the draft DCO **(Application Document 3.1**).
Local community	This is one of the few wildlife areas left around here. It is used by a huge variety of birds and animals. Please don't destroy it.	N	The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce ecology and biodiversity impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. An extensive programme of environmental surveys has been undertaken including for breeding and non-breeding birds, reptiles, invertebrates, badger, riparian mammals, dormice and plants. A rigorous impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place
Local community	This is a location of national wildlife importance. I strongly think the proposal is a criminal act. Please stop.	N	
Local community	The Minster Marshes and the River Stour Valley are important areas for wildlife and are highly sensitive ecological areas. Pegwell Bay is an iconic part of the coastal landscape, the location could hardly be any worse.	N	
Local community	Negative impact on the environment and native wildlife including barn owls partridge, skylarks, warblers, curlew, plovers, snipe and turtle doves. Also grass snakes, slow worms, brown hares and water voles.	N	

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Local community	It seems incredible that you would consider this route through the NNR and SSSI. These designations mean they should be protected from inappropriate development.	N	and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. The Proposed Project is also committed to achieving 10% Biodiversity Net Gain. Further details relating to the ecology assessment are contained in **Application Document ES 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity and Application Document 6.6 Habitats Regulations Assessment Report**. Further details regarding biodiversity net gain are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	What my biggest issue is the disruption to Pegwell Bay and the environment there. Having grown up myself in the local area as well as parents grow up in the local area Pegwell Bay is the most popular nature reserve for miles. Locally people are extremely passionate about it and even minimal disruption such as boats breaking speed limits or straying into the wrong area is a major talking point and source of frustration and anger locally. Part of the Sea Link plan is talking about a 10% biodiversity net gain (BNG) which in my mind will be next to impossible if there is any disruption or damage to the Pegwell Bay area. The entire area is a RAMSAR site for a reason.	N	
Local community	Running the cable straight into this extremely sensitive and fragile wildlife area will cause incalculable and irrevocable harm to the habitat. This is the only remaining wildlife haven in an area which has seen enormous amounts of construction in the last ten years, and it is crucial for the ecosystem of the area that this is maintained and protected. The bay, SSSI and marshes combine to create a superhighway of bird movement both for wetland birds and migratory birds which will be destroyed by your proposals.	N	The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce ecology and biodiversity impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. An initial ground investigation survey has been undertaken to provide information to confirm the viability of a trenchless solution for the landfall at this location. The commitment to a trenchless solution is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). This construction solution will minimise potential impacts on terrestrial biodiversity. National Grid recognises the importance of the English East Coast and its coastal wetlands as being globally important for migratory waterbirds using the East Atlantic Flyway which extends from the Arctic to South Africa. The importance of the English East Coast and these wetland sites is reflected by a series of existing protected nature conservation areas, designated for their international importance, including SPAs and Ramsar Convention Wetlands of International Importance and underpinned by other national designations such as SSSIs. Detailed assessments are provided in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 3 Ecology and Biodiversity, Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity, Application Document 6.2.4.5 Part 4 Chapter 5 Ornithology and Application Document 6.6 Habitats Regulations Assessment Report**, which consider the impacts of the scheme on important sites for waterbirds and waterbird populations, and thus the relevant components which contribute to the East Atlantic Flyway. In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure.
Local community	Minster marshes is a critical ecological super highway connecting a site of special scientific interest with the rest of the country. It is home to hundreds of bird species many of which are on the endangered list. The National Grid are proposing to build across this vital landscape devastating the local ecology.	N	National Grid acknowledges the ecological sensitivity of Minster Marshes and Pegwell Bay. A detailed impact assessment is provided in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. Through the EIA process, National Grid has developed mitigation measures to offset the impact on birds. One solution will be to convert an existing area of farmland to marshland/wet grassland, as has been done throughout the Stour Valley under Natural

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	It is an environmental haven where many species have been forced to live due to the excessive building elsewhere in Thanet. Environmentalist have recently seen species such as barn owls, partridges, skylarks, grasshopper warbler, garden warbler, curlew, golden plover, Lapwings, Hen harrier, Marsh harrier, Yellow hammer, Sparrow hawk ,Jack snipe , Common snipe and turtle doves Additionally living there are numerous reptiles and amphibians including grass snakes and sloe worms. Brown hares and water voles also call this space home. This area acts as a super highway connecting Pegwell Bay Nature Reserve with the rest of the south east and further afield. Not only offering long-term residents a place to live but is vital in aiding migration patterns.		England stewardship. This will provide a net long-term enhancement in the extent of wetland habitat in the Lower Stour Valley. The Proposed Project is committed to achieving 10% Biodiversity Net Gain. Further details are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	To be instrumental is the destruction of a haven for wildlife is immoral. You are already aware that “The Stour Valley is one of the most important places for wildlife in the whole of Kent and the area planned for the converter station is full of rare fauna, flora and fungi." As David Attenborough states, “All we require is the will. The next few decades represent a final opportunity to build a stable home for ourselves and restore the rich, healthy and wonderful world that we inherited from our distant ancestors. Our future on the planet, the only place as far as we know where life of any kind exists, is at stake.” Therefore, National Grid needs to take heed of this. It is the future of our planet, for us that we are trying to save and wiping out wildlife and nature will be the death of all of us.	N	National Grid acknowledges the ecological sensitivity of Minster Marshes and Pegwell Bay. A detailed impact assessment is provided in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. The Proposed Project is committed to achieving 10% Biodiversity Net Gain. Further details are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**, which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Q13 What do you think about our proposed HVDC cable route in Kent?			
Local community	Crossing Minster Marshes would be disastrous for local wildlife. This part of Kent is losing so many habitats already.	N	National Grid recognises the sensitivity of Minister Marshes and as such trenchless technology will be employed for the HVDC cable route in this area. This construction solution will minimise potential impacts on terrestrial biodiversity. The use of a trenchless construction solution is committed to through **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**, secured by Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	This is a mainly rural marsh area with diverse wildlife and plants. Not suitable for this mega scheme.	N	
Q14 What do you think about our proposed converter station and adjacent substation near Minster?			
Local community	It is an SSSI and an important sanctuary for many species of wildlife as follows: - It is adjacent to Pegwell Bay which is an important sanctuary for migrating birds: Ravens, Peregrine falcons, an old Heronry (an important breeding site for generations), Egrets, Nightingales, Marsh Harriers, Cuckoos, Turtle Doves, Yellow Hammer, Sedge Warbler, many Owls to name some of the species seen there. The removal of the Lattice Mast will mean the Ravens and Peregrine Falcons will lose their nest site. - Insects (e.g. damsel flies) and butterflies will be disturbed and their habitat will be gone forever.	N	National Grid acknowledges the ecological sensitivity of Minster Marshes and Pegwell Bay. A detailed impact assessment is provided in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. The impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	- I know many orchids are there, but I am not familiar with these and other wildflowers which will be destroyed. - Mammals- Bats, Beavers, Water voles that I know of. I understand that Beavers have European protection and it is against the law to deliberately injure, kill, capture or disturb beavers, damage or destroy a beaver breeding site or resting place, lodge or associated dam or transport a beaver or beavers. - Reptiles – Grass snakes and slow worms. The size of the works will be 30 m high and cover 6 hectares, making a blot on the landscape and a barrier to wildlife. It will irrevocably destroy habitat and the wildlife that lives there and has lived there for generations.		is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). It is of note that Minster Marshes is not designated as a SSSI and is not a protected site.
Local community	I do not support the plans as they are currently outlined. As with the cables, the converter station and substation likewise pose a direct risk Sandwich Bay and Hacklinge Marshes SSSI, Ash Level and South Richborough Pasture Local Wildlife Site (LWS) and Woods and Grassland Minster Marshes LWS. The environmental impact is too great to justify the current proposals, especially when alternatives can be found.	N	The impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. Impacts on landside habitats including Sandwich Bay to Hacklinge Marshes SSSI are discussed at length in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). The reasoning behind the selection of the location and the alternatives considered is set out in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**.
Local community	The selected location is situated too close to the SSSI and the land where some of the wildlife live and feed. Apart from the disturbance during construction the location chosen is where Badgers and Brown hare feed. It also covers a dyke where Grass snake and Slowworms live. Turtle Doves and Yellow hammer also use the bushes in that area. Two Barn Owl boxes are located very close to this area. These have been used in the past with Barn Owl chicks ringed. Marsh Harriers that breed in a nearby reed bed hunt along the dykes in that area crossing over the fields where you propose to build. Alongside the dyke is a strip of scrub where bird ringing is carried out. There is also a colony of Green hairstreak butterfly there.	N	The impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. An extensive programme of environmental surveys has been undertaken including for breeding and non-breeding birds, reptiles, invertebrates, badger, riparian mammals, dormice and plants. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	The documentation supplied refers to the Richborough siting as a preferred option. I reject your preference. 11.2.6 (Strategic Options Report Oct 2023) states ."...whereas Richborough would present lesser challenges" in reference to the ecologic impacts of various options. I believe this underestimates the environmental significance of this area and demonstrates that the choice is based on a "least worst" approach rather than a "go for the best' approach. Please consider further the environmental and	N	The impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. An extensive programme of environmental surveys has been undertaken including for breeding and non-breeding birds, reptiles, invertebrates, badger, riparian mammals, dormice and plants. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	ecological destruction that would be caused on the site and its environs. I refer you to all of the designated areas nearby, SPA, SSSI, etc that would be impacted. It is a corridor connecting the National and Internationally protected marine environments of the Thanet Coast and Sandwich Bay Special Protection Area, Special Area of Conservation and Ramsar site, Sandwich Bay and Heckling Marshes SSSI, Sandwich and Pegwell Bay National Nature Reserve, inland to the Stodmarsh SSSI.		A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
Local community	This proposed site will have unacceptable short term effects during construction and long term effects in use on the local environment, landscape and wildlife. In particular it will almost cut off completely wildlife corridors to the adjacent part of the SSSI which if the proposal goes ahead will have development on all sides. There is little natural woodland on Thanet and one area is adjacent to the proposal within the SSSI. This is also Weatherlees Hill and whilst not very high, with the woodland it is a local landmark and views to it will be severely restricted by a 26m high building.	N	The features of the landscape around the Converter Station and Substation sites, including the woodland, have been taken into consideration within the iterative design process and the indicative landscape strategy. Tree surveys have been undertaken in accordance with BS5837:2012 and details are contained in **Application Document 6.10 Arboricultural Impact Assessment**. There would be localised significant effects for visual receptors as expected for the nature of this type of development. Mitigation design has been incorporated to reduce effect where possible. Careful attention has been paid in the design and construction programme/methods for the Proposed Project to the possibility of habitat severance. In the coastal zone this will be avoided through use of a trenchless construction solution. In those areas away from the coast, which will be crossed by open trench, a series of protected species surveys have been undertaken to inform mitigation measures and the works will be undertaken in such a way as to retain connectivity, such as through the inclusion of mammal ledges in culverts. Habitat connectivity around the Converter Station and Substation site will be preserved through enhancement of existing boundary features and the creation of new areas of woodland and wetland. There will be a net increase in woodland in the area as a result of the Proposed Project. Further details are contained in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. A list of mitigation measures and the commitment to a trenchless solution are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Q17 Anything else? Comments			
Local community	Providing mitigation for species is not net gain, it is additionality and if you provide this it is not part of net gain calculations. I ask for 90% additional habitat, as so much is being lost. Also, that habitat is protected in perpetuity and bird areas away from overhead cables	N	Careful attention has been paid in the design and construction programme/methods for the Proposed Project to the possibility of habitat severance. In the coastal zone this will be avoided through use of a trenchless construction solution. The commitment to a trenchless solution is contained in **Application Document 7.5.3.2 CEMP Appendix B**

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	but fully connected habitats linking designated areas and secure and create more marsh habitat before production of plant. Work with local community to create better proposal and increase vastly land for conservation. Including all the species identified by local knowledge and habitat for each. Native hedgerows for birds and dormouse, amphibians and reptiles, a place to create a Ramsar Marsh for Nature Recovery and landscape recovery. Water vole habitat. European Eel migration. Birds of prey, wetlands, farmland, create woodland bird areas. A mosaic around a Ramsar equivalent 90% increase. Ongoing conservation and management in perpetuity. Conservation covenants. Accessible nature and quiet protected areas. Be generous and forgiving of needs of wildlife community are distraught at loss. Can cables go underground.		**Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). In those areas away from the coast, which will be crossed by open trench, a series of protected species surveys have been undertaken to inform mitigation measures and the works will be undertaken in such a way as to retain connectivity, such as through the inclusion of mammal ledges in culverts. The cable will be buried as each section is installed and habitats restored above the cable. A collision risk assessment has been undertaken regarding the new section of overhead line over the River Stour to ensure it does not act as a barrier to wildlife movement. Habitat connectivity around the Converter Station and Substation site will be preserved through enhancement of existing boundary features and the creation of new areas of woodland and wetland. The Proposed Project has committed to achieving 10% Biodiversity Net Gain and that will involve contributions to delivering strategic biodiversity schemes in Kent. Details are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**. As part of the Proposed Project, National Grid is also providing habitat enhancement in an area of arable land close to the coast and adjacent to the A256. Where artificial features are to be retained in the landscape away from the Converter Station (i.e. culverts to support the permanent access road) these will be designed to ensure continued passage of water voles and eels. Further details of the above mitigation measures are contained in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity and Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**)
Local community	We are supportive of steps taken to develop renewable energy solutions, but it must not be at the cost of wildlife. We are not convinced that the proposed route can be adequately mitigated for. Our concern at the use of desktop surveys as a replacement to fuller and more detailed ecological surveys. The failure to carry out reptile, bat, water vole, otter, beaver, badger, invertebrate, and river aquatic surveys before the plans are submitted for a Development Consent Order (DCO). The loss of connectivity for wildlife through the development of 13.6 hectares of wildlife-rich land.	N	The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce ecology and biodiversity impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. An extensive programme of environmental surveys has been undertaken including for breeding and non-breeding birds, reptiles, invertebrates, badger, riparian mammals, dormice and plants. A rigorous impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. The Proposed Project is also committed to achieving 10% Biodiversity Net Gain. Further details relating to the ecology assessment are contained in **Application Document ES 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity and Application Document 6.6 Habitats Regulations Assessment Report**. Further details regarding Biodiversity Net Gain are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**. Careful attention has been paid in the design and construction programme/methods for the Proposed Project to the possibility of habitat severance. In the coastal zone this will be avoided through use of a trenchless construction solution. In those areas away
Local community	As an active member of SBBOT, (a bird and butterfly enthusiast) the list of wildlife that has been seen on Minster Marshes during the year is significant. It is an environmental haven where many species have been forced to live due to the excessive building elsewhere in Thanet. Wildlife enthusiasts have seen species such as Nightingale and Turtle Dove, as well as a heronry and owl roost. Little Egrets breed here as do barn owls, partridges, skylarks, grasshopper warbler, garden warbler, curlew, golden plover, Lapwings, Hen harrier, Marsh harrier, Yellow hammer, Sparrow hawk, Jack Snipe, Common Snipe and Turtle Doves.	N	

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	Additionally living there are numerous reptiles and amphibians including grass snakes and slow-worms. Brown hares, water voles and bats also call this space home. The latest RSPB Wild Bird Indicator figures make grim reading. They show an ongoing decline across most groups of birds in England, with many farmland and woodland birds really struggling. This includes species like the Skylark, Cuckoo and Curlew which can currently be seen and heard in this area. Westminster Government has clear legally binding targets for both species abundance and protecting 30% of land in England by 2023. But right now, Defra and other departments within the Westminster Government the latest results are shocking, Wild Bird Indicator figures raise renewed fears that the Government is not doing anywhere near enough to reverse bird declines. Indicators show an ongoing decline across most groups of birds in England, particularly farmland and woodland species. Birds we all know and love, like skylark, cuckoo and curlew. Birds that bring us joy, colour and music. Prof Richard Gregory, the head of monitoring at the RSPB Centre for Conservation Science, said: “Setting aside the seabirds, which have only been partially updated, all the bird trends are dipping downwards, most prominently among woodland birds”. In the last five years, the index dropped by 15%; only three birds in the indicator have increased, compared to 23 that have declined. A range of factors weigh down on woodland birds and bird populations more generally, related primarily to land use and climate change. Not to mention the scarcity of the Raven and Peregrine Falcon clearly seem frequenting and were using the now lost wind Turbine! Worryingly, this proposal so close to SSSI land will cause huge disturbance and may have devastating impact during building and I have serious concerns the Government will agree to it and very sadly at the expense of a huge ecological loss. The disturbance will cause a wider loss of wildlife habitats and terrain during the site’s construction period, particularly the permanent loss of hedges, trees and other habitats. Yes, these may regrow and some species may return but this takes time and by then species numbers may be in a worse state. The area of the old disused Richborough Port railway track and Weatherlees Hill is a vital wildlife corridor that connects Pegwell Bay to Minster Marshes. The amount of wildlife seen in this area over the years is notable. It is designated SSSI for a reason. Nik Mitchell, from Wildlife Conservation in Thanet, said: “The Stour Valley is one of the most important places for wildlife in the whole of Kent and I cannot emphasise that enough.”		from the coast, which will be crossed by open trench, a series of protected species surveys have been undertaken to inform mitigation measures and the works will be undertaken in such a way as to retain connectivity, such as through the inclusion of mammal ledges in culverts. The cable will be buried as each section is installed and habitats restored above the cable. A collision risk assessment has been undertaken regarding the new section of overhead line over the River Stour to ensure it does not act as a barrier to wildlife movement. A list of mitigation measures and the commitment to a trenchless solution are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).

Q20 Do you have any other comments about Sea Link to give that you have not previously mentioned?

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Local community	Regarding ecological surveys I think a full suite of surveys should be carried out including those for reptiles, invertebrates and plants.	N	National Grid acknowledges this comment and confirms that an extensive programme of environmental surveys has been undertaken including for breeding and non-breeding birds, reptiles, invertebrates, badger, riparian mammals, dormice and plants. Details are contained in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity and Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
General commentary			
Local community	This proposal directly contravenes other aspects of government policy: - Gov policy to increase biodiversity [Environmental Improvement Plan (EIP23)]. - DEFRA's responsibilities: "Our mission is to restore and enhance the environment for the next generation, leaving it in a better state than we found it." - Thanet DC's designation as locally important wildlife site https://www.thanet.gov.uk/.../upl.../2018/03/LP-adjusted.pdf - Thanet DC's Biodiversity opportunity statementhttps://www.thanet.gov.uk/.../Thanet-LCA-Final-Report-09... - Disregard of specially designated sites - SSSI (Site of Special Scientific Interest, Ramsar (internationally designated wetland site) SPA (Special Protection Area) SAC (Special Area of Conservation) These are all commitments to protect and improve biodiversity, they cannot just be set aside when they're inconvenient.	N	The Proposed Project has committed to achieving 10% Biodiversity Net Gain and that will involve contributions to delivering strategic biodiversity schemes in Kent (**Application Document 6.12 Biodiversity Net Gain Feasibility Report**). As part of the Proposed Project, National Grid is also providing habitat enhancement in an area of arable land close to the coast and adjacent to the A256. A detailed impact assessment has been undertaken to inform the ES for the DCO application, and this includes extensive assessment of impacts on Sandwich Bay to Hacklinge Marshes SSSI, Sandwich Bay SAC and Thanet Coast & Sandwich Bay SPA. This has been discussed with Natural England, Thanet Council, Dover Council and Kent County Council in preparing the ES, and their views taken into account. Details are contained in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	Landfall – impact on Aldeburgh Beach and RSPB North Warren - unsuitability and fragility of Aldeburgh Beach and RSPB North Warren as the proposed site for drilling a cable run - adjacent to protected lands such as AONB and SSSI - risking 75 years of conservation work and wildlife habitats - will disrupt bird migration - winter sanctuary for duck, Marsh Harrier, Bitterns and Red Deer.	N	National Grid is in discussion with the RSPB and Natural England (as well as the Suffolk Councils) regarding the landfall and the high importance of the RSPB reserve and the AONB is noted. The potential impacts of the Proposed Project on the AONB and North Warren Nature Reserve are acknowledged. The assessment of effects on the AONB is set out within **Application Document Part 2 Suffolk Chapter 1 Landscape and Visual,** and the effects on the North Warren site in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. The reserve will be traversed using trenchless methods. The commitment to using trenchless solutions is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	We would highlight the proposed site for drilling a cable run at Aldeburgh Beach and RSPB North Warren as highlighting one of the many arguments against Sealink. The thinking behind this shows a complete lack of understanding or appreciation of the Heritage Coast AONB and environment, which will be impacted irrevocably by the project: the question is, were the project team either unaware that the site was adjacent to protected AONB and SSSI land, or were they aware and discounted the importance of these designations; in either case National Grid's Responsible	N	National Grid recognises the importance of the English East Coast and its coastal wetlands as being globally important for migratory waterbirds using the East Atlantic Flyway which extends from the Arctic to South Africa. The importance of the English East Coast and these wetland sites is reflected by a series of existing protected nature conservation areas, designated for their international importance, including SPAs and Ramsar Convention Wetlands of International Importance and underpinned by other national designations such as SSSIs. Detailed assessments are provided in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 3 Ecology and Biodiversity,**

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	Business Charter '...emphasising impact in environment and shaping our strategic priorities with a focus on responsibility' is seriously undermined when 75 years of conservation work and wildlife habitats are at risk, wildlife corridors will severed (as seen already from Sizewell C pre-works) and bird migration and winter sanctuary for wildfowl, Marsh Harriers, Bitterns and Red Deer will be severely - if not irrevocably - disrupted.		**Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity, Application Document 6.2.4.5 Part 4 Chapter 5 Ornithology and Application Document 6.6 Habitats Regulations Assessment Report**, which consider the impacts of the scheme on important sites for waterbirds and waterbird populations, and thus the relevant components which contribute to the East Atlantic Flyway.
Local community	I'm writing to express my opposition to the proposed landfall and cable routes. The proposal to route cables through any of the important nature reserves on the Suffolk Coast is absolutely unacceptable. The landfall and cable routes can't be considered as truly separate – one must determine the other. The proposed landfall at Aldeburgh beach is unsuitable because this is an exceptional site for rare shingle flora (as I'm sure you're already aware). It's also unclear how the cable could be buried without admitting seawater to the fresh marshes of the RSPB reserve just inland, which are of outstanding importance for birds (winter ducks and geese, summer breeding waders and farmland birds) plus mammals including otter and water vole. And how then will the settlements of Aldeburgh and Thorpeness, and the campsite and golf course, be protected from seawater? The cable route across the RSPB marshes mentioned above, and the heathland part of the reserve, would be an absolute desecration of this nationally significant nature reserve. The reserve was originally established in 1939 – so 84 years (and counting) of dedicated conservation work are at risk because of this ill-considered proposal. Burying the cable (in line with policy concerning the AONB status) would not take away the problem. My experience with the East Anglia One cable, which was installed a few years ago near my home, is that the swathe of land needed to install it was as wide as a major road - and was in place for about two years. This would cause major disturbance to the species that use this very special site, either simply scaring them off, or preventing them from surviving or breeding – very possibly never to return. And it is wrong to suggest these creatures and plants can start a new life elsewhere; habitat re-creation and translocation is time-consuming, expensive and rarely successful. It is shocking that any responsible company or organisation could ever suggest that its preferred option is to trash a major nature reserve. In fact, most places on the Suffolk coast that are not built on and are low-lying, are important nature reserves.	N	An initial ground investigation survey has been undertaken to provide information to confirm the viability of a trenchless solution for the landfall and cabling under sensitive sites at this location. This construction solution will minimise potential impacts on terrestrial biodiversity and the AONB. The commitment to using trenchless solution is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce ecology and biodiversity impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. Furthermore, the width of the construction swathe has been minimised wherever possible through sensitive areas. Further details relating to the ecology assessment are contained in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. Impacts from construction of the onshore cable on the RSPB Reserve, Leiston-Aldeburgh SSSI and Sandlings SPA have all been considered in the design, construction methods and programme for the Proposed Project. This assessment has been discussed with Natural England, Suffolk Council and East Suffolk Council. This includes an assessment of disturbance impacts on the designated sites and wildlife generally. The Proposed Project is committed to not only mitigating its effects but delivering 10% Biodiversity Net Gain in the long term. The Proposed Project will result in net increase in woodland and wetland habitats around the Converter Station and Substation, will deliver biodiversity enhancements along the River Fromus, is committed to enhancing and securing management of areas of acid grassland in the area beyond the duration of construction and will be securing favourable long-term management of areas of arable land for wildlife such as skylark. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
The Aldeburgh Society	The proposed landfall would be totally unsuitable as the proposed site for drilling a cable run which would be adjacent to protected lands such as AONB and SSSI. The cable corridor would pass	N	Please see the response immediately above which discusses the impact of the Proposed Project on the SSSI and AONB.

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	environmentally sensitive areas causing displacement of wildlife that could be permanent This would put at risk 75 years of conservation work and wildlife habitats, disrupting bird migration, a winter sanctuary for duck, Marsh Harriers, Bitterns and Red Deer. We have difficulty in believing National Grid's claim that its project would add to biodiversity in this area.		
Local community	The proposed road will have to cross the Fromus River, which is prone to flooding and is very close to some established ancient trees. In particular it is very close to an ancient chestnut tree grove which could be 200 to 300 years old. You have shown this area as broadleaved woodland plantation but in fact there is the ancient chestnut tree grove and other natural scattered trees. None of these have been surveyed and impact assessed. (With reference to Figure 2.3.2 of the PEIR Vol 3 Part 2 Chapter 4).	N	A detailed tree survey has been undertaken in accordance with BS5837:2012 and the findings and potential tree related impacts are detailed within **Application Document 6.10 Arboricultural Impact Assessment**. The Fromus Crossing has been sited in such a way to avoid impacts to notable trees in the area, and minimise impacts to other woodland habitats. All significant non-plantation trees will be retained in this location. **Application Document 6.8 Flood Risk Assessment** has been prepared that assesses all forms of flooding, accounting for the predicted effects of climate change over the Proposed Project lifetime. Controls, good practice and mitigation measures to manage flood risk, surface water and land drainage are detailed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** and secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Suffolk Coastal Friends of the Earth	We wish to object to the Sea Link proposals in the strongest terms, due to the chronic damage they would cause to East Suffolk's countryside, its protected landscape and designated wildlife sites, important locally, nationally and internationally for their rare and uncommon flora and fauna. Lack of completed surveys: It is difficult to make any detailed comments at this preliminary stage from an environmental perspective, simply because nearly all the surveys are incomplete. Many haven't even been started yet. This is a serious concern because if mitigation measures have to be carried out to protect habitats and wildlife, they must be commenced well ahead of any construction work. At present such measures are merely suggestions or examples of what might be done. Afterwards, monitoring is essential, because otherwise it is not possible to assess whether or not any mitigation or compensation work has been successful, but so far this appears to be an omission.	N	Since the production of the PEIR as part of the EIA, an extensive programme of environmental surveys has been undertaken including for breeding and non-breeding birds, reptiles, invertebrates, badger, riparian mammals, dormice and plants. Monitoring and management of the reinstatement is covered within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan** which is secured by Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Suffolk Coastal Friends of the Earth	Loss of hedgerows: Hedges are protected by law under The Hedgerow Regulations 1997 if they constitute a variety of species, if they are ancient and if they are more than 20m in length. While surveys have begun to identify hedgerows of interest, these will not be completed until late spring 2024. This is a concern. The hedgerows, even if alongside arable fields, may be of considerable biodiversity value, if they are used for example by protected bats for navigation or foraging, if they shelter reptiles or if the adjacent ditches are important for water voles. These protected animals, and in some cases the locations that they need for their	N	The importance of hedgerows is acknowledged by National Grid and minimising the removal of hedgerows has been a key part of the iterative design process. The potential impacts on hedgerows have been included in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. Mitigation measures relating to replacement of hedgerows are also contained herein and in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).

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	survival, are covered by the law under The Wildlife and Countryside Act 1981 (UK) and The Conservation of Habitats & Species Regulations 2017 (EU including UK). Any hedge that contains mature trees, as they often do in Suffolk, greatly increases in biodiversity value, as they could, for example, provide roosting sites for protected bats. Trees and hedges do, of course, offer nesting sites for birds, some of which could be at least amber listed, if not red listed. Here again we cannot know this until surveys have been completed. Ideally, they should be done twice, over time, to be sure how they are being used. Taking out sections, typically 40m, even if 'temporary' (i.e. up to 5 years), can have serious impacts, especially on small mammals, many of which only live for one or two years. To them it is total loss of habitat. Long grass adjacent to and beneath hedges alongside arable fields can provide useful habitats for reptiles, moths and butterflies and other invertebrates. Such uses must be thoroughly investigated before any fields and hedges are taken out.		
Suffolk Coastal Friends of the Earth	Plantations: Because these are generally fir trees, often planted in rows for their timber, they also tend to be dismissed as being of low ecological value, as here. Compared with broad-leaved woodlands, the variety of species able to inhabit plantations is generally lower. However, the rides and clearings within the woodland can be of high biodiversity value for many protected species including reptiles, badgers and invertebrates, that all benefit from the shelter offered by the trees. Equally, uncommon plants such as orchids can be found in the open places. Badgers will use the tracks for commuting to and from their setts. Bats will also find roosting sites among the trees so long as food sources are nearby. The seeds of pinecones constitute part or most of the staple diet of some birds such as crossbills and siskins. They therefore often depend on plantation woodland for survival. Approximately 900 square metres would be felled just for the proposed access road to the converter station. It is crucial that these woodlands are not dismissed, but are properly surveyed and assessed, in particular the rides. We want to know what surveys you are putting in place.	N	Minimising the removal of trees and tree groups has been a key part of the iterative design process. **Application Document 6.10 Arboricultural Impact Assessment** details how trees located within and immediately adjacent to the Order Limits will be protected and what mitigation measures are embedded in the design to offset the loss of trees. The impact on biodiversity is assessed in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Suffolk Coastal Friends of the Earth	Broadleaved woodlands: It is extremely concerning that 200 square metres of these rich habitats would be permanently lost purely for the proposed access road. They are Biodiversity Action Plan habitats, meaning that the local council should ensure that they are enhanced and protected, not damaged in any way. The mitigation suggested is re-planting, but saplings do not provide a home for birds and bats and it will be 20 years or more before the former wildlife would begin to return, if at all. It is important to note that any compensation should start well ahead of the onset of any construction work.	N	National Grid can confirm that impacts on Great Wood CWS can be avoided, and no other local wildlife sites will be significantly affected by the Proposed Project. Impacts from construction of the onshore cable on the RSPB Reserve, Leiston-Aldeburgh SSSI and Sandlings SPA have all been considered in the design, construction methods and programme for the Proposed Project. This assessment has been discussed with Natural England, Suffolk Council and East Suffolk Council. This includes an assessment of disturbance impacts on the designated sites and wildlife generally. A full suite of ecological surveys has been undertaken including for bats, birds and reptiles. The Proposed Project is committed to not only mitigating its effects but delivering 10% Biodiversity Net Gain in the long term. The Proposed Project will result in net increase in woodland and wetland habitats around the Converter Station and

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	Where the cabling is concerned, the land above and around the open-cut routes could eventually be restored, but it would never be possible to plant trees and bushes directly above the cables. These areas would need to be kept clear indefinitely, meaning that almost 1ha would, in addition, be permanently lost. It is alarming to read that the intention as far as Great Wood is concerned, an ancient woodland and County Wildlife Site (CWS), is simply to 'avoid' working within the canopy area as far as possible. This is not good enough. There needs to be an absolute commitment that none of this woodland would be damaged and that any works would be kept well away from its edges. It is not possible to compensate for loss of ancient woodland, as it has evolved over centuries and can never be recreated.		Substation, will deliver biodiversity enhancements along the River Fromus, is committed to enhancing and securing management of areas of acid grassland in the area beyond the duration of construction and will be securing favourable long-term management of areas of arable land for wildlife such as skylark. The impact on biodiversity is assessed in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Suffolk Coastal Friends of the Earth	Acid grassland This is now a relatively rare habitat within the UK, having been lost to agriculture and development. Historically, lowland acid grassland has been an important part of the Suffolk coastal landscape and any that remains needs to be treasured, not destroyed. It too is a BAP priority habitat, in need of conservation action. It is known to have high biodiversity value, especially for invertebrates and plants, some of which can only be found within this type of grassland. Yet here again as much as 11ha would be lost or suffer damage. This is completely unacceptable, bearing in mind the amount already lost. There is mention of possible compensation through the recreation of acid grassland on arable land, but there is no guarantee of success. The hydrology and structure and chemistry of the soil has to be just right and would not be helped by the presence of fertilisers.	N	There will be full reinstatement of landscape elements along the cable route and landfall. It is acknowledged that acid grassland will take longer to reinstate, as such there will be an acknowledgement of this in the Year 1 assessment. The operational assessment will include a sentence to confirm that by year 15 the cable corridor and landfall would be fully reinstated as far as practicable and that effects would not be significant. Monitoring and management of the reinstatement is covered within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan – Suffolk** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Furthermore, **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** contains a commitment to enhance 10 ha of acid grassland which will be to be managed in an enhanced manner for 10 years. This commitment is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Suffolk Coastal Friends of the Earth	The proposed landfall: You now propose that the landfall where cables would reach the shoreline should be between Aldeburgh and Thorpeness. It would be hard to find a less suitable place. This is directly adjacent to the Sandlings Special Protection Area (SPA) of European importance for its bird life, the Leiston-Aldeburgh Site of Special Scientific Interest (SSSI) of national importance for its wildlife, and the North Warren RSPB reserve which is also special for the abundance of its birds and other wildlife. These would all be subject to ongoing noise and disturbance during the construction work. Yet you consider that impacts would be insignificant. This is deeply concerning as you give the impression that impacts will not be properly assessed. The beach itself is part of County Wildlife Site (CWS) Suffolk Shingle Beaches, designated in particular for its rare plants such as sea pea and yellow horned poppy. There seems to be no recognition of the local importance of this beach. In fact, vegetated shingle beaches are rare globally and we have some of the best in the UK including this one. How would the beach be restored afterwards, if at all? Would seeds be kept for replanting? Any damage here would have to be added to that caused by the	N	National Grid acknowledges the sensitivity of the mentioned sites. Separate assessments of the Sandlings SPA and the Leiston to Aldeburgh SSSI as well as details of the necessary mitigation is included within **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. Trenchless methods will be used to minimise disruption. The commitment to a trenchless construction solution is secured through Requirement 6 of Schedule 3 of the draft DCO **(Application Document 3.1**).

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	construction of Sizewell nuclear power stations, including the proposed Sizewell C.		
Suffolk Wildlife Trust	We welcome NGET's commitment to delivering Biodiversity Net Gain (BNG) but note that a gain of 10% as mentioned in the consultation documents is within the standard range of statistical uncertainty for most ecological studies. Indeed, Defra acknowledge that a 10% gain is the minimum to have a reasonable level of confidence in achieving 'no-net-loss' of biodiversity. It is not enough to provide confidence in achieving a significant and meaningful increase in biodiversity.	N	A Biodiversity Net Gain assessment has been undertaken and is presented within **Application Document 6.12 Biodiversity Net Gain Feasibility Report**.
Suffolk Wildlife Trust	Once inland we note that a preliminary survey of the route has now been undertaken and published. We note that County Wildlife Sites (CWS) currently within the cable route corridor have been identified. It is detailed that potential impacts on Great Wood CWS will be avoided, and our expectation is that works will suitably avoid impacts to all CWSs. A diverse range of priority habitats, such as deciduous woodland, traditional orchards, acid grassland, and hedgerows also lie within the wider corridor boundary. These habitats provide landscape connectivity and support a huge variety of important wildlife. Detailed assessment of their ecological value, including for protected and priority species (Species of Principal Importance) such as bats, birds, and reptiles, is essential in determining a specific route and schedule of works. We welcome that fact that the potential for direct and cumulative impacts on such habitats is considered within the Preliminary Environmental Information Report, and again look to ensure that where possible impacts are avoided, mitigated, and compensated for in line with the mitigation hierarchy. Where compensatory measures are required for unavoidable residual ecological impacts (including temporary impacts) after mitigation has reduced these as far as possible, their design and location should be informed by expert advice and such strategies and plans as exist to help prioritise and target nature conservation and recovery activities. While we support the creation of new woodland and hedgerows highlighted within the Preliminary Environmental Information Report, we note also the exceptional value and opportunities to restore and enhance other habitats present in this area of Suffolk, including open habitats such as heathland and acid grassland associated with the Suffolk Sandlings SPA. We note that further surveys, informed by habitat suitability assessments, to determine the presence or absence of dormice will be undertaken. We encourage these surveys to follow standard methodology, but also highlight that dormice vocalisations can be picked up on devices used for monitoring bat activity, and therefore urge that consideration for the potential for dormice to be recorded on such devices is given during sound analysis. Obtaining presence data for dormice, rather than assuming presence, will give far	N	National Grid can confirm that impacts on Great Wood CWS can be avoided, and no other local wildlife sites will be significantly affected by the Proposed Project. Impacts from construction of the onshore cable on the RSPB Reserve, Leiston-Aldeburgh SSSI and Sandlings SPA have all been considered in the design, construction methods and programme for the Proposed Project. This assessment has been discussed with Natural England, Suffolk Council and East Suffolk Council. This includes an assessment of disturbance impacts on the designated sites and wildlife generally. A full suite of ecological surveys has been undertaken including for bats, birds and reptiles. The Proposed Project is committed to not only mitigating its effects but delivering 10% Biodiversity Net Gain in the long term. The Proposed Project will result in net increase in woodland and wetland habitats around the Converter Station and Substation, will deliver biodiversity enhancements along the River Fromus, is committed to enhancing and securing management of areas of acid grassland in the area beyond the duration of construction and will be securing favourable long-term management of areas of arable land for wildlife such as skylark.

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	greater confidence in monitoring the outcomes of any mitigation and compensation measures.		
Westgate and Garlinge Action Group Against Housing Development on Farmland	We do not support the proposal to develop the Stour Valley and Minster Marshes to build a huge electricity converter station on Minster Marshes in Thanet, Kent because this is a precious wildlife habitat. This is a nature rich site which is close to an area of special scientific interest (SSI), which is an important stop off area for over-wintering birds. Species such as jack snipe, skylarks (which are on the red list and are already under pressure from mass housing developments being built on Thanet's best and most versatile farmland), woodcock, breeding turtle doves the fastest declining bird species in the UK, black stork, common crane, curlews and many other birds. The Stour Valley is one of the most important places for wildlife in Kent. The area proposed for the converter station to be built has an abundance of animals, birds, pollinators, flora and fungi. It is a unique ecosystem and should be protected not built on. The area is important to such birds and animals as native owls, peregrine falcon, ravens, grass snakes, lizards, slow worms, newts, bats, brown hare and many plant species as well. The infrastructure required will also have a negative impact on wildlife, the roads, lighting which will impact nocturnal species of birds and animals and overhead powerlines.	N	National Grid acknowledges the ecological sensitivity of Minster Marshes. A detailed impact assessment is provided in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. The impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. It is of note that Minster Marshes is not designated as a SSSI and is not a protected site. The impact of multiple projects in the area is assessed in **Application Document 6.2.2.13 Part 3 Kent Chapter 13 Inter Project Cumulative Effects**. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Sandwich Environmental Conservation Group	Sandwich Environmental Conservation Group feel that as a group we would welcome a project to aid the transition from fossil fuels to clean energy in Kent, however we cannot support a project that destroys a large area of precious natural habitat. This area is of vital importance to a vast number of our endangered plant and animal species, it also acts as a valuable natural carbon sink. Minster marshes will suffer immeasurable damage as this is being proposed alongside other projects that are close by and which will almost certainly impact on the area which is of great importance as an SSSI site. The combined proposals of this construction and the already agreed Grid stability plant (F/TH/23/0170), Battery plant (F/TH/22/0579) and the Lattice Mast removal (F/TH/23/0093) work and installations will add significant noise and light pollution to the area adversely affecting the ability of many creatures to forage and hunt as well as depleting the area over which they can do this, destroying the very things that they need to survive. Much of Thanet has had its habitat destroyed with the construction of houses and the infrastructure that goes with them, Minster marshes are one of the few remaining valuable refuges for our fellow wild creatures. An ecological disaster could well result please reconsider and find a more suitable site.	N	National Grid acknowledges the ecological sensitivity of Minster Marshes. A detailed impact assessment is provided in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. The impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. It is of note that Minster Marshes is not designated as a SSSI and is not a protected site. The impact of multiple projects in the area is assessed in **Application Document 6.2.2.13 Part 3 Kent Chapter 13 Inter Project Cumulative Effects**. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).

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Kent Wildlife Trust	Disturbance to wildlife needs to be assessed in detail. During the site meeting, and outlined within our original response, KWT provided National Grid and their ecologists with the basic minimum survey effort we would expect to see for Pegwell Bay to enable a detailed assessment of the impacts to ensure appropriate bespoke mitigation can be provided. Prerequisites included: - Breeding and wintering bird surveys, as well as monthly intertidal, subtidal and supratidal bird surveys of Pegwell Bay to understand how birds are using the habitats for foraging and roosting throughout the tidal cycle, including species specific turnstone and golden plover surveys as these are the two named feature species of the Thanet Coast and Sandwich Bay SPA. Nocturnal surveys for golden plover should be undertaken, as they use farmland at night and therefore there is potential for the species to use agricultural fields assigned for the terrestrial cable route. - Detailed EcIA of functionally linked land (FLL) at Minster Marshes is needed as these habitats may support birds for which the SPA is designated. Non-designated landmust also be surveyed for birds, as some species move frequently between habitats. - Marine mammal surveys, particularly for seals as the Sandwich to Pegwell Bay National Nature Reserve (NNR) is a seal haul out location which is used all year round. The effects of underwater noise and displacement of prey also needs to be considered. - Invertebrate surveys of the saltmarsh and mudflats to better understand how it will respond and recover from the impacts. A healthy invertebrate community supports the structure and function of the habitats within the SPA, as well as providing food for many species of importance. - It is understood that even with HDD, it would include a construction period of several months, therefore there needs to be a comprehensive understanding of how this will impact and disturb all marine life and birds. - KWT requested early on that a list of the proposed ecological surveys were provided to us, to avoid delays due to absence of data that we need to adequately assess the impacts to our Nature Reserve.	N	Following consultation with Kent Wildlife Trust, marine mammal surveys of seals have been undertaken in Pegwell Bay. During these surveys, National Grid maintained contact with Kent Wildlife Trust to ensure it is targeting the correct areas. The data from these surveys has been used in the assessment in **Application Document 6.2.4.4 Part 4 Marine Chapter 4 Marine Mammals**. This Chapter alongside **Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish** assesses impacts of underwater noise. The construction period at the Kent landfall has been considered fully within these assessments. **Application Document 7.5.2 Outline Offshore Construction Environmental Management Plan** outlines the construction period of the Offshore Scheme in further detail. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Kent Wildlife Trust	From reviewing the consultation documents, it is disappointing to see that the vast majority of our previous concerns have not been addressed. A meeting between National Grid and KWT was held on 5th December 2023 to discuss these concerns and request further clarity on information provided within the PEIR. Whilst there were some reassurances around the ongoing bird surveys, KWT still have large concerns that at this stage of the Project's timeline, National Grid are unable to fully commit to trenchless techniques. It is also disappointing to learn that the complete survey results, detailed mitigation, and Environmental Statement are intended to not be published for an additional round of consultation and that		National Grid can confirm that geotechnical investigation has established that trenchless methods are appropriate for traversing RSPB North Warren and the SSSI, and these confirm the depth of the of bore (see Appendix A of **Application Document 7.3 Design Development Report**). The DCO will therefore not include an option for surface trenching in the SSSI. Further information on the construction methodologies is available within **Application Document ES 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. National Grid acknowledges the potential impacts of the Proposed Project on terrestrial ecology and has undertaken a rigorous impact assessment in line with guidance and legislation which has taken into consideration statutory designations. An extensive programme of environmental surveys has been undertaken including for breeding and non-breeding birds, reptiles, invertebrates, badger, riparian mammals,

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	these will be provided with the Development Consent Order (DCO). It is understood however, that stakeholder meetings will be held in 2024 to discuss some of the omitted information. KWT strongly advise that a further public consultation ahead of the DCO submission is held to allow the public the opportunity to review this information. The purpose of the PEIR is to enable the local community, stakeholders, and government bodies to understand the likely significant environmental effects of an NSIP. The PEIR should present information on significant environmental effects, preliminary survey data and proposed mitigation to avoid and reduce such effects. This is to support consultees in developing an informed view of the Project and provide an assessment of impacts and the appropriateness of the proposed mitigation. Therefore, it is unacceptable that the vast majority of ecological surveys have not been undertaken and therefore no assessment on the likely impacts can be addressed, nor can survey data be used to inform the Project route. Likewise, no detailed mitigation has been presented at this stage and therefore consultees are unable to assess the suitability/validity of the mitigation until it is published within the DCO. Overall, KWT are not confident with National Grid's preliminary assessments and strongly urge that a more detailed PEIR is submitted once all the survey data has been collected, to adequately inform their proposed route and mitigation. Please note that our comments reflect only of the proposals and impacts to Kent and not of the scheme in its entirety.		dormice and plants. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce ecology and biodiversity impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. Mitigation measures are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO **(Application Document 3.1**). Since Statutory consultation, National Grid has held two further rounds of engagement, updating stakeholders with design information and additional Preliminary Environmental Information. These stages of consultation are summarised in **Application Document 5.1 Consultation Report**.
Kent Wildlife Trust	Regarding Margate and Long Sands SAC, more clarification is needed as to whether Annex I habitat 'sandbanks which are slightly covered by sea water all the time' are being directly impacted. We note that this habitat is within the Offshore Scheme, however from our understanding, these habitats fall outside of the Margate and Long Sands SAC with National Grid stating, "it is not specifically protected under any designated site." National Grid have stated that "rock placement is not being considered in any areas of designated Annex I habitat" despite confirming Annex I habitat 'sandbanks which are slightly covered by sea water all the time' being present. The scheme should avoid all Annex I habitats, regardless as to whether these habitats are within, or fall out of the Margate and Long Sands SAC. To quantify the cumulative impact from offshore development this kind of information is important to track change of the seabed and to properly assess the impacts.	N	The potential impacts on marine biodiversity have been assessed in the Proposed Project Environmental Statement. Details are contained in **Application Document 6.2.4.4 Part 4 Marine Chapter 4 Marine Mammals, Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish Ecology, Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology and Application Document 6.6 Habitats Regulations Assessment Report**. A detailed routeing and siting study was undertaken to ensure the complete avoidance of the Annex 1 habitat features within both Margate and Long Sands SAC. Based on feedback received at Statutory consultation, the marine cable has been re-routed to avoid the Goodwin Sands Marine Conservation Zone. This will avoid direct impacts, and reduce impacts to the known and potential benthic receptors located within the area including *Sabellaria spinullosa* and *Mytilus edullis*. Further details are contained in **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**. **Application Document 6.4.3.11 Offshore Scheme Inter-Project Cumulative Effects** contains an assessment of the potential cumulative impacts of the Proposed Project with other projects in the area.
Kent Wildlife Trust	Terrestrial Impacts The proposed terrestrial corridor route for the overhead cables and converter and substation will directly impact Sandwich Bay and Hacklinge Marshes SSSI, Ash Level and South Richborough Pasture Local Wildlife Site (LWS) and Woods and Grassland Minster Marshes LWS. These direct impacts include loss of 13.6ha of FLL within Minster Marshes, loss of habitats of regional	N	The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce ecology and biodiversity impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	importance (hedgerow, broadleaved woodland, ditches), loss of scrub habitat of local importance, loss of Priority Habitats and land drainage. In our previous response we requested an EcIA to understand all direct and indirect impacts to the terrestrial habitats. However, only a preliminary assessment has been made, which highlights significant risks to the River Stour, Minster Stream, lowland mixed broadleaved woodland and hedgerows. From reviewing Appendix 1.4.F Outline Schedule of Environmental Commitments and Mitigation Measures we note that commitment to some mitigation measures have been outlined such as: • Maintaining a suitable buffer between the converter and substation with Sandwich Bay to Hacklinge Marshes SSSI • Ensuring the haul route is located beyond the root protection zone of the SSSI boundary • Install noise and visual disturbance screening measures • Remove hedgerows in sections, retaining intact root balls where possible • Deliver at least 10% biodiversity net gain (BNG) It is understood that these proposed measures will be secured through the Construction Environment Management Plan (CEMP) which will be submitted as part of the DCO. At this stage, there is not enough information to fully review the impacts and proposed mitigation and therefore we urge that a detailed EcIA is provided before the submission of the DCO.		Meetings have been held with Natural England where the approach to addressing loss of functionally-linked land for golden plover has been discussed at length. Various strategies have been discussed with Natural England. Options, including the possibility of creating new wetland south of the River Stour have been explored, but technical challenges identified in the course of discussions led to an alternative approach being pursued (discussed and agreed in principle with Natural England) to instead enhance an area of arable land close to the coast for non-breeding golden plover. There are extensive proposals for woodland and grassland planting around the converter station and new wetland creation in the same locations. An extensive programme of environmental surveys has been undertaken including for breeding and non-breeding birds, reptiles, invertebrates, badger, riparian mammals, dormice and plants. A rigorous impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. The Proposed Project is also committed to achieving 10% Biodiversity Net Gain. Further details relating to the ecology assessment are contained in **Application Document ES 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity and Application Document 6.6 Habitats Regulations Assessment Report**. Further details regarding Biodiversity Net Gain are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**. The mitigation measures proposed can be found in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** submitted with the application for development consent. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Note that the outline Schedule mentioned has been extensively updated for DCO submission.
CPRE Kent	Specifically, and based on the limited information that is available now, the primary grounds on which we object to the proposed converter station and adjacent substation are as follows: Having considered the relevant section PEIR4, it is extremely concerning to note that survey work is ongoing or has yet to commence for most receptors. Despite this, it is already acknowledged that effects have the potential to be significant for specific terrestrial ecology receptors through the permanent and direct loss of specific habitats and bird habitats (amounting to 13.6 ha of arable land), plus the removal of 310 m of hedgerow and temporary removal of approximately 2,000 m2 of bankside ruderal vegetation. It is similarly accepted that while the entire fields will not be occupied by the Proposed Project, they will effectively cease to support significant non-breeding bird assemblages. We would suggest that this would also be the case far beyond the draft order limits given the scale of the proposed project.	N	Since the production of the PEIR as part of the EIA, an extensive programme of environmental surveys has been undertaken including for breeding and non-breeding birds, reptiles, invertebrates, badger, riparian mammals, dormice and plants. A detailed impact assessment is provided in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. National Grid recognises the importance of the English East Coast and its coastal wetlands as being globally important for migratory waterbirds using the East Atlantic Flyway which extends from the Arctic to South Africa. The importance of the English East Coast and these wetland sites is reflected by a series of existing protected nature conservation areas, designated for their international importance, including SPAs and Ramsar Convention Wetlands of International Importance and underpinned by other national designations such as SSSIs. Detailed assessments are provided in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 3 Ecology and Biodiversity, Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity, Application Document 6.2.4.5 Part 4 Chapter 5 Ornithology and Application Document 6.6 Habitats Regulations Assessment Report**, which consider the

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	In terms of the surveys that have been undertaken, these have already identified significant ornithological features. Most notably this includes a survey during winter 2022-23 when a significant assemblage of golden plover (700 birds) was recorded on a single survey visit in December 2022. Consequently, it is already accepted that the proposed site is functionally linked to Thanet Coast & Sandwich Bay SPA. It is noted that other Red-listed birds including hen harrier, ringed plover, lapwing, dunlin, ruff, black-tailed godwit, whimbrel, curlew, turtle dove, skylark and twite have been recorded there, sometimes in notable numbers.		impacts of the scheme on important sites for waterbirds and waterbird populations, and thus the relevant components which contribute to the East Atlantic Flyway. Mitigation measures are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO **(Application Document 3.1**).
CPRE Kent	Despite this, avoidance measures do not appear to be being considered in line with and as required by the mitigation hierarchy. Instead, we are advised in vague terms that a Biodiversity Management Strategy will be produced to accompany the Development Consent Order once the impact assessment process is complete at the ES stage. Likewise, there is a similarly vague commitment to “investigate” mitigation opportunities to deliver long-term improvements to offset the permanent loss of fields currently used by nonbreeding golden plover and to enhance the Stour corridor. Overall, it is concluded that the loss of these fields will require offsetting, yet no firm details of this are provided.	N	National Grid is rigorously assessing the Proposed Project’s impact on terrestrial biodiversity and the environment, adhering to the "mitigation hierarchy" by avoiding, minimising, restoring, and offsetting impacts. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
CPRE Kent	With respect to other fauna (reptiles, bats, riparian mammals, dormice, invertebrates, fish), again the impact is currently unknown on the basis that surveys are ongoing or will be undertaken in 2024. It is, however, acknowledged that potential impacts include direct loss (temporary or permanent) of habitats, spillages and introduction of non-native species, and killing and injury of fauna. The PEIR in this respect concludes “it is impossible to identify the relative importance of the habitat within the survey area for other faunal groups”.	N	Since the production of the PEIR as part of the EIA, an extensive programme of environmental surveys has been undertaken including for breeding and non-breeding birds, reptiles, invertebrates, badger, riparian mammals, dormice and plants. A detailed impact assessment is provided in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
CPRE Kent	While it can be accepted that the NSIP process is necessarily an iterative process to a degree, the difference here is that we are being told there is only this one possible option for Kent, yet even baseline ecological and environmental information is seemingly unknown. Further, where significant effects are anticipated, avoidance measures are not being considered; details and therefore effectiveness of mitigation are unknown, as is also the case with respect to compensatory measures. On this basis, it is impossible to be able to conclude that the proposed location is the right location in terms of ecological and biodiversity impact.	N	As part of the ES, National Grid has undertaken an extensive programme of environmental surveys (not available at the time of Statutory consultation) including for breeding and non-breeding birds, reptiles, invertebrates, badger, aquatic wildlife, riparian mammals, dormice and plants. As part of the Proposed Project, National Grid is also providing habitat enhancement along the banks of the River Stour, woodland and wetland habitat creation will take place around the Converter Station and Substation and off-site arable land will be enhanced for wintering and breeding birds such as skylark and golden plover. Connectivity for wildlife will be preserved around the Converter Station and Substation by retention and enhancement of boundary features such as hedgerows, ditches and woodland. The Proposed Project has committed to achieving 10% Biodiversity Net Gain and that will involve contributions to delivering strategic biodiversity schemes in Kent. As part of the Proposed Project, National Grid is also providing habitat enhancement along the banks of the River Stour, woodland and wetland habitat creation will take place around the converter station and substation and off-site arable land will be

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			enhanced for wintering and breeding birds such as skylark and golden plover. There will thus be a net increase in woodland and wetland in the area as a result of the Proposed Project. Where artificial features are to be retained in the landscape away from the Converter Station (i.e. culverts to support the permanent access road) these will be designed to ensure continued passage of water voles and eels. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Thanet Green Party	Thanet is one of most nature depleted places in UK, and the UK one of the most nature depleted in the world, coming 189th out of 200 in a recent survey. Thus, it is particularly important that we do everything we can to preserve and enhance nature in this area. The Minster Marshes are one of last wild places in Thanet– 75 acres of largely undisturbed scrubland hugely rich in wildlife which will be disturbed or destroyed by this project. They form a vital wildlife corridor at the side of Pegwell Bay. The area includes long-established breeding sites for herons & egrets, ravens and peregrines. Nightingales, which are in severe decline, breed here – one of very few places in Kent. The disused railway line that used to deliver coal & coke to the old Richborough power station has rewilded and become important corridor for bats. All of this is threatened by Sealink - as quite apart from the impact of the construction phase, if the converter station is built, we understand it will be 100 feet high, occupy 15 acres, be lit until 10pm and emit noise. We believe the likelihood of this area remaining any kind of wildlife haven is negligibly small. Wildlife living in the Marshes area includes: herons, egrets, buzzards, cormorants, swans, peregrines, ravens, foxes, yellow wagtails, water voles, kestrels, green hairstreak butterflies, grass snakes, long eared owls, cuckoos, turtle doves, pipistrelle bats, nightingales, sedge warblers, small copper butterflies, bee orchids, lizard orchids, slow worms, damselflies, kingfishers, barn owls, tawny owls, badgers, yellowhammers, skylarks, little owls, tawny owls, golden plovers, beavers… Natural England has recognised the vital importance of this area and has been working with local farmers on wildlife projects for some years. These have included creating scrapes for wading birds, encouraging beaver dams, strengthening valuable hedgerows and creating 30 hectares of habitat for bumblebees. In your submission to Secretary of State and your public documentation on this project you make no mention of the Environmental Stewardship scheme taking place in this area.	N	National Grid acknowledges the ecological sensitivity of Minster Marshes and Pegwell Bay. A detailed impact assessment is provided in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. The impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. It is of note that Minster Marshes is not designated as a SSSI and is not a protected site. National Grid has a duty to balance the need to be economic and efficient, whilst also having regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality, including a dark skies policy pertaining to use of lighting on new infrastructure. The assumptions made about the lighting design that have informed the landscape and visual impact assessment are set out in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. Consideration of the landscape and visual effects of light pollution and the presence of new infrastructure in the landscape during construction and operation is presented in **Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment, Application Document 6.3.2.1.D ES Appendix 2.1.D Visual Amenity Baseline and Assessment, Application Document 6.3.3.1.C ES Appendix 3.1.C Landscape Designation and Landscape Character Assessment and Application Document 6.3.3.1.D ES Appendix 3.1.D Visual Amenity Baseline and Assessment**. An indicative assessment of operational noise from the Converter Station, based on current design information, is presented in **Application Document 6.3.3.9.D Operational Converter Station Noise Assessment**. With standard embedded mitigation measures, the impact of operational noise from the proposed Saxmundham Converter Station on all nearby Noise Sensitive Receptors, has been assessed as having a small magnitude impact, during both daytime and night-time periods, taking account of context. This would result in a minor adverse effect at all nearby Noise Sensitive Receptors, which is considered to be not significant. The assessment is indicative for the purpose of demonstrating that significant adverse effects can be avoided. The assessment is based on early design information and

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			standard noise mitigation measures. Further detailed design would be undertaken by the developers, including consideration of specific noise mitigation measures. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Where stewardship agreements are in place, implications for the agreement holder in terms of any necessary relocation of options, derogations, pay back of grant funding, scheme penalties, etc. will be dealt with through compensation agreements.
Ramsgate Town Council	Please may I provide the following comments in response to the plan by National Grid Electricity Transmission (NGET) to progress the proposed Sea Link; a new 2 gigawatt (GW) high voltage direct current (HVDC) cable link between Suffolk and Kent, approximately 145 kilometres (km) long and predominantly offshore: * The applicant must provide detailed plans for how they will achieve net biodiversity gain. * The flood risk is not fully considered or understood by the applicant. * The development is not appropriate on a Site of Special Scientific Interest (SSSI), Ramsar (internationally designation wetland site), Special Protected Area (SPA) and Special Area of Conservation (SAC). * There is a high risk of negative impact on nature conservation and protected species. * Noise and disturbance resulting from the proposed development will be detrimental to residents and wildlife. * Permanent loss of trees and hedges is not acceptable.	N	A BNG assessment has been undertaken and is presented within **Application Document 6.12 Biodiversity Net Gain Feasibility Report**. A detailed flood risk assessment has been conducted within **Application Document 6.8 Flood Risk Assessment**. The flood risk assessment involves detailed modelling and assessment, and accounts for the impacts of climate change on flooding. National Grid acknowledges the importance of designated sites and these have been considered within **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. The importance of trees and hedgerows is acknowledged by National Grid and minimising the removal of hedgerows has been a key part of the iterative design process. The potential impacts on hedgerows have been included in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. Mitigation measures relating to replacement of hedgerows are also contained herein. **Application Document 6.10 Arboricultural Impact Assessment** details how trees located within and immediately adjacent to the Order Limits will be protected and what mitigation measures are embedded in the design to offset the loss of trees. Impacts relating to excessive noise are considered in **Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration**. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
RSPB	The RSPB remains seriously concerned that the Sea Link proposals are a considerable threat to RSPB North Warren and the Leiston-Aldeburgh Site of Special Scientific Interest (SSSI) in Suffolk and Thanet Coast and Sandwich Bay Ramsar, Thanet Coast and Sandwich Bay Special Protection Area (SPA), Sandwich Bay Special Area of Conservation (SAC) and Sandwich Bay to Hacklinge Marshes SSSI in Kent. We are extremely disappointed that infrastructure development has been proposed within important wildlife sites. National Grid should consider how impacts on important wildlife sites can be avoided and mitigated as far as possible, in line with the mitigation hierarchy. This should include consideration of alternative options to avoid sensitive areas. We do not agree that this approach has been adequately demonstrated thus far and therefore we object to the proposals in their current form.		National Grid acknowledges the mentioned designated sites which have been taken into account in the Proposed Project EIA. Extensive consultation with key stakeholders such as Natural England, Environment Agency, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. The assessment of impacts on biodiversity are contained in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity and Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
RSPB	Biodiversity Net Gain (Suffolk Area)	N	The Proposed Project is committed to achieving 10% Biodiversity Net Gain. Further details relating to the ecology assessment are contained **in Application Document**

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	We welcome the commitment in the PEIR, Vol. 2, Part 1, Appendix 1.4.F Outline Schedule of Environmental Commitments and Mitigation Measures to deliver net gain by at least 10% or greater on this project. Given the significance of the proposals, we request that consideration is given to a more ambitious net gain target of 20%. This project has potential to contribute to the conservation of important farmland bird species, including Turtle Dove. We recommend that habitat enhancements consider planting targeted at providing nesting, foraging and watering habitat for farmland birds, where appropriate. Further details of the types of measures that could be employed can be found on the Operation Turtle Dove website. The project also passes through areas that are of importance for breeding waders and therefore this suite of species could be a relevant target for environmental enhancements. It is, however, important that any enhancements targeted at breeding waders are clearly additional to any works required as mitigation for impacts on these species. The Suffolk Wader Strategy is led by a partnership of organisations working together to improve habitat management and increase populations of breeding waders in Suffolk, both on nature reserves and in the wider landscape. The project could consider supporting such work as part of its aspirations for environmental enhancements. Further details are available on the SWS website We would be pleased to advise further should BNG proposals targeted at farmland birds or breeding waders be developed.		**ES 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity and Application Document 6.6 Habitats Regulations Assessment Report**. Further details regarding Biodiversity Net Gain are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**.
RSPB	2016 Review of Special Protection Areas In respect of land with potential functional links to nearby SPAs we draw your attention to the 2016 UK review of Special Protection Areas9. The need to extend the UK's protection for scarce birds was set out in the third review of the UK's terrestrial Special Protection Area network, published by JNCC in 2016. This SPA Review examined whether existing SPAs sufficiently met the ecological needs of Annex 1 and regularly occurring migratory species. The review outlined that the current suite of SPAs is considered insufficient for many species. As a result, any potential impacts on the SPA and its associated species should be avoided, including on FLL. The SPA Review also looked at the boundaries of existing sites to assess whether they meet the needs of the species they are designated to protect. This included consideration of habitats outside the current SPA boundaries that species are reliant on. The RSPB strongly advises that the findings of the SPA Review are fully taken into account for any surveys or decisions associated with the potential cable route. This will ensure that recognised important sites for nature can be properly considered alongside the existing SPA citations in survey and monitoring, impact assessment and decision-making, as clearly intended by the SPA Reviews.	N	Meetings have been held with Natural England where the approach to addressing loss of functionally-linked land for golden plover has been discussed at length. Various strategies have been discussed with Natural England. Options, including the possibility of creating new wetland south of the River Stour have been explored, but technical challenges identified in the course of discussions led to an alternative approach being pursued (discussed and agreed in principle with Natural England) to instead enhance an area of arable land close to the coast for non-breeding golden plover. Further details are contained in **Application Document 6.6 Habitats Regulations Assessment Report** and the mitigation measures proposed can be found in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** submitted with the application for development consent. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).

Table 1.3 Cultural heritage

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Feedback form			
Q1 Do you have any comments to make about the principle of reinforcing the network between Suffolk and Kent?			
Local community	It is clear that reinforcing the network between Suffolk and Kent is necessary. However, the choice of Pegwell Bay and Minster Marshes to locate the development is wholly inappropriate. Pegwell is an SSSI and also one of the most important historic sites in the country being where Julius Caeser landed in 54 BC, where the Angles and Saxons landed to create England and where St Augustine brought Christianity. If there was ever a site worth protecting this is it.	N	National Grid acknowledges the potential for adverse impacts on historic sites. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce cultural heritage impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as the sensitive routeing and siting of infrastructure and temporary works. Impacts on cultural heritage from the Kent Onshore Scheme are assessed within **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Q2 What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously?			
Local community	The Sternfield site is a madness. My family have lived there for generations. My great grandfather was Rector of Sternfield Church. It's a pretty un spoilt historic village with abundant wildlife. Who is their right mind would support it as a good location for industry?	N	The potential for impacts on the setting of heritage assets was discussed with key stakeholders including East Suffolk Council and Historic England, and as part of this procedure, a list of assets to be fully assessed was agreed. The final assessment within **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage** has been informed by the Proposed Project design and construction methodology outlined within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. Impacts on the setting of heritage sites is also considered in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Q3 What do you think about our proposal to connect into the existing network via the proposed Friston substation?			
Local community	We feel for the residents of Friston you are intending to ruin a medieval village.	N	The location and sensitivity of the Friston Substation site is acknowledged and is referred to within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. Impacts on the setting of heritage assets have also been assessed and are detailed in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**. The judicial review challenges at the Friston Substation have now been rejected by the Court of Appeal. Impacts on traffic are assessed in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** and impacts of noise are assessed in **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration**. In agreement with the Planning Inspectorate, the impact of the operation of switchgear was scoped out of the EIA. However, indicative assessments undertaken of operational noise from auxiliary equipment within the proposed Friston Substation and alterations to overhead lines has been conducted at the request of East Suffolk Council. The assessments indicate that operational noise from auxiliary equipment within the proposed Friston Substation and alterations to overhead lines would not be significant.
Local community	Friston is a medieval village so why are you proposing to destroy this area of outstanding beauty.	N	
Local community	This is a rural hamlet and a medieval village which will be ruined by these proposals.	N	
Local community	The proposed substation at Friston has 2 outstanding Judicial Reviews. The area is very rural, with narrow lanes, unsuitable for heavy good traffic. The close proximity to listed buildings, and the medieval village will cause considerable distress and disturbance particularly during the construction phase, and the on-going noise particularly from the switchgear during operation.	N	
Q8 What do you think about our proposed landfall between Aldeburgh and Thorpeness?			

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Local community	There are also possibly important Roman remains, etc.	N	National Grid has engaged with Historic England and Local Authorities to inform understanding of potential impacts of the Proposed Project on the historic environment. This has been supported by extensive survey work, ground investigations and trail trenching. As part of the ES that accompanies the DCO application, National Grid has undertaken an assessment of the potential impacts on marine archaeology to include physical disturbance activities causing direct damage and/or loss of heritage receptors on and below the seabed, and physical disturbance activities causing changes to hydrodynamic and sedimentary regimes leading to sediment reduction on the seabed and scour, causing adverse indirect effects on seabed heritage receptors. Furthermore, the assessment has considered works that would change affect the setting of a known heritage receptors and the character of the historic seascape. These assessments have been undertaken using archaeological specialists in line with recognised good practice guidance documents. The results of the assessment are found in **Application Document 6.2.4.6 Part 4 Marine Chapter 6 Marine Archaeology**. A number of sources of primary and synthesised information were consulted for the assessment which are contained in **Application Document 6.3.4.6.A ES Appendix 4.6.A Marine Archaeological Technical Report**. The assessment did not identify any potential significant adverse effects of the Proposed Project on marine archaeology. The impact of the Suffolk Onshore Scheme on archaeological sites has been considered in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 2 Cultural Heritage**. Baseline surveys have been conducted and a review of secondary information made. Details are contained in **Application Document 6.2.2.3.A ES Appendix 2.3A Archaeological Baseline Report**. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	It is also an important un-investigated archaeological site being the original Aldeburgh haven/harbour, the origins of which are below the church. By drilling through you will destroy any artefacts. You will also be entering at the original haven entrance which will cause more problems than you realise.	N	
Local community	It also damages the historic Thorpeness village.	N	The potential for impacts on the setting of heritage assets was discussed with key stakeholders including East Suffolk Council and Historic England, and as part of this procedure, a list of assets to fully assess was agreed. Details are contained in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 2 Cultural Heritage**. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Q12 What do you think about our proposed landfall at Pegwell Bay?			
Local community	Your material does not make any reference to the protection of the historic sites. This needs to be more explicit.	N	National Grid acknowledges the potential for adverse impacts on historic sites. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce cultural heritage impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as the sensitive routeing and siting of infrastructure and temporary works. Impacts on cultural heritage from the Kent Onshore Scheme are assessed within **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**. Impacts on terrestrial biodiversity related to the proposed landfall at Pegwell Bay are discussed in Table 1.2 and landscape and visual impacts are discussed in Table 1.1 of this Appendix and the assessments are contained in **Application Document 6.2.3.2 Part 3**
Local community	The area is one of the archeologically most fascinating and under researched areas of England. Appropriate care should be taken.	N	
Local community	Look at all the historical areas which this has the potential to disturb!	N	
Local community	Pegwell Bay is of national and international historic and environmental significance.	N	

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Local community	This is absolutely not a good idea. You are destroying wildlife and nature and our cultural heritage your also destroying a historical important area linked to ww1.	N	**Kent Chapter 2 Ecology and Biodiversity and Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	A bay painted by William Duce 1858 and held in The Tate Gallery, a bay with a rich history. It's priceless. Please don't slap a landfall point there…that's not a great legacy is it?	N	
Local community	St Agustine, and, separately, the Romans arrived in Britain at this location. Your plans risk destroying for ever a natural landscape that should be sacrosanct, religiously, historically and for its natural landscape.	N	
Local community	Pegwell Bay is a completely inappropriate site for these works. It's a protected site for wildlife, both marine and terrestrial, and as the map shows it's also a site of significant historical interest - it's where both St Augustine and Julius Caesar are supposed to have landed. For both reasons it should be protected from interference of this kind.	N	
Local community	Appalled! You intend to disrupt a SSSI and RAMSAR site as well as the entry point to mainland England for St Augustine, Roman, Saxon and Viking Traders - and the EH site of Richborough Fort - a remaining Roman fortified settlement.	N	
Q13 What do you think about our proposed HVDC cable route in Kent?			
Local community	Concerned about the St Augustine's site and any archaeological remains buried along the boarded groyne.	N	National Grid acknowledges the potential for adverse impacts on historic sites. The potential for impacts on heritage assets was discussed with key stakeholders including East Suffolk Council and Historic England, and as part of this procedure, a list of assets to fully assess was agreed. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce cultural heritage impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as the sensitive routeing and siting of infrastructure and temporary works. Impacts on cultural heritage from the Kent Onshore Scheme are assessed within **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	What impact will the proposed plans here on the historic site of the leading of the season and of St Augustine.	N	
Local community	You will ruin an historically important site (Ebbsfleet) and the beautiful unspoilt countryside and associated wildlife.	N	National Grid acknowledges the potential for adverse impacts on historic sites. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce cultural heritage impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as the sensitive routeing and siting of infrastructure and temporary works. Impacts on cultural heritage from the Kent Onshore Scheme are assessed within **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	The proposed cable route appears to be very close to where archaeologists found evidence of a large Roman Fort at Ebbsfleet and of the landing of Julius Caesar at Pegwell Bay. Has disturbance of the ground there been taken into consideration?	N	
Local community	From what I can see, the cable route passes near/through/under some very ancient and important historic monument sites notably the landing sites of the Saxons and Romans.	N	

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Local community	This is going to be damaging to large areas of land with huge historical interest of the first landings of the Romans, Christian's and Vikings to the UK. This cannot happen.	N	National Grid acknowledges the potential for adverse impacts on historic sites. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce cultural heritage impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as the sensitive routeing and siting of infrastructure and temporary works. Impacts on cultural heritage from the Kent Onshore Scheme are assessed within **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	One of the main concerns here is the archaeological element and the local Archaeological Society should be involved in any major digging across this site. They should be consulted before any work takes place to establish any conditions they would require.	N	During the construction phase of the Proposed Project, National Grid has committed to Archaeological Watching Brief which will be undertaken in pre-agreed areas of archaeological potential/features. The scope of work will be agreed with heritage stakeholders (including the relevant County Archaeologist) prior to works commencing in the relevant area and agreed in the mitigation strategy/site specific Written Scheme of Investigation. This commitment is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO **(Application Document 3.1**).
Q14 What do you think about our proposed converter station and adjacent substation near Minster?			
Local community	This is an historically important area and further north would be more appropriate.	N	National Grid acknowledges the potential for adverse impacts on historic sites. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce cultural heritage impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as the sensitive routeing and siting of infrastructure and temporary works. Impacts on cultural heritage from the Kent Onshore Scheme are assessed within **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**. Impacts on terrestrial biodiversity related to the proposed landfall at Pegwell Bay are discussed in Table 1.2 of this Appendix. The assessment is contained in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	This is completely wrong. This is an area of ancient history and natural beauty. It is completely unnecessary to build on it.	N	
Local community	Kept some distance from the river stour and historic sites at Minster.	N	
Local community	Are you seriously asking whether Pegwell Bay – a World Heritage Site and SSSI, could conceivably be a suitable site for such a project?	N	
Q15 Comments			
Local community	A key consideration should be how the converter station will look when viewed from Richborough Roman Fort.	N	An assessment of the potential for impacts on the setting of heritage assets has been included as part of **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**. This includes assessing the impacts on the setting of Richborough Fort, with viewpoints agreed with Historic England and the Kent County Council Archaeological Advisor.
Q17 Anything else? Comments			
Local community	Could you keep the windmill? It's a landmark for walkers. I do my dog walks with cadets for D of E and it is a great marker for doing compass bearings or knowing where you are when are lost! Even if you move it somewhere nearby. It's like our Angel of the North! The birds use it for shelter. Also, the archaeology. It would be good to	N	The Proposed Project has no interface with the land that the windmill is located on. Impacts on cultural heritage from the Kent Onshore Scheme are assessed within **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**. Landscape and visual impacts are discussed in Table 1.1 of this Appendix.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	see if any burial grounds, etc. are in the area as we a lot of that sort of thing in Thanet.		
Local community	Please keep the Nautical Archaeology Society in mind for assistance with any community archaeology outreach work in this area.	N	Thank you for your comment. National Grid welcomes the suggestions for delivering community benefits and as the Proposed Project progresses, it will work with stakeholders and local communities to further inform this.
Q18 Do you have any key concerns regarding the construction stage of Sea Link?			
Local community	It seems to avoid most of the important known archaeological sites but in Thanet you can never be sure, so I do hope you are working with an archaeologist just in case.	N	National Grid welcomes feedback on all aspects of the Proposed Project and thanks you for your comments. National Grid has engaged with Historic England and the County Archaeological Advisors and their views were taken into account when developing the project. National Grid have continued to work with them regarding the heritage implications of the proposals, including regarding appropriate mitigation. An EIA has been undertaken, which includes assessment of the Proposed Project on the historic environment including archaeology, see **Application Document ES 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage and Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	Check site for artifacts before going ahead with construction.	N	As part of the Proposed Project EIA, baseline data has been collated. Please see **Application Document 7.5.4.2 Outline Onshore Overarching Written Scheme of Investigation (OWSI) – Kent and Application Document 7.5.4.1 Outline Onshore Overarching Written Scheme of Investigation (OWSI) – Suffolk**. Baseline data is presented in **Application Document 6.2.2.3.A ES Appendix 2.3A Archaeological Baseline Report**.
Local community	Historical sites will be damaged / disturbed.	N	National Grid acknowledges the potential for adverse impacts on historic sites. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce cultural heritage impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as the sensitive routeing and siting of infrastructure and temporary works. An EIA has been undertaken, which includes assessment of the Proposed Project on the historic environment, see **Application Document ES 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage and Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
General commentary			
Goodwin Sands Conservation Trust	Overview The area of sea off Pegwell Bay on the east Kent coast is bordered to the north by the cliffs of Thanet and to the east by the Goodwin Sands. Up until the 15th century Sandwich boasted a large harbour capable of anchoring hundreds of ships (see attached map). This harbour encompassed the area that is now proposed for	N	National Grid notes this feedback.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	development by National Grid at Minster Marshes, Ebbsfleet, St Augustine's, Stonelees and Sevenscore. When the harbour started silting up in the early 1500s the fleets moved their anchorage into The Downs, the expanse of calm water lying between the Goodwin Sands and the East Kent foreshore. Despite being a safe anchorage, storms and errors of navigation led to thousands of ships foundering in these waters, leaving behind a wealth of maritime archaeology found nowhere else in the world. Wessex Archaeology has described the Goodwin Sands as 'archaeologically extraordinary' as they hold the highest density of shipwrecks in UK waters, if not the world (source: National Importance and Marine Assets – The Goodwin Sands and the Farne Islands, Wessex Archaeology March 2015). Over 2,000 shipwrecks have been recorded in the waters around the Goodwins including in Pegwell Bay and north towards Ramsgate, but the real number is probably twice this. The area contains seven Protected Wrecks and one Scheduled Monument – the highest density of heritage assets in UK waters. There are also several score of military aircraft crash sites and the remains of their aircrew scattered around the area and at least seven sunken submarines. There is therefore high potential for Underwater Cultural Heritage (UCH) - shipwrecks, sunken submarines and military aircraft crash sites to be located along the proposed cable route - and for shipwrecks to be present on the land identified for development. The map on page 119 of the Scoping Report (attached) shows about 70 sites recorded by the UK. Hydrographic Office together with 18 from the National Marine Heritage Record (NMHR) lying along the proposed cable route – although it seems that only three of the latter are separate sites. Since some of these could prove to be historically important any development in this archaeologically sensitive area must ensure that both known and unknown maritime heritage assets are not detrimentally impacted – both on land and underwater.		
Goodwin Sands Conservation Trust	Underwater Cultural Heritage (UCH) on Land. There is no evidence from the project documents that geophysical surveys have been carried out to identify the presence of any Underwater Cultural Heritage remaining on land, for which there is high potential. Please confirm what geophysical surveys have been carried out to detect the presence of UCH in both the land proposed for development and the route of the onshore cable.	N	PEIR report Appendix 4.7.A pages 15 - 18 for nearshore sets out technical specifications. Figure 4.7.A.1 in **Application Document 6.3.4.6.A ES Appendix 4.6.A Marine Archaeological Technical Report** shows the extent of the marine geophysical survey area extending into Pegwell Bay. Following the PEIR and design changes made after Statutory consultation, additional geophysical and benthic survey work was undertaken where the boundary changed. For the DCO application, a gradiometer survey was undertaken by SEP Hydrographic in 2024. The results of which have been integrated into **Application Document 6.2.4.6 Part 4 Marine Chapter 6 Marine Archaeology** and **Application Document 7.5.5 Outline Offshore Overarching Written Scheme of Investigation (OWSI)**. Extensive geophysical survey and evaluation trenching has been undertaken across the terrestrial element of the Kent Onshore scheme, as well as a geo-archaeological study

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			focused on areas where there is the potential for palaeo-environmental remains to survive (i.e. the Wantsum Channel). The scope of all works was agreed with stakeholders. Data from these surveys was incorporated into the baseline report (**Application Document 6.3.3.3.A ES Appendix 3.3.A Cultural Heritage Baseline Report**), and used to inform the assessment (**Application Document 6.2.2.3 Part 3 Kent Chapter 3 Cultural Heritage**), with the full reports supplied as appendices (**Application Document 6.3.3.3.D ES Appendix 3.3.D Geophysical Survey Report; Application Document 6.3.3.3.F ES Appendix 3.3.F Archaeological Evaluation Trial Trenching Report; Application Document 6.3.3.3.G ES Appendix 3.3.G Geo-archaeological Desk-Based Assessment**).
Goodwin Sands Conservation Trust	Written Scheme of Investigation (WSI) 1. In the Written Scheme of Investigation (WSI) Wessex has identified 41 anomalies along the Kent portion of the proposed cable route - 26 A1 sites and five A3 ones. However, the map on the Scoping Report shows at least 70 UKHO sites. Please clarify the inconsistency in the number of sites identified. 2. Wessex has listed 26 sites as A1 and five as A3 plus a further ten sites they decided not to include. Please clarify why these ten sites have been excluded from the WSI. Please clarify why none of the sites have been listed as A2. For reference: A1 = anthropogenic origin of archaeological interest A2 = uncertain origin of possible archaeological interest A3 = historic record of possible archaeological interest with no corresponding geophysical anomaly	N	The marine geophysical study area is constrained to the extents of the sidescan sonar dataset within the wider Offshore Scheme Scoping Boundary. The UKHO data search was undertaken for an area that included the whole of the Offshore Scheme Scoping Boundary, much of which was not covered by geophysical data (as is standard practice), and the results were incorporated into the Scoping Chapter for Marine Archaeology (**Application Document 5.1.5 Appendix D EIA Scoping**). See PEIR report Appendix 4.7.A page 11 for clarification and Figure 4.7.A.1. Sea Link PEIR Volume 3 Part 4 Appendix 4.7.A Figures.pdf. The WSI uses a more refined development area (Offshore Scheme Boundary) and only seabed features that may be impacted by the Proposed Project will be addressed and included, hence the 41 sites given Archaeological Exclusion Zones (AEZs).
Goodwin Sands Conservation Trust	3. Wessex Archaeology recommends the following Archaeological Exclusion Zones (AEZs): • 25m radius around debris fields • 25m– 50m radius around a wreck of a dangerous wreck • 100m radius around recorded wrecks BUT On the Thanet Offshore Windfarm project, Wessex set AEZs of 50m – 200m around anomalies they considered to be either shipwrecks or anomalies of medium archaeological potential (source: Thanet Offshore Wind Farm WSI Ref: 60071.03 March 2018) AND On National Grid's Interconnexion France-Angleterre 2 (IFA2) project (WSI also by Wessex Archaeology) they set AEZs of between 50 m – 100m around detected anomalies depending on	N	AEZs are determined on a project-by-project basis, based on a range of factors including data quality, interpreted type of site, how well constrained the site boundaries are, potential for burial of associated material, and confidence of interpretation. They are not applied universally as a standard size, and so will vary from project to project as appropriate. Seabed features identified from UKHO records and located beyond the extent of the marine geophysical survey area have been given appropriately sized AEZs (see Table 4.7.B.2 in the WSI Sea Link PEIR Volume 2 Appendix 4.7.B Written Scheme of Investigation. The size and extent of the AEZs recommended for the Proposed Project have been refined following the additional marine geophysical surveys undertaken in 2024 and the Technical Report will be updated with the results of these additional surveys, submitted as part of the DCO application.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	significance and 150m radius AEZs around known wrecks (source: IFA2 Offshore WSI ref: 116350.01 July 2017) Please clarify the inconsistency in the size of proposed AEZs between Sea Link and the other two similar projects (all WSIs have been written by Wessex Archaeology). In his letter of 10th March 2020 (see attached), Professor Dave Parham FSA MCIfA, Professor in Maritime Archaeology at Bournemouth University recommended that AEZs of at least 150m radius should be seen as a minimum for any anomaly. Please confirm that 150m radius AEZs will be placed around all anomalies.		
Goodwin Sands Conservation Trust	Buried cables depth Please confirm the proposed burial depth of the offshore and onshore cables – in the various supporting documents figures range from 0.3 – 2m (offshore cable). Please also confirm the sizes of the furrows created by the burial plough (offshore cable) and the mole boring machine (onshore cable).	N	With respect to offshore activities, the cable bundle will be lowered between 0.5 m (bedrock) and 1.0 to 2.5 m (sediment). Natural backfill is planned to be the main process of burial of the cable, except in areas of High Risk, where the cable will be buried by rock backfill. The cable trench profile will vary in geometry depending on the depth of lowering, nature of seabed geology and trenching method, but 800 mm wide at the trench base with a slope of 1:1 may be considered typical.
Goodwin Sands Conservation Trust	Mitigation If National Grid are to proceed with this proposal, we would suggest a substantial donation is made towards funding maritime archaeology in the area by way of mitigation. This is notwithstanding the fact that adequate measures should be taken to protect our Underwater Cultural Heritage.	N	In preparing the Proposed Project application for Development Consent, National Grid has embedded mitigation measures and, including avoidance and re-routeing around sensitive areas reducing impact on marine archaeological assets, with the potential for further investigative work to take place, if necessary. Should any further action be required as an outcome of examination it will of course work with stakeholders to agree a way forward.
Substation Action Save East Suffolk	Not all assets been identified, both designated and undesignated – see EA1N and EA2 examinations. Study areas have been identified at 500m and 2km; however, this has the effect of underrepresenting the impact on key heritage assets in and around Friston in particular the Grade II* assets of Friston Parish Church and the Post Mill which lie just outside the 500m line.	N	Both the 500 m Study Area for informing the Baseline, and the 2 km from permanent above ground infrastructure for assessing setting impacts were agreed with Stakeholders at the Scoping. A revised data search for both for designated and non-designated assets was undertaken for the final Order Limits, and the data was incorporated in the baseline (**Application Document 6.3.2.3.A ES Appendix 2.3.A Cultural Heritage Baseline Report**), as well as the gazetteers (**Application Document 6.3.2.3.B ES Appendix 2.3.B Cultural Heritage Gazetteers**). This data formed the basis for the heritage assessment (**Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage)**.
Local community	These proposals will devastate huge areas of natural beauty and leave a blot on the landscape for future generations, creating an industrial development across a Pilgrim's way whilst impacting on Friston's Grade 2 * listed church, St Mary the Virgin and damaging its views and vistas that have been uninterrupted for centuries. NG will not be thanked for destroying the village and its surroundings. I am all in favour of the windfarms and green energy but it's the way the hub and connection points and landfall points that need to be reviewed and reassessed.	N	The location and sensitivity of the Friston Substation site is acknowledged and is referred to within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. Impacts on the setting of heritage assets have also been assessed and are detailed in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Cllr T-J Haworth-Culf	Put bluntly, this particularly incredible application proposes slicing a swathe apparently up to 130 metres wide through Suffolk, heading west from the beach where Benjamin Britten walked. At some points this would therefore be the equivalent of a 35-lane motorway. The terminus of this (35) multi-lane motorway is in a tiny Medieval village of Friston, with historic reference to the first Saxon Frislanders arriving with past occupiers centuries ago. The SPR applied for but still unconfirmed Friston 'Sub' Station upon which this application is completely dependent is disingenuously described, as this is potentially an astounding 35+ acre development of warehouse style buildings and industrial equipment with access roads and concrete hardstanding on what is currently greenfield productive farmland land, within shouting distance of Friston's Grade II* Church. St Mary's has defiantly remained in situ since before the 11th century, when the equally invasive Normans were subsuming the Suffolk culture. En route to this church of St Mary's from the RSPB reserve at the coast, this cable route slices adjacent to another site of very historic and ancient worship and importantly burial ground. Domesday refers to this second (to Aldeburgh's St Peter & St Paul)'s church, also dedicated to St Mary. Extract from 'Records of the Borough of Aldeburgh: The Church - By: Arthur T Winn (translation from Latin) 'Aldeburgh with the chapel of Haselwood Domesd. The abbot of Coloestria keeps a cell for his own use. Estimation of the Rectory 12 Marc. Estimate of the vicarage of the same 10 marks. Dealing with Haslewood vII vi. Snynodalia per annum, 3 Denarius of St. Peter xxi.' Agnes Neve of Aldeburgh in her Will dated 15th May 1476 gives direction to be buried in Aldeburgh Churchyard and leaves twelve pence to the high altar at Aldeburgh, and the same amount to the high alter at 'Haslewood' (Haselwood / Hazlewood),' so apparently the chapel was extant and in good repair at that date. Over the decades there have been many archaeological surveys and digs, findings indicating this was an important sacred site, there are exhibits of discoveries in the Aldeburgh Museum at the Moot Hall and elsewhere.	N	The location and sensitivity of the Friston Substation site is acknowledged and is referred to within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. Impacts on the setting of heritage assets have also been assessed and are detailed in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**. Consent has been granted to SPR for the Friston Substation but this has not yet been implemented. National Grid have included the Friston National Grid substation element of the SPR consent so that, in the unlikely event that it is not built under this consent, it could be built as part of the Proposed Project. If the Substation is built under the existing consent, National Grid would only build a connection to it. Impact assessment examining setting impacts can be found in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**. All assets where there was the potential for significant impacts on the setting of heritage assets were discussed with stakeholders at thematic meetings and viewpoint photography locations agreed with East Suffolk Council Conservation Officer and Historic England. Impacts on the setting of Saxmundham, including the Church of St Mary, are assessed as part of **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). St Peter and St Paul Church It is assumed that the Church of St Mary, Hazlewood, being referred to by the author is that recorded as ADB 005 on the Suffolk Historic Environment Record. This asset is located approximately 40 m north of the Order Limits and as such the Suffolk Onshore Scheme will not result in physical impacts on the asset. Furthermore, the asset is screened from the Suffolk Onshore Scheme by mature hedgerows, woodland, and existing buildings removing the potential for any temporary impacts on its setting. Impacts on the setting of the Grade II* Church of St Mary, Friston, (NHLE 1287864) were assessed as part of the consented SPR scheme, and also as part of the Suffolk Onshore Scheme as part of the baseline preparation where it was considered that the Suffolk Onshore Scheme would not result in a significant impact to the setting of the asset, and it was not taken forwards to full assessment (**Application Document 6.3.2.3.A ES Appendix 2.3.A Cultural Heritage Baseline Report**).

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Local community	The land to the east of Saxmundham is potentially of significant archaeological importance. The Church of St John the Baptist was recorded in the Domesday Book, there is also evidence of Bronze Age, Iron Age and Saxon settlement to the east side of the River Fromus. This has been recorded in the Suffolk Government Website (https://heritage.suffolk.gov.uk/Monument/MSF34332). You have not provided any analysis or studies of the proposed site areas and its potential impacts on possible important archaeological finds.	N	The land within the Order Limits has largely been subject to assessment and evaluation using various non-intrusive and intrusive methods including geophysical survey and evaluation trenching. This has included the land within the Order Limits east of Saxmundham where the Converter Station is proposed, as well as south of Saxmundham adjacent to the River Fromus. The results from these surveys have been included in the DCO submission (**Application Document 6.3.2.3.A ES Appendix 2.3.A Cultural Heritage Baseline Report**), and full reports of the result have also been provided (**Application Document 6.3.2.3.D ES Appendix 2.3.D Geophysical Survey Report** and **Application Document 6.3.2.3.F ES Appendix 2.3.F Archaeological Evaluation Trenching Report (Draft)**). The information formed the basis for the assessment which is provided in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**. This baseline report (**Application Document 6.3.2.3.A ES Appendix 2.3.A Cultural Heritage Baseline Report**), also includes significance statements which conclude the assets taken forward to full assessment. In a number of cases, designated assets within Saxmundham and the surrounding area where not taken forwards to full assessment as aspects such as existing buildings and intervening topography provide screening which will remove the potential for the Saxmundham Converter Station to result in a significant impact on the setting of assets. The assessment of potential impacts on a number of assets, including Saxmundham, the the Grade II* Church of St John the Baptist (NHLE 1268184), and the Grade II Hurts Hall (NHLE 1268178), are detailed in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**
Local community	St John the Baptist, Saxmundham The church of St John the Baptist, Saxmundham stands on a site near the bottom of Church Hill. It is mentioned in the Domesday Book. It is Grade II* listed for its historic significance. I stand in a long line of incumbents dating back 1,000 years. The proposed converter stations at the top of Church Hill will spoil the landscape in which the historic church sits. The proposed buildings themselves could potentially tower over the church itself. The peace and tranquillity that people seek when attending the church during the week will be shattered by noise pollution from construction and ongoing running of the converter station.	N	
Suffolk Energy Action Solutions	The PEIR does not demonstrate full assessment of the impacts to Cultural Heritage. You identified there are 154 Designated Heritage Assets within 2 km study area for the proposed converter station(s) in Saxmundham. (ref. Table 2.4.A.4 PEIR Vol 2 Part 2 Appendix 2.4.A Cultural Heritage Gazetteers). The PEIR only provides assessment to 4 of them and fails to evaluate the impacts on the others.	N	The land within the Order Limits has largely been subject to assessment and evaluation using various non-intrusive and intrusive methods, with the baseline also informed through a review of previously recorded assets as well as documentary sources and historic mapping. This data is synthesised in the baseline report (**Application Document 6.3.2.3.A ES Appendix 2.3.A Cultural Heritage Baseline Report**), which also includes significance statements which conclude the assets taken forward to full assessment. In a number of cases, designated assets within Saxmundham and the surrounding area were not taken forwards to full assessment as aspects such as existing buildings and intervening topography provide screening which will remove the potential for the Saxmundham Converter Station to result in a significant impact on the setting of assets. The assessment of potential impacts on a number of assets, including Saxmundham, the the Grade II* Church of St John the Baptist (NHLE 1268184), and the Grade II Hurts Hall (NHLE 1268178), are detailed in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**.
Local community	The assessment of the impact that Sea Link will have on Sternfield has been woefully inadequate. My boundary abuts the proposed site and my house is a Grade 2 listed property of significant historic importance and yet it was not impact assessed. I was told by Sea Link representatives that Sternfield has been identified by National Grid as an industrial agricultural location because of the presence of several industrial duck barns and an international cold storage distribution centre. Actually, Sternfield is a tranquil Suffolk hamlet that has 18 listed buildings. The village has been powerless against further development of the duck barns at Redhouse Farm and the cold storage unit at Hill Farm that was built	N	The potential for impacts on the setting of heritage assets was discussed with key stakeholders including East Suffolk Council and Historic England, and as part of this procedure, a list of assets to fully assessed was agreed. The final assessment within **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage** has been informed by the Proposed Project design and construction methodology outlined within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	in 2020 without planning permission would never have been permitted had it gone through the proper prospective planning process. Sternfield has been truly let down by the planning process and has been side-lined by National Grid with respect to the proposals for the Sea Link Converter Station.		secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	Proposed HVAC overhead line between the Minster converter station and substation, and the Canterbury to Richborough 400 kV overhead line = part of Kent we used to live in, so we have knowledge of the historic landing site of Julius Caesar – 52AD - Richborough Castle = historic site. Also Canterbury = historic city – centre of the Church of England and huge visitor footfall.	N	National Grid notes this feedback. An assessment of the Kent Onshore Scheme on historic sites is contained in **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**, and the Offshore Scheme in **Application Document 6.2.4.11 Part 4 Marine Chapter 11 Inter-Project Cumulative Effects**. Impacts on tourism in Kent are considered in **Application Document 6.2.3.10 Part 3 Kent chapter 10 Socio-Economics, Recreation and Tourism**. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Thanet Green Party	Landfall at Pegwell Bay: The adjacent Pegwell Bay site, where landfall for cabling is planned, is part of the Sandwich and Pegwell Bay National Nature Reserve and an SSSI. The converter & substation will be very close to this protected area and Sealink includes plans to run cables under this extremely sensitive area. We find NG's assurances that this can be done without causing damage and disruption unconvincing. It also happens that Pegwell Bay is believed to be the landing place in Britain of both Saint Augustine and Julius Caesar, giving rise to concerns that archaeological sites and artefacts may be disrupted or damaged by the proposed cabling and associated facilities.	N	National Grid acknowledges the potential for adverse impacts on historic sites. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce cultural heritage impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as the sensitive routeing and siting of infrastructure and temporary works. Impacts on cultural heritage from the Kent Onshore Scheme are assessed within **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Sandwich Heritage Harbour	We do note though that the proposal is within our sphere of influence being sited upon the heritage marshlands of the Kent River Stour, upon which river was carried the stone that built Canterbury Cathedral and which provided a haven for the marauding Roman, Saxon and Viking invading fleets. The shear mass of this proposal, without question, will impact the centuries of serenity of this undisturbed historical 'wetland'.	N	National Grid acknowledges your concerns. As part of the DCO application a comprehensive ES will be submitted which assesses the potential impacts of the Proposed Project on a wide variety of parameters. National Grid will seek to minimise the impacts of the building and is still in the process of considering feedback regarding the design approach which will inform the detailed design approach within their DCO application. National Grid have developed design principles for Kent Onshore Scheme. The scope of the principles is not limited to any one design discipline and instead reflect a multi-disciplinary approach for coordinated design in the round. As such the design principles cover several design disciplines including architecture, landscape architecture, ecology, hydrology, civil engineering, wider engineering disciplines, town planning, archaeology and heritage. Climate change is an important consideration as is developing the design to minimise light and noise intrusion, maximising the use of trenchless techniques in sensitive areas, and the use of sustainable construction techniques and efficient use of responsibly sourced materials. Details are contained in **Application Document 7.12.2 Design Principles – Kent**).

Table 1.4 Water environment

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Feedback form			
Q1 Do you have any comments to make about the principle of reinforcing the network between Suffolk and Kent?			
Local community	The area proposed in Minster is called Minster Marshes for a reason; just a few hundred years ago this area was under water and, with rising sea levels, may well be again soon. There was a comment in the commons last week by another MP asking for a moratorium on building on marsh land due to the massive impacts it has on wildlife as well drainage and all aspects of water management. This proposal, should it go ahead, may not survive its predicted lifecycle.	N	**Application Document 6.8 Flood Risk Assessment** has been informed by information on historical and recent flooding incidents in the locality. The flood risk assessment involves detailed modelling and assessment, and accounts for the impacts of climate change on flooding. The Proposed Project has engaged with the Environment Agency, the Lead Local Flood Authority (County Council) and Internal Drainage Boards regarding the proposed works within areas prone to flooding and has agreed a flood risk mitigation strategy. The mitigation measures are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)**. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO **(Application Document 3.1**). Surface water runoff arising from the Proposed Project during both its construction and operation would be captured, suitably treated where necessary and attenuated prior to discharge into the surrounding water environment at rates no greater than existing (inclusive of suitable climate change allowances over the Proposed Project's lifetime). In addition, where the Proposed Project interacts with existing land drainage infrastructure, e.g. ditches, there is a commitment, secured by the DCO, to re-provide a suitable alternative means of land drainage such that the existing land drainage regime is not compromised. A climate change risk assessment is included within **Application Document 6.2.5.1 Part 5 Combined Chapter 1 Climate Change**. This assessment includes an assessment of climate change risks (including flooding) in accordance with the Institute of Environmental Management and Assessment good practice guidance for climate change risk assessments in Environmental Impact Assessments.
Local community	NASA sea flood predictions say for this area by as little as 2030 sea water will be invading these marshes. By 2040 the Isle of Thanet will be an island again.	N	**Application Document 6.8 Flood Risk Assessment** has been informed by information on historical and recent flooding incidents in the locality. The flood risk assessment involves detailed modelling and assessment, and accounts for the impacts of climate change on flooding. The Proposed Project has engaged with the Environment Agency, the Lead Local Flood Authority (County Council) and Internal Drainage Boards regarding the proposed works within areas prone to flooding and has agreed a flood risk mitigation strategy. The mitigation measures are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)**. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Surface water runoff arising from the Proposed Project during both its construction and operation would be captured, suitably treated where necessary and attenuated prior to discharge into the surrounding water environment at rates no greater than existing (inclusive of suitable climate change allowances over the Proposed Project's lifetime). In addition, where the Proposed Project interacts with existing land drainage infrastructure, e.g. ditches, there is a commitment, secured by the DCO, to re-provide a suitable alternative means of land drainage such that the existing land drainage regime is not compromised. A climate change risk assessment is included within **Application Document 6.2.5.1 Part 5 Combined Chapter 1 Climate Change**. This assessment includes an assessment of climate change risks (including flooding) in accordance with the Institute of Environmental

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			Management and Assessment good practice guidance for climate change risk assessments in Environmental Impact Assessments.
Broadstairs and St Peter's Town Council	We do not support the location of Minster Marshes for the Sea Link convertor and associated infrastructure because it is in an area that is prone to flooding and is also at risk of total submersion with rising sea levels.	N	**Application Document 6.8 Flood Risk Assessment** has been informed by information on historical and recent flooding incidents in the locality. The flood risk assessment involves detailed modelling and assessment, and accounts for the impacts of climate change on flooding. The Proposed Project has engaged with the Environment Agency, the Lead Local Flood Authority (County Council) and Internal Drainage Boards regarding the proposed works within areas prone to flooding and has agreed a flood risk mitigation strategy. The mitigation measures are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)**. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Surface water runoff arising from the Proposed Project during both its construction and operation would be captured, suitably treated where necessary and attenuated prior to discharge into the surrounding water environment at rates no greater than existing (inclusive of suitable climate change allowances over the Proposed Project's lifetime). In addition, where the Proposed Project interacts with existing land drainage infrastructure, e.g. ditches, there is a commitment, secured by the DCO, to re-provide a suitable alternative means of land drainage such that the existing land drainage regime is not compromised. A climate change risk assessment is included within **Application Document 6.2.5.1 Part 5 Combined Chapter 1 Climate Change**. This assessment includes an assessment of climate change risks (including flooding) in accordance with the Institute of Environmental Management and Assessment good practice guidance for climate change risk assessments in Environmental Impact Assessments.
Local community	The area you have chosen is obviously marshland and is often flooded, so much so it is on the Government flood Zone 3 and being highly likely. It is even more noticeable with the recent heavy rainfall. In fact, fairly new houses built in Cheney Road there are in fact sinking due to the instability of the land. We have extensive flooding at the bottom of the village in Foxborough Lane and if you walk all the farm track from Cliftons farm and cross the railway it is impassible through flooding. We live at the top of the village and from our window look across the marshes toward Richborough and Ash village, where there is often a mist over the area, looking like the sea has reappeared to where it once was. This surely indicates that the ground has high moisture retentive. A local scientist who knows the area well has in fact predicted due to global warming the nature of the flat land, the area mentioned above will return to sea. It is only the wall built by the ancient monks to hold back the sea so that they could farm the land that is protecting the bottom of Minster from catastrophic flooding. The convertor station will the sea-side of the wall and therefore won't be protected as much as Cheney Road houses and as mentioned, they are sinking!!	N	**Application Document 6.8 Flood Risk Assessment** has been informed by information on historical and recent flooding incidents in the locality. The flood risk assessment involves detailed modelling and assessment, and accounts for the impacts of climate change on flooding. The Proposed Project has engaged with the Environment Agency, the Lead Local Flood Authority (County Council) and Internal Drainage Boards regarding the proposed works within areas prone to flooding and has agreed a flood risk mitigation strategy. The mitigation measures are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)**. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Surface water runoff arising from the Proposed Project during both its construction and operation would be captured, suitably treated where necessary and attenuated prior to discharge into the surrounding water environment at rates no greater than existing (inclusive of suitable climate change allowances over the Proposed Project's lifetime). In addition, where the Proposed Project interacts with existing land drainage infrastructure, e.g. ditches, there is a commitment, secured by the DCO, to re-provide a suitable alternative means of land drainage such that the existing land drainage regime is not compromised. A climate change risk assessment is included within **Application Document 6.2.5.1 Part 5 Combined Chapter 1 Climate Change**. This assessment includes an assessment of climate change risks (including flooding) in accordance with the Institute of Environmental Management and Assessment good practice guidance for climate change risk assessments in Environmental Impact Assessments.

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Local community	The area is prone to flooding sitting as it does on what used to be the Wantsum Passage. Rising sea levels mean it is likely to be under water by 2050. It would not therefore meet the Green Book threshold of 60 years of useful life considered by the Treasury to be advisable for a development of this scale.	N	Flood risk from all relevant sources has been assessed within **Application Document 6.8 Flood Risk Assessment**. The assessment considers flood risk to the Proposed Project in the present day and over its lifetime, accounting for the predicted effects of climate change, and describes the measures proposed to ensure a flood resilient design that does not cause any increase in offsite flood risk. Due to the extent and linear nature of the Proposed Project, some parts of the Project must necessarily be located in areas with a medium or high likelihood of flooding from rivers and surface water. The Flood Risk Assessment (**Application Document 6.8 Flood Risk Assessment**) demonstrated that with a range of control measures in place, including construction and operational drainage and watercourse crossing designs, the residual risk of flooding would be low and flood risk to neighbouring land would not be increased.
Q3 What do you think about our proposal to connect into the existing network via the proposed Friston substation? Comments			
Local community	Friston is a rural community subject to flooding. It is highly unsuitable for any programme as this.	N	Flooding concerns are noted. **Application Document 6.8 Flood Risk Assessment** has been informed by information on historical and recent flooding incidents in the locality. The Proposed Project has engaged with the Environment Agency regarding the proposed works within areas prone to flooding and has agreed a flood risk mitigation strategy. Surface water runoff arising from the Proposed Project during both its construction and operation would be captured, suitably treated where necessary and attenuated prior to discharge into the surrounding water environment at rates no greater than existing (inclusive of suitable climate change allowances over the Proposed Project's lifetime). In addition, where the Proposed Project interacts with existing land drainage infrastructure, e.g. ditches, there is a commitment, secured by the DCO, to re-provide a suitable alternative means of land drainage such that the existing land drainage regime is not compromised. Commitments and mitigation are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	The area floods and the flooding at the north of the village has not been taken into consideration, it would be nice to bury the buildings but the ground is too wet.	N	
Local community	Friston has always been prone to flooding and the fields surrounding the village are a vital part of the flood plain. With the proposed Substation the village will be under constant threat of flash floods, and the proposed mitigation is far from adequate.	N	
Q4 What do you think about our proposed HVAC cable route in Suffolk? Comments			
Local community	This is an area prone to flooding, it is also set out for total submersion with rising sea levels. Global heating causes sea levels to rise due to ice cap melt as well as molecular expansion from heating. It also is evidently causing changes to rain patterns, rainfall heavier, more sustained and more frequent. Your buildings will be impacted by this parallel dynamic putting the site at severe risk.	N	A climate change risk assessment is included within **Application Document 6.2.5.1 Part 5 Combined Chapter 1 Climate Change**. This assessment includes an assessment of climate change risks (including flooding) in accordance with the Institute of Environmental Management and Assessment good practice guidance for climate change risk assessments in EIAs. A separate, more detailed flood risk assessment has been conducted within **Application Document 6.8 Flood Risk Assessment**. The flood risk assessment involves detailed modelling and assessment, and accounts for the impacts of climate change on flooding.
Q5 What do you think about our proposed converter station, including its proposed location? Comments			
Local community	Convertor station looks like it would be on a flood plain.	N	Flooding concerns are noted. **Application Document 6.8 Flood Risk Assessment** has been informed by information on historical and recent flooding incidents in the locality. The Proposed Project has engaged with the Environment Agency regarding the proposed works within areas prone to flooding and has agreed a flood risk mitigation strategy. The Converter Station would be served by a surface water drainage system that provides for the collection and treatment of all rainfall runoff from newly created impermeable surface areas, such that discharges to the surrounding water environment would be made at rates no greater than in the undeveloped situation, inclusive of resilience for future climate change.
Q12 What do you think about our proposed landfall at Pegwell Bay? Comments			

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Local community	The proposed area in a Flood Zone 3 is totally preposterous and delusional undermining the Natural Heritage marshland and marine wildlife, spoiling it all for future generations and more importantly the wildlife for which are already losing habitat all round Thanet and surrounding areas through housing.	N	Flooding concerns are noted. **Application Document 6.8 Flood Risk Assessment** has been informed by information on historical and recent flooding incidents in the locality. The Proposed Project has engaged with the Environment Agency regarding the proposed works within areas prone to flooding and has agreed a flood risk mitigation strategy. National Grid acknowledges the ecological sensitivity of Pegwell Bay. A detailed impact assessment is provided in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. Through the EIA process, National Grid has developed mitigation measures to offset the impact on terrestrial ecology. The Proposed Project is committed to achieving 10% Biodiversity Net Gain. Further details are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	This is 13.6 hectares of wildlife, rich lands and beyond minster marshes which would affect the surrounding villages of Cliffsend to minster and liable to flooding. The monks at minster abbey worked to create the drainage system hundreds of years ago which would be disrupted by such a large construction as you propose.	N	Commitment W12 in **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** requires National Grid and its contractors to monitoring existing flood defences during the cable installation in agreement with Environment Agency protocols to ensure no detriment to the integrity of the defences. This Code is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Q13 What do you think about our proposed HVDC cable route in Kent?			
Local community	This proposed route is close to our local Southern Water sewage treatment plant. The plant already struggles to cope and this proposal would presumably limit any development there. As an enormous amount of house building is being undertaken it seem short sighted to limit the possibility of expansion which undoubtedly will be needed.	N	National Grid is aware of Southern Water's requirements and is maintaining ongoing dialogue with them about the potential impacts of the Proposed Project upon its assets in terms of ongoing maintenance, future needs and access to the waste water treatment works. National Grid is continuing to negotiate with Southern Water in relation to the appropriate method of addressing protection of its assets. This may include protective provisions for the benefit of statutory undertakers in Schedule 14 of the DCO or a private asset protection agreement.
Q14 What do you think about our proposed converter station and adjacent substation near Minster? Comments			
Local community	This is a flood plain, (Marshes is the clue there!) and a building of this size will have flooding and climate implications for the local area. The area will lose a large part that soaks up water and will increase run off.	N	Flooding concerns are noted. **Application Document 6.8 Flood Risk Assessment** has been informed by information on historical and recent flooding incidents in the locality. The Proposed Project has engaged with the Environment Agency regarding the proposed works within areas prone to flooding and has agreed a flood risk mitigation strategy.
Local community	As a person who worked in these fields in the 80s and 90s they may not flood but they definitely have wet pads and get saturated. With rising waters globally it makes sense to place this on high ground to future proof the rise of water, what happens to displaced flood water?	N	Surface water runoff arising from the Proposed Project during both its construction and operation would be captured, suitably treated where necessary and attenuated prior to discharge into the surrounding water environment at rates no greater than existing (inclusive of suitable climate change allowances over the Projects lifetime). In addition, where the Proposed Project interacts with existing land drainage, there is a commitment, secured by the DCO, to re-provide a suitable alternative means of land drainage such that the existing land drainage regime is not compromised. Commitments and mitigation are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). A climate change risk assessment is included within **Application Document 6.2.5.1 Part 5 Combined Chapter 1 Climate Change**. This assessment includes an assessment of

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			climate change risks (including flooding) in accordance with the Institute of Environmental Management and Assessment good practice guidance for climate change risk assessments in Environmental Impact Assessments. Commitment W12 in **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** requires National Grid and its contractors to monitoring existing flood defences during the cable installation in agreement with Environment Agency protocols to ensure no detriment to the integrity of the defences. This Code is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). National Grid is aware of Southern Water's requirements and is maintaining ongoing dialogue with them about the potential impacts of the Proposed Project upon its assets in terms of ongoing maintenance, future needs and access to the wastewater treatment works. National Grid is continuing to negotiate with Southern Water in relation to the appropriate method of addressing protection of its assets. This may include protective provisions for the benefit of statutory undertakers in Schedule 14 of the DCO or a private asset protection National Grid acknowledges the ecological sensitivity of Pegwell Bay. A detailed impact assessment is provided in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. Through the EIA process, National Grid has developed mitigation measures to offset the impact on terrestrial ecology. The Proposed Project is committed to achieving 10% Biodiversity Net Gain. Further details are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	These buildings are enormous and will no doubt need to be built even higher if ground saturation and flooding are taken into account. These land areas are invariably wet or flooded which means that during construction, creating access, using heavy plant, delivering materials etc. will inevitably cause untold damage to what is a wildlife sensitive environment and ecosystem. The risk of flooding in the area is high and the volumes of run off from the buildings will be significant. Predictions are that the area will be submerged by 2050.	N	Flooding concerns are noted. **Application Document 6.8 Flood Risk Assessment** has been informed by information on historical and recent flooding incidents in the locality. The Proposed Project has engaged with the Environment Agency regarding the proposed works within areas prone to flooding and has agreed a flood risk mitigation strategy. Surface water runoff arising from the Proposed Project during both its construction and operation would be captured, suitably treated where necessary and attenuated prior to discharge into the surrounding water environment at rates no greater than existing (inclusive of suitable climate change allowances over the Projects lifetime). In addition, where the Proposed Project interacts with existing land drainage, there is a commitment, secured by the DCO, to re-provide a suitable alternative means of land drainage such that the existing land drainage regime is not compromised. National Grid has designed construction access roads to minimise, where possible, impacts to the environment. All mobile construction plant and vehicles will be required to adhere to **Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan – Kent.** Factors considered for all routes have included overall distance of access route, geometry, anticipated traffic management measures, vegetation clearance and other general constraints. Commitment to this Plan is secured in Requirement 6 of Schedule 6 of the draft DCO.
Broadstairs and St Peter's Town Council	We find the location for the converter station and adjacent substation quite unsatisfactory. As well as it being a haven for wildlife and supporting a unique biodiversity, the location is also very low and prone to flooding. A look at an OS map of the area clearly indicates that most of the area is less than 5 metres above	N	Flooding concerns are noted. **Application Document 6.8 Flood Risk Assessment** has been informed by information on historical and recent flooding incidents in the locality. The Proposed Project has engaged with the Environment Agency regarding the proposed works within areas prone to flooding and has agreed a flood risk mitigation strategy.

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	sea level and yet there is no acknowledgement of this or of the engineering that will be required to make the converter, substation and all associated infrastructure safe against the present flooding risk and now increased risk of flooding going forward. A topographic map of the site puts the Minster Marshes at between 1-3 metres above sea level at present. According to Climate Central forecasts this site will be underwater by 2050 with the situation already looking bad, resulting in the building of additional flood defences near the proposed cable landing site at Pegwell Bay and in Sandwich Town to stop the River Stour breaking its banks, as it has already done on several occasions. This consultation document makes no mention of the existing or future potential flood risk which is very worrying. Add to this the fact the plans involve building an extremely large building and associated infrastructure most of which is not porous, creating a massive amount of 'run-off'. It is easy to see how this development will further add to the serious flood risk the area already has. A large part of the marshes will no longer 'soak water up', the vast area of the building coverage will mean 'run off' in this area is increased, with nowhere for it to go. Creating holding lakes will be of little use as the area is already just above sea level and saturated most of the year. There is no modelling of this or assessment of how this would affect surrounding areas and buildings as well as the village of Minster itself. It is also hard to see how using lakes to hold run-off water would help given the water table is so close to the surface and the land often saturated anyway.		Surface water runoff arising from the Proposed Project during both its construction and operation would be captured, suitably treated where necessary and attenuated prior to discharge into the surrounding water environment at rates no greater than existing (inclusive of suitable climate change allowances over the Projects lifetime). In addition, where the Proposed Project interacts with existing land drainage, there is a commitment, secured by the DCO, to re-provide a suitable alternative means of land drainage such that the existing land drainage regime is not compromised. Commitments and mitigation are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO **(Application Document 3.1**). A climate change risk assessment is included within **Application Document 6.2.5.1 Part 5 Combined Chapter 1 Climate Change**. This assessment includes an assessment of climate change risks (including flooding) in accordance with the Institute of Environmental Management and Assessment good practice guidance for climate change risk assessments in Environmental Impact Assessments. Commitment W12 in **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** requires National Grid and its contractors to monitoring existing flood defences during the cable installation in agreement with Environment Agency protocols to ensure no detriment to the integrity of the defences. This Code is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). National Grid acknowledges the ecological sensitivity of Pegwell Bay. A detailed impact assessment is provided in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. Through the EIA process, National Grid has developed mitigation measures to offset the impact on terrestrial ecology. The Proposed Project is also committed to achieving 10% Biodiversity Net Gain. Further details are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	Flood risks: Only short term flood risks appear to have been considered. According to Climate Central forecasts, this site will be underwater by 2050. This will necessitate building additional flood defences near the proposed cable landing site at Pegwell Bay and in Sandwich Town to stop the River Stour breaking its banks, as it has already done on several occasions. Creating holding lakes or underground tanks will be of little use as the area is already just above sea level and saturated most of the year. The proposed construction will inevitably create massive amounts of 'run-off', even with mitigating measures such as a green roof. A large part of the marshes will no longer soak water up because the vast area of the building will mean there will be nowhere for the rainwater to go.	N	Flooding concerns are noted. **Application Document 6.8 Flood Risk Assessment** has been informed by information on historical and recent flooding incidents in the locality. The Proposed Project has engaged with the Environment Agency regarding the proposed works within areas prone to flooding and has agreed a flood risk mitigation strategy. Surface water runoff arising from the Proposed Project during both its construction and operation would be captured, suitably treated where necessary and attenuated prior to discharge into the surrounding water environment at rates no greater than existing (inclusive of suitable climate change allowances over the Projects lifetime). In addition where the Proposed Project interacts with existing land drainage, there is a commitment, secured by the DCO, to re-provide a suitable alternative means of land drainage such that the existing land drainage regime is not compromised. Commitments and mitigation are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).

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	We were not provided with modelling of this, or an assessment of how it would affect surrounding areas and buildings as well as the village of Minster itself. Water treatment for housing: In the short term, this will impact Southern Water's ability to expand its sewage treatment operations which will be critical to deal with the additional load created by the massive expansion of housing in Thanet.		A climate change risk assessment is included within **Application Document 6.2.5.1 Part 5 Combined Chapter 1 Climate Change**. This assessment includes an assessment of climate change risks (including flooding) in accordance with the Institute of Environmental Management and Assessment good practice guidance for climate change risk assessments in Environmental Impact Assessments. Commitment W12 in **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** requires National Grid and its contractors to monitoring existing flood defences during the cable installation in agreement with Environment Agency protocols to ensure no detriment to the integrity of the defences. This Code is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). National Grid is aware of Southern Water's requirements and is maintaining ongoing dialogue with them about the potential impacts of the Proposed Project upon its assets in terms of ongoing maintenance, future needs and access to the wastewater treatment works. National Grid is continuing to negotiate with Southern Water in relation to the appropriate method of addressing protection of its assets. This may include protective provisions for the benefit of statutory undertakers in Schedule 14 of the DCO or a private asset protection agreement.
Local community	Sandwich has been flooded in the past and now this project and rising sea levels will increase the risk. Sea defences should be built in advance, pump management upgraded, and sewer improvements carried out before this grid is planned.	N	The Proposed Project will not impact upon any sea defences, nor is it a requirement for unrelated new development to mitigate existing issues. **Application Document 6.8 Flood Risk Assessment** has been informed by information on historical and recent flooding incidents in the locality, while National Grid has engaged with the Environment Agency regarding the proposed works within areas prone to flooding and has agreed a flood risk mitigation strategy.
Sandwich Town Council	The proposals fail to provide sufficient modelling on how the risk of flood will be addressed: - The additional housing planned for the Thanet area will increase demand for sewage treatment operations; - The proposed construction will impact the capacity of the marshes to soak water up. This is particularly worrying as this area is predicted to be underwater by 2050, unless sufficient additional flood defences are built near the proposed cable landing site at Pegwell Bay and in Sandwich Town.	N	Flooding concerns are noted. **Application Document 6.8 Flood Risk Assessment** has been informed by information on historical and recent flooding incidents in the locality. The Proposed Project has engaged with the Environment Agency regarding the proposed works within areas prone to flooding and has agreed a flood risk mitigation strategy. **Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects** outlines potential effects that have been identified as a result of the Proposed Project alongside other developments in this area. Surface water runoff arising from the Proposed Project during both its construction and operation would be captured, suitably treated where necessary and attenuated prior to discharge into the surrounding water environment at rates no greater than existing (inclusive of suitable climate change allowances over the Projects lifetime). In addition, where the Proposed Project interacts with existing land drainage, there is a commitment, secured by the DCO, to re-provide a suitable alternative means of land drainage such that the existing land drainage regime is not compromised. Commitments and mitigation are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). A climate change risk assessment is included within **Application Document 6.2.5.1 Part 5 Combined Chapter 1 Climate Change**. This assessment includes an assessment of climate change risks (including flooding) in accordance with the Institute of Environmental Management and Assessment good practice guidance for climate change risk assessments in Environmental Impact Assessments.

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			Commitment W12 in **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** requires National Grid and its contractors to monitoring existing flood defences during the cable installation in agreement with Environment Agency protocols to ensure no detriment to the integrity of the defences. This Code is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). National Grid is aware of Southern Water's requirements and is maintaining ongoing dialogue with them about the potential impacts of the Proposed Project upon its assets in terms of ongoing maintenance, future needs and access to the waste water treatment works. National Grid is continuing to negotiate with Southern Water in relation to the appropriate method of addressing protection of its assets. This may include protective provisions for the benefit of statutory undertakers in Schedule 14 of the DCO or a private asset protection agreement.
Q17 Anything else? Comments			
Local community	Could I point out that in the last one year, the big change to beach problem at Sandwich Bay. Effectively the profile at the end of Kings Ave has move to Prices, one mile towards Thanet. Sand has been washed away, told beach damage and at least one wrecked boat revealed. If this continues at the same rate, it will reach and affect the proposed landfill site in two years and affect the proposal. I am not sure if the deeper water and higher current will fill Pegwell Bay or if the deeper water and bigger waves will wash away present sand changes and if there is a danger of the old Channel re opening which the substation and concrete stations at Minster will be in the middle of. Has this recent alteration of the sea shore been noted and considered?	N	The changing nature of the shoreline in this location is assessed in Chapter 2 (Physical Environment), Table 4.2.17 of the PEIR, which assessed the impact of construction, operation and decommissioning on coastline morphology, including Sandwich Bay to Hacklinge Marshes SSSI and The Haven SSSI. A more detailed assessment at the Kent Landfall including consideration of coastal sediment cells, nearshore and regional sediment transport pathways is presented within **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment**. This will also be supported by sediment modelling that is being undertaken for this location.
Monkton Parish Council	It is an area subject to flooding and, with rising sea levels, is predicted to be completely under water by 2050. The Stour is a tidal river and clearly any extra rainwater runoff will impact on villages further upriver, where there is already fluvial flooding in some fields. The management of marshland drainage is complicated by the use of a pumping station to control water levels. This pump system needs to be turned off at certain times to allow critically endangered European eels to pass through, leading to further possible field flooding. There is currently much new development both planned and under construction over the whole of the Isle of Thanet, with 250 new houses in Minster (plus an application for an additional 115) as well as a further 86 houses planned for Monkton. The sewerage system is already under great strain and further expansion of the water treatment works next to the proposed converter site will be required to handle the extra effluent. This will not be possible if the converter is sited at the proposed location.	N	The effects of the proposed permanent watercourse crossings have been assessed within **Application Document 6.2.3.4 Part 3 Kent Chapter 4 Water Environment** and its supporting documents: **Application Document 6.8 Flood Risk Assessment and Application Document 6.9 Water Framework Directive Assessment**. The Proposed Project has engaged with the Environment Agency regarding the proposed crossings of main river watercourses, with key design parameters for the crossings having been agreed. Measures are embedded within the designs of these crossings to mitigate for any potential to increase fluvial flood risk. Commitment W12 in **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** requires National Grid and its contractors to monitoring existing flood defences during the cable installation in agreement with Environment Agency protocols to ensure no detriment to the integrity of the defences. This Code is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). National Grid is aware of Southern Water's requirements and is maintaining ongoing dialogue with them about the potential impacts of the Proposed Project upon its assets in terms of ongoing maintenance, future needs and access to the waste water treatment works. National Grid is continuing to negotiate with Southern Water in relation to the appropriate method of addressing protection of its assets. This may include protective provisions for the

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			benefit of statutory undertakers in Schedule 14 of the DCO or a private asset protection agreement.
Local community	The Richborough site is on frequently flooded marshland and water displaced could cause further flooding downstream at Sandwich.	N	Flooding concerns are noted. **Application Document 6.8 Flood Risk Assessment** has been informed by information on historical and recent flooding incidents in the locality. The Proposed Project has engaged with the Environment Agency regarding the proposed works within areas prone to flooding and has agreed a flood risk mitigation strategy. The mitigation measures are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Q18 Do you have any key concerns regarding the construction stage of Sea Link?			
Local community	The Kent terminus is historically important and is wetland. Ongoing maintenance of drainage may be an issue.	N	Flooding concerns are noted. **Application Document 6.8 Flood Risk Assessment** has been informed by information on historical and recent flooding incidents in the locality. The Proposed Project has engaged with the Environment Agency regarding the proposed works within areas prone to flooding and has agreed a flood risk mitigation strategy. The mitigation measures are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO **(Application Document 3.1**). Surface water runoff arising from the Proposed Project during both its construction and operation would be captured, suitably treated where necessary and attenuated prior to discharge into the surrounding water environment at rates no greater than existing (inclusive of suitable climate change allowances over the Projects lifetime). In addition, where the Proposed Project interacts with existing land drainage, there is a commitment, secured by the DCO, to re-provide a suitable alternative means of land drainage such that the existing land drainage regime is not compromised. A climate change risk assessment is included within **Application Document 6.2.5.1 Part 5 Combined Chapter 1 Climate Change**. This assessment includes an assessment of climate change risks (including flooding) in accordance with the Institute of Environmental Management and Assessment good practice guidance for climate change risk assessments in Environmental Impact Assessments. With regard to the Kent terminus cited in this feedback, **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage** identifies the former Pegwell Bay hoverport as a heritage asset, albeit one of low heritage significance.
Local community	It's being built on a flood plain which means areas around it such as Minster and Sandwich which are horrendously affected the weather is getting stormier and the sea levels are rising way too quickly for us to deal with, in a nutshell we need the flood plain to do its job not be covered in tons of concrete.	N	
Local community	Someone should look into the recent flooding (December 2023) which may affect transportation routes and construction. At one point Saxmundham was completely cut off for several days.	N	
General commentary			
Local community	Flooding is a major concern to the villagers of Friston. The village is already subject to sudden flash floods caused by run off from the fields around. With the planned construction of substations and convertors on the land above the village the threat is hugely increased. With global warming and wetter winters it is inevitable that the village will be at risk. I have personally witnessed the water flowing in full spate down through the village and crossing the A1094. North of Friston, the runoff is a major concern to the village of Sternfield and the pollution that the flooding will bring, again will cause serious damage to homes, businesses and traffic.	N	Flooding concerns are noted. **Application Document 6.8 Flood Risk Assessment** has been informed by information on historical and recent flooding incidents in the locality. The Proposed Project has engaged with the Environment Agency regarding the proposed works within areas prone to flooding and has agreed a flood risk mitigation strategy. The mitigation measures are secured through commitments within the DCO application. Surface water runoff arising from the Proposed Project during both its construction and operation would be captured, suitably treated where necessary and attenuated prior to discharge into the surrounding water environment at rates no greater than existing (inclusive of suitable climate change allowances over the Projects lifetime). In addition, where the

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Local community	Friston is prone to flooding due to surface water run-off from fields. This is bad enough now, but the substation construction at Friston will cover large areas with concrete, thus rendering them impermeable. We have no confidence in the mitigation measures proposed by SPR. Although not directly affected by the Sea Link structures at Saxmundham, this is related because NG have stated that, should SPR not go ahead with the Friston substation construction, that NG will do so instead. Whoever builds the substation, it will increase the risk of flooding in Friston, especially during construction when the inadequate mitigation measures will be not finished and therefore even less effective.	N	Proposed Project interacts with existing land drainage infrastructure, e.g. ditches, there is a commitment, secured by the DCO, to re-provide a suitable alternative means of land drainage such that the existing land drainage regime is not compromised. A climate change risk assessment is included within **Application Document 6.2.5.1 Part 5 Combined Chapter 1 Climate Change**. This assessment includes an assessment of climate change risks (including flooding) in accordance with the Institute of Environmental Management and Assessment good practice guidance for climate change risk assessments in Environmental Impact Assessments. National Grid is coordinating with SPR regarding the development of the substation at Friston, the approach to which is set out in **Application Document 7.10 Coordination Document**.
Substation Action Save East Suffolk	National Grid seems unaware of the water environment in the catchment to the north of Friston. The baseline plans are wrong. The surface water flood risk to the north and above the village and in the village has been ignored when National Grid knows there is a problem. Clearly it has chosen to pretend this issue does not exist. If these projects are to go ahead then FPC remains concerned that the mitigation proposed will not be adequate and the proposals for a discharge pipe under Church Road are not workable. Flood risk during construction is an even greater concern given the large area of land which will be rendered impermeable.	N	Flooding concerns are noted. National Grid has not ignored the flood risk highlighted in this comment but has undertaken detailed surveys to understand the local conditions, with **Application Document 6.8 Flood Risk Assessment** informed by information on historical and recent flooding incidents in the locality. The Proposed Project has engaged with the Environment Agency regarding the proposed works within areas prone to flooding and has agreed a flood risk mitigation strategy. The mitigation measures are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Surface water runoff arising from the Proposed Project during construction would be captured, suitably treated where necessary and attenuated prior to discharge into the surrounding water environment at rates no greater than existing (inclusive of suitable climate change allowances over the Projects lifetime). In addition, where the Proposed Project interacts with existing land drainage infrastructure e.g. ditches, there is a commitment, secured by the DCO, to re-provide a suitable alternative means of land drainage such that the existing land drainage regime is not compromised. The Proposed Project has engaged robustly with the East Anglia ONE and TWO project teams to provide for holistic and complementary drainage solutions.
Local community	The land of Wood Farm (Suffolk) has a topsoil of deep heavy clay. Currently there is no problem with flooding as the fields are well drained into well maintained ditches. The building works, material storage areas and haul roads will decimate this well balanced system with the likelihood of water run off to the road. This will create pollution if the run-off enters water courses and also damage to roads with flooding.	N	The infiltration properties of the soils have been characterised by conducting compliant testing as part of the Proposed Project's Ground Investigations. The data has been used to inform the proposed surface water drainage designs of operational above ground infrastructure. Details of the drainage measures proposed are provided within **Application Document 6.8 Flood Risk Assessment** and space within the Order Limits has been included to accommodate surface water treatment and attenuation measures for both construction and operational stages of the Proposed Project.
Suffolk Coastal Friends of the Earth	It is truly an outrage that you want to tunnel directly under the RSPB North Warren nature reserve and also the Leiston-Aldeburgh SSSI. How might the hydrology be changed due to the tunnelling?	N	**Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** confirms the use of trenchless technology under the Leiston to Aldeburgh SSSI and the North Warren RSPB reserve. This is in order to minimise surface-level disruption to this habitat. The commitment to use trenchless technology is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). The characteristics of the geology beneath the reserve provide an impermeable barrier between surface water hydrology and ground water resources. The assessment has concluded that there would be no significant effects arising as a result of the tunnelling activity. Details are contained in **Application Document 6.2.2.5 Part 2 Suffolk Chapter 5 Geology and Hydrogeology**. Furthermore, Commitment GH02 in **Application Document 7.5.3.1 Outline Code of Construction Practice** includes for the provision of a Foundation Works Risk Assessment,

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			where required in areas proposed for trenchless crossings. This will be undertaken in accordance with Environment Agency guidance and will include the risk of drilling fluid loss. This is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Suffolk Energy Action Solutions	Flood Risk and future climate change has not been assessed. The recent, almost monsoon, rain has caused unexpected flooding closing many roads and causing accidents. Redirecting traffic is not easy on the rural B roads and many alterative roads were also flooded cutting off communities. Areas affected were Aldeburgh, Aldringham, Knodishall, Leisten, Friston, Saxmundham, Kelsale cum Carlton, Sternfield, Benhall, Snape and many villages and towns up and down the A 12 (Suffolk Coast's main arterial road) were also affected. Suffolk Coast, as are many other regions in the UK, was not prepared for the significant effects of flooding which can only get worse with climate change. NGET has not adequately assessed the flooding issue and needs to do so in the light of Sea Link proposals significantly altering the landscape in the construction of the converter stations(s) and haul roads - a full hydrological report should be conducted before proceeding with anything else. The drainage of the land at Blackheath Corner - either above ground or through local aquifers - into the Aide marshes and protected environment has not been adequately addressed.	N	Flooding concerns are noted. **Application Document 6.8 Flood Risk Assessment** has been informed by information on historical and recent flooding incidents in the locality. The Proposed Project has engaged with the Environment Agency regarding the proposed works within areas prone to flooding and has agreed a flood risk mitigation strategy. The mitigation measures are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Surface water runoff arising from the Proposed Project during both its construction and operation would be captured, suitably treated where necessary and attenuated prior to discharge into the surrounding water environment at rates no greater than existing (inclusive of suitable climate change allowances over the Projects lifetime). In addition, where the Proposed Project interacts with existing land drainage, there is a commitment, secured by the DCO, to re-provide a suitable alternative means of land drainage such that the existing land drainage regime is not compromised. A climate change risk assessment is included within **Application Document 6.2.5.1 Part 5 Combined Chapter 1 Climate Change**. This assessment includes an assessment of climate change risks (including flooding) in accordance with the Institute of Environmental Management and Assessment good practice guidance for climate change risk assessments in Environmental Impact Assessments.
RSPB	We note that Table 2.3.22 of the PEIR Vol. 1, Part 2, Chapter 3, Ecology and Biodiversity states that launch pit dewatering and the use of trenchless techniques could result in changes to water levels within the Leiston-Aldeburgh SSSI and RSPB North Warren. As a wetland site, maintenance of appropriate water levels is critical to enable it to continue to support specialist wetland plants and invertebrates, as well as provide suitable breeding and foraging habitat for birds. Whilst we welcome the commitment in the PEIR, Vol. 2, Part 1, Appendix 1.4.F Outline Schedule of Environmental Commitments and Mitigation Measures to “Implement measures to ensure no significant hydrological impact on water levels in North Warren RSPB Reserve”, further detail of the potential impact pathways, mitigation measures under consideration and the evidence regarding their effectiveness is required to provide confidence that hydrological impacts can be avoided.	N	Local ground condition data from recent ground investigation monitoring suggests that groundwater is unlikely to be intercepted in the launch/reception pit and that dewatering is unlikely to be required. Changes in groundwater levels or flow pathways are therefore not anticipated, which leads to a low risk of groundwater flooding or other adverse impacts in this location and negligible impacts on the existing groundwater regime. Up-to-date information on terrestrial ecology is contained in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**.
CPRE Kent	It is noted that the baseline assessment of the relevant section of the PEIR that the proposed converter station and substation can be located within an area that avoids Flood Zone 2 (medium risk) and Zone 3 (high risk). This, however, does not reflect the reality on the ground, which see the proposed location subject to routine flooding. The applicant’s own evidence supports this reality, detailing ecological and ornithological surveys being undertaken at times of flooding. It is accepted that any flooding issues will be exacerbated when the likely future impacts of climate change are considered.	N	The chalk bedrock is overlain and confined by less permeable layers. This means that there is limited potential for groundwater heads in the Thanet Formation and Chalk Group to rise significantly above ground level given the setting and the confined aquifer units. Based on the available survey data, it has been concluded that the presence of a shallow water table impedes rainfall infiltration, and it is poor drainage, rather than emergence of groundwater from rising bedrock groundwater levels, that causes the boggy conditions that have been observed in this area.

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	The site's proposed location within an area prone to flooding is already causing additional detrimental impacts. For example, the now proposed 2.2km of overhead line was previously proposed to have been underground. It is, however, understood that this has been backtracked upon on the basis of "technical issues with the underground option and the area being in the flood zone". The River Stour and watercourses in the Stour Marshes including Minster Stream and Richborough Stream are rightly subject to the highest levels of protection as they form part of the waterbodies named within the Sandwich Bay Special Area of Conservation (SAC). Despite this, they are currently only deemed to be in a "moderate" rather than "good" condition due to existing pollution. We are therefore particularly concerned that the proposed location of the converter station and substation could exacerbate this further through pollution of watercourses from operational discharges and runoff from above-ground infrastructure. This would be significantly exacerbated should the site be subject to regular flooding events. As it stands, we have little to no detail of proposed mitigation measures. This includes details of any SuDS measures that are proposed to manage increased flood risk from operational discharges and runoff from the project. Again, we are told that such information is not available now, though will be included within the Flood Risk Assessment that will be prepared alongside the Environment Statement. This information will therefore not be available until the DCO is submitted for examination. The problem with such an approach is that again the FRA requires that a sequential approach within the site selection process be taken to avoid as far as possible new development within flood zone areas. By waiting until the point of submission, it will be too late to scrutinise whether this has actually taken place as by then the location will be presented as a done deal. As it is, it is again impossible to be able to conclude that the proposed location is the right location in terms of flood risk.		Mitigation measures will include ground improvements and raising the development platform level to facilitate better drainage, while a wide range of measures including surface water runoff will be set out in the Code of Construction Practice. National Grid has engaged with the Environment Agency, the Lead Local Flood Authority (County Council) and Internal Drainage Boards extensively during the pre-application phase of the Proposed Project. This engagement has helped to inform the surface water drainage principles and flood risk mitigation measures that will be integrated into the design. The engineering design that is proposed in the DCO application will incorporate SUDS, which include filtration prior to discharge into watercourses and demonstrate compliance with the Water Framework Directive. The Flood Risk Assessment within the ES includes a sequential test which, as above, has been informed by engagement with relevant bodies. Up-to-date information on terrestrial ecology is contained in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**.
National Farmers Union	For the Kent section of the project there will be both a convertor station and substation located together near Minster. NFU members in Kent have raised concerns that the proposed location is in a floodplain that is frequently affected by incidents of flooding, and that there may be significant disruption both during construction and during its operation, should it be located here. The CoCP (1.4.A.2.61) mentions that a surface water drainage strategy will be prepared and submitted alongside the DCO application, and a Drainage Management Plan (DMP) will be prepared prior to the commencement of works. The NFU is pleased to see that there will be consultation with affected landowners on existing land drainage. However, it is essential that the Project appoints a local drainage consultant to help develop and design both pre and post construction drainage plans.	N	AS05 Consultation with affected landowners will be carried out to investigate the current extent of land drainage. A scheme of pre-construction land drainage will be designed with the intent of maintaining the efficiency of the existing land drainage system and to assist in maintaining the integrity of the working area during construction. The Proposed Project may include a system of 'cut-off' drains which feed into a new header drain and the Proposed Project will also take into account surface water runoff measures. National Grid has engaged with the Environment Agency, the Lead Local Flood Authority (County Council) and Internal Drainage Boards extensively during the pre-application phase of the Proposed Project. This engagement has helped to inform the surface water drainage principles and flood risk mitigation measures that will be integrated into the design. The engineering design that is proposed in the DCO application will incorporate SUDS, which include filtration prior to discharge into watercourses and demonstrate compliance with the Water Framework Directive.

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Thanet Green Party	The proposed location is an area of marshland situated on the flood plain of the River Stour. Recent exploratory bores have found water 1.5 metres below the surface. This area is prone to flooding, with the area immediately around the Stour already flooding frequently. With climate change and rising sea levels, the Isle of Thanet is predicted to be an island again by 2050 at the latest, at which point this whole area is likely to be submerged. This project therefore promises wholesale wildlife destruction to achieve what may only be a very temporary solution to our electricity transmission challenges! To be even temporarily safe, the proposed converter station will need to be built up above the existing land. The building as designed is massive, and even if built at ground level would be hugely obtrusive across the flat plains surrounding it – but if built up higher it will be a monstrosity. Kent County Council is currently consulting on the update of its Local Flood Risk Strategy which concerns itself with flooding resulting from surface runoff, ordinary watercourses and groundwater. By choosing to build on this site, National Grid appears likely to affect all these adversely. Where there was marshland, we are already seeing concrete from the battery storage and grid stability facilities, and if the converter station is built here, we will see a further area of at least 15 acres covered in concrete. Where will the runoff from this building and the other NG buildings on the site go? A further concern is the way this proposal builds right round the Weatherlees sewage station. Southern Water have proved unable to manage their responsibilities in providing fresh water to and dealing appropriately with foul water from Thanet's existing homes, with frequent sewage releases into Thanet's bathing waters (crucial to our visitor economy) and some areas finding themselves with no piped water to their homes over summer periods. This can only get worse as the 17,000 new homes the Government has tasked us with building are constructed. Yet there will be no room for Weatherlees to expand if Sealink goes ahead, as all the available land will be occupied by NG projects.	N	Flooding concerns are noted. **Application Document 6.8 Flood Risk Assessment** has been informed by information on historical and recent flooding incidents in the locality. The Proposed Project has engaged with the Environment Agency regarding the proposed works within areas prone to flooding and has agreed a flood risk mitigation strategy. The mitigation measures are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Surface water runoff arising from the Proposed Project during both its construction and operation would be captured, suitably treated where necessary and attenuated prior to discharge into the surrounding water environment at rates no greater than existing (inclusive of suitable climate change allowances over the Projects lifetime). In addition, where the Proposed Project interacts with existing land drainage, there is a commitment, secured by the DCO, to re-provide a suitable alternative means of land drainage such that the existing land drainage regime is not compromised. A climate change risk assessment is included within **Application Document 6.2.5.1 Part 5 Combined Chapter 1 Climate Change**. This assessment includes an assessment of climate change risks (including flooding) in accordance with the Institute of Environmental Management and Assessment good practice guidance for climate change risk assessments in Environmental Impact Assessments. National Grid is aware of Southern Water's requirements and is maintaining ongoing dialogue with them about the potential impacts of the Proposed Project upon its assets in terms of ongoing maintenance, future needs and access to the waste water treatment works. National Grid therefore intend to include protective provisions for the benefit of statutory undertakers in Schedule 14 of the DCO (**Application Document 3.1**).
RSPB	Paragraph 1.4.5.70 - 72 of the PEIR Vol. 1, Part 1, Ch. 4 Description of the Proposed Project describes the risk of HDD drilling fluid frac-out and the mitigation that can be applied. Due to the potential for benthic smothering from releases of bentonite (or similar) in the aquatic environment, these risks require particular attention in the assessment of potential impacts on watercourses within the Leiston-Aldeburgh SSSI and RSPB North Warren.	N	Protocols for dealing within breakouts of drilling fluids during drilling activities are included within **Application Document 6.3.3.5.B ES Appendix 3.5.B Qualitative Groundwater Risk Assessment and Application Document 7.5.2 Outline Offshore Construction Environmental Management Plan**. In addition, commitment GH10 within **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** requires that a drilling fluid breakout plan to be developed by the contractor. This Code is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Drilling fluid discharges from the construction of the cable will be single events over a short period of time. All drilling fluids used, such as bentonite, will be selected from the OSPAR List of Substances/Preparations Used and Discharged Offshore (2021) which are considered to 'Pose Little or No Risk to the Environment' (PLONOR).

Table 1.5 Geology and hydrogeology

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Feedback form			
Q8 What do you think about our proposed landfall between Aldeburgh and Thorpeness? Comments			
Local community	Bad idea for landfall! Crumbling cliffs, erosion.	N	A detailed assessment of the impact on the coastline and beaches is provided in **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment**. A complete description is contained in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
Local community	There is no mention of infrastructure associated with the land fall and the possibility of beach erosion.	N	
Local community	Thorpeness is a delicate coastline enjoyed by people past and present who live and holiday in the network which runs through previous coastline of Aldeburgh. These proposals are a mess!	N	
Q11 Do you have any comments of issues you would like us to take into consideration regarding our marine proposals?			
Local community	The unique Suffolk Coraline Crag protects against coastal erosion. So, how will you avoid breaching the Coraline Crag that protects Aldeburgh without altering the tidal flow of the sea?	N	The Coralline Crag formation is considered within **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment**. The cable corridor route passes over a small section of the Crag, therefore, the potential impacts associated with suspended sediment deposition onto the Crag, cable installation burial and rock armouring are assessed in this Chapter. Furthermore, the potential for permanent damage to the Crag occurring and having a knock-on impact on sediment transport in the region and potentially altering coastal geomorphology is also assessed. A detailed assessment of the impact on the coastline and beaches is provided in **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment**.
Local community	Aldeburgh and the Suffolk coast has problems with erosion of the shoreline - issues worsened by the effect of global warming. I have not seen any proposals which address this in a meaningful way.	N	
Local community	I have great concern that disrupting the sea bed in this area will cause more erosion of this coastline.	N	
Local community	My comment is the Landfall location in Suffolk. The East Coast of Suffolk is prone to coastal erosion and any damage to the Coraline Greg in the North Sea that protects Aldeburgh would be devastating, altering the tidal flow in this area of Suffolk. Just look back in history how the sea has affected towns and villages along the Suffolk Coast. Dunwich which used to be the capital of Suffolk till a storm changed a sandbank out at sea and now there is only a handful of properties left, the sea has claimed the rest. Orford used to be an important shipping port till a storm moved vast amounts of shingle and the port was no longer accessible, which has lead to the demise of Orford. Sandbanks and shingle at sea are required to protect our towns and villages, so keep away from the Coraline Greg!	N	
Local community	The coastline along the east coast is very fragile. Long shore drift erodes the shore and cliffs and then dumps on the spit. High tides and NE winds have caused flooding and breaches at Aldeburgh and Thorpeness. There should be no interference which could make it worse.	N	
Local community	Some years ago there was a project to alter the sandbanks close to the Thorpeness shore line. It is thought this action by a public body has resulted in more and not less erosion to the cliff faces. This area is so fascinating and its nature at its best. The well-known	N	

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	Coraline crag, some of which can be seen on the beach, protects against coastal erosion. Leave well alone.		
Q12 What do you think about our proposed landfall at Pegwell Bay? Comments			
Local community	You are destroying wildlife habitat and geological structures unique to Pegwell that visitors want to see.	N	Potential impacts on the geology of Pegwell Bay are considered in **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment**. **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism** contains an assessment of the potential impacts of the Proposed Project on tourism and concludes that there are no likely significant effects.
Local community	Too near coastal areas which due to erosion long term create liabilities.	N	A detailed assessment of the impact on the coastline and beaches is provided in **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment**.
Q26 Do you have further comments about our materials, consultation process or any suggestion for how we can improve our consultation?			
Local community	More environmental studies, you need to understand the geology of the area and how you need to adapt your plans for the future.	N	Available information on the geology of the Suffolk and Kent study areas has been collated and is presented in the relevant assessment Chapters: **Application Document 6.2.2.5 Part 2 Suffolk Chapter 5 Geology and Hydrogeology and Application Document 6.2.3.5 Part 3 Kent Chapter 5 Geology and Hydrogeology**.
General commentary			
Local community	The beach in this part of Suffolk is very fragile and subject to erosion in the coming years. Very recently houses at Hemsby (a little further north) have been dismantled as they have lost their access road due to erosion of the cliff. In January of this year, the most northerly house in Thorpeness was demolished as it was no longer safe for occupation due to the increase in the rate of erosion of the cliff and other houses nearby in Thorpeness are also at risk.	N	A detailed assessment of the impact on the coastline and beaches is provided in **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment**. The Coralline Crag formation is considered within **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment**. The cable corridor route passes over a small section of the Crag therefore, the potential impacts associated with suspended sediment deposition onto the Crag, cable installation burial and rock armouring are assessed in this chapter. Further, the potential for permanent damage to the Crag occurring and having a knock on impact on sediment transport in the region and potentially altering coastal geomorphology is also assessed.
Local community	At the proposed landfall site, I understand that the idea is to drill under North Warren Nature Reserve rather than dig through it. However the reserve is protected on the seaward side by a fragile shingle bank. Construction of any kind could impact the interaction of the sea and the bank, putting the whole reserve, and the low-lying farmland and chalets nearby under threat.	N	
Local community	How will you avoid damaging the Coralline Crag Formation? There is no information presented in your PEIR.	N	
Local community	The Friston site involves cables coming in under fragile cliffs, likely causing even faster erosion than the average of 1 m a year.	N	
Local community	I object to the proposal to bring the power cables in under the area between Aldeburgh and Thorpeness (essentially the nature reserve North Warren.) The proposal is to come in from the sea bed and emerge at the old railway line. My objection is that this area was a harbour in Elizabeth times and is not composed of rock but depths of peaty, muddy land and HDD cannot be guaranteed not to undermine the surface of this vital bird migration sanctuary. Questions at the consultation days could not be answered about the impact on the sea bed of the landfall point. This is a dynamic coast with shingle that moves in huge quantities both up and down the	N	An initial ground investigation survey has been undertaken to provide information to confirm the viability of a trenchless solution for the landfall at this location. Information is contained in **Application Document 7.3 Design Development Report**. A detailed assessment of the impact on the coastline and beaches is provided in **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment**. Commitment W12 in **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** requires National Grid and its contractors to monitoring existing flood defences during the cable installation in agreement with Environment Agency protocols to ensure no detriment to the integrity of the defences. This Code is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	shore and in and out to sea. It may not bear interference without affecting flood /sea defences up and down the coast.		National Grid recognises the importance of the English East Coast and its coastal wetlands (to include Pegwell Bay) as being globally important for migratory waterbirds using the East Atlantic Flyway which extends from the Arctic to South Africa. The importance of the English East Coast and these wetland sites is reflected by a series of existing protected nature conservation areas, designated for their international importance, including SPAs and Ramsar Convention Wetlands of International Importance and underpinned by other national designations such as SSSIs. Detailed assessments are provided in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 3 Ecology and Biodiversity, Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity, Application Document 6.2.4.5 Part 4 Chapter 5 Ornithology and Application Document 6.6 Habitats Regulations Assessment Report**, which consider the impacts of the Proposed Project on important sites for waterbirds and waterbird populations, and thus the relevant components which contribute to the East Atlantic Flyway.

Table 1.6 Agriculture and soils

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Feedback Form			
Q1 Do you have any comments to make about the principle of reinforcing the network between Suffolk and Kent?			
Local community	Suffolk has long been the "bread basket" of England, to destroy good arable land is little short of vandalism, especially as there are better options.	N	**Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils** assesses the impact of the Proposed Project both during construction and operation, as well as the temporary and permanent land take for different aspects of the infrastructure. The potential impact any development which disrupts agricultural activity has on food security is complex given the range of variables involved. For example, productive land may not actually be used to its full potential, the extent of food imported can change, efficiency of transport routes can be affected by a variety of events, the role influence of big supermarkets has will vary and so on. In terms of policy, there is no requirement to have to take account of food security other than the reference (EN-1 paragraphs 5.10.8 and 5.10.15) to seeking to minimise impacts on best and most versatile (BMV) land; the assessment of impacts on BMV land is addressed within **Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils**. Mitigation measures including but not limited to sensitive routeing and siting, restoration of land and its return to pre-construction use and rationalisation of the design to minimise permanent land take requirement are included within **Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils**. Further measures relevant to the control and management of impacts to BMV land during construction have been included within **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). The alternatives considered are addressed within **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered and Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
Local community	Building and covering up agricultural land is unnecessary when alternative sites could be used.	N	
Tenant Farmers Association	The TFA does not believe that sufficient attention has been given to the impact of these proposals on farm businessParticularly those who are either wholly or mainly reliant upon let land. The TFA is concerned that many tenant farmers could lose access to land permanently due to the nature of the legislation and contracts of tenancy which currently operate across the farmland that will be affected. The rights, aspirations and impact upon tenant farmers need to be properly taken into consideration and we will be watching developments to that end. Tenant farmers must be included in all conversations and it should not be assumed that discussions with landlords alone will be sufficient.	N	National Grid is and will continue to work with all landowners including tenants who may be affected by the proposals to understand the impacts on their operations and to work with them as the construction programme is developed. National Grid will seek to work with the farming community to limit disruption where practicable. The cable route will be reinstated to its previous use and therefore farming operations are able to continue post construction. The cable width is relatively minimal, and accommodation works will be discussed and agreed prior to commencement of construction to ensure disruptions to normal farming operations are minimised. Compensation claims for disturbance are considered on an evidenced basis and landowners and farmers will therefore be encouraged to keep records to support their claims.
Q2 What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously?			
Local community	You are siting this on valuable farm land and should not have even been considered in the first place.	N	**Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils** assesses the impact of the Proposed Project both during construction and operation, as well as the temporary and permanent land take for different aspects of the infrastructure. The potential impact any development which disrupts agricultural activity has on food security is complex given the range of variables involved. For example, productive land
Local community	All National Grid's so called improvements did not consider the communities all their plans would be affecting. We are constantly told in media of all descriptions how precious our environment is for	N	

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	our wellbeing and how prime farm land should be used more efficiently for the growing of vegetable and fruit crops as we attempt to move away from a meat based diet. National Grid ignores all of these recommendations and literally bull-dozes their way across communities.		may not actually be used to its full potential, the extent of food imported can change, efficiency of transport routes can be affected by a variety of events, the role influence of big supermarkets has will vary and so on. In terms of policy, there is no requirement to have to take account of food security other than the reference (EN-1 paragraphs 5.10.8 and 5.10.15) to seeking to minimise impacts on best and most versatile (BMV) land; the assessment of impacts on BMV land is addressed within **Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils**. Mitigation measures including but not limited to sensitive routeing and siting, restoration of land and its return to pre-construction use and rationalisation of the design to minimise permanent land take requirement are included within **Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils**. Further measures relevant to the control and management of impacts to BMV land during construction have been included within **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). The alternatives considered are addressed within **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered and Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
Q3 What do you think about our proposal to connect into the existing network via the proposed Friston substation?			
Local community	East Suffolk is an agricultural area. We need in the UK greater food security and therefore cannot lose agricultural land for such projects.	N	**Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils** assesses the impact of the Proposed Project both during construction and operation, as well as the temporary and permanent land take for different aspects of the infrastructure. The potential impact any development which disrupts agricultural activity has on food security is complex given the range of variables involved. For example, productive land may not actually be used to its full potential, the extent of food imported can change, efficiency of transport routes can be affected by a variety of events, the role influence of big supermarkets has will vary and so on. In terms of policy, there is no requirement to have to take account of food security other than the reference (EN-1 paragraphs 5.10.8 and 5.10.15) to seeking to minimise impacts on best and most versatile (BMV) land; the assessment of impacts on BMV land is addressed within **Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils**. Mitigation measures including but not limited to sensitive routeing and siting, restoration of land and its return to pre-construction use and rationalisation of the design to minimise permanent land take requirement are included within **Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils**. Further measures relevant to the control and management of impacts to BMV land during construction have been included within **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Q4 What do you think about our proposed HVAC cable route in Suffolk. Comments			

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Local community	Stop destroying our valuable farm land needlessly.	N	**Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils** assesses the impact of the Proposed Project both during construction and operation, as well as the temporary and permanent land take for different aspects of the infrastructure. The potential impact any development which disrupts agricultural activity has on food security is complex given the range of variables involved. For example, productive land may not actually be used to its full potential, the extent of food imported can change, efficiency of transport routes can be affected by a variety of events, the role influence of big supermarkets has will vary and so on. In terms of policy, there is no requirement to have to take account of food security other than the reference (EN-1 paragraphs 5.10.8 and 5.10.15) to seeking to minimise impacts on best and most versatile (BMV) land; the assessment of impacts on BMV land is addressed within **Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils**. Mitigation measures including but not limited to sensitive routeing and siting, restoration of land and its return to pre-construction use and rationalisation of the design to minimise permanent land take requirement are included within **Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils**. Further measures relevant to the control and management of impacts to BMV land during construction have been included within **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). The alternatives considered are addressed within **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered and Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
Local community	This cable run between Friston substation and the proposed converter station near Saxmundham would mean digging up productive farmland which will damage the soil structure for years.	N	A complete assessment of the impacts on agriculture and soil in Suffolk has been undertaken. This is set out in **Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils**. The alternatives considered are addressed within **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered and Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
Q5 What do you think about our proposed converter station, including its proposed location? Comments			
Local community	Surely there is somewhere not on agricultural land which can be used.	N	**Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils** assesses the impact of the Proposed Project both during construction and operation, as well as the temporary and permanent land take for different aspects of the infrastructure. The potential impact any development which disrupts agricultural activity has on food security is complex given the range of variables involved. For example, productive land may not actually be used to its full potential, the extent of food imported can change, efficiency of transport routes can be affected by a variety of events, the role influence of big supermarkets has will vary and so on. In terms of policy, there is no requirement to have to take account of food security other than the reference (EN-1 paragraphs 5.10.8 and 5.10.15) to seeking to minimise impacts on best and most versatile (BMV) land; the assessment of impacts on BMV land is addressed within **Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils**.
Local community	Population growth, global warming, all leading to needing as much agricultural land as possible to grow enough food. Do not cover up the farmland.	N	
Local community	Not living in Suffolk, however you do seem to be building and concreting over arable farm land, which we need desperately to grow crops.	N	
Local community	What effect do they have on the local farms?	N	

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Mitigation measures including but not limited to sensitive routeing and siting, restoration of land and its return to pre-construction use and rationalisation of the design to minimise permanent land take requirement are included within **Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils**. Further measures relevant to the control and management of impacts to BMV land during construction have been included within **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). A climate change risk assessment is included within **Application Document 6.2.5.1 Part 5 Combined Chapter 1 Climate Change**. This assessment includes an assessment of climate change risks (including flooding) in accordance with the Institute of Environmental Management and Assessment good practice guidance for climate change risk assessments in Environmental Impact Assessments.
Q7 What do you think about our proposed HVDC cable route in Suffolk? Comments			
Local community	Destruction of agricultural land.	N	**Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils** assesses the impact of the Proposed Project both during construction and operation, as well as the temporary and permanent land take for different aspects of the infrastructure. The potential impact any development which disrupts agricultural activity has on food security is complex given the range of variables involved. For example, productive land may not actually be used to its full potential, the extent of food imported can change, efficiency of transport routes can be affected by a variety of events, the role influence of big supermarkets has will vary and so on. In terms of policy, there is no requirement to have to take account of food security other than the reference (EN-1 paragraphs 5.10.8 and 5.10.15) to seeking to minimise impacts on best and most versatile (BMV) land; the assessment of impacts on BMV land is addressed within **Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils**. Mitigation measures including but not limited to sensitive routeing and siting, restoration of land and its return to pre-construction use and rationalisation of the design to minimise permanent land take requirement are included within **Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils**. Further measures relevant to the control and management of impacts to BMV land during construction have been included within **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	Huge trenches and buildings in areas of excellent agricultural land is disruptive.	N	
Q14 What do you think about our proposed converter station and adjacent substation near Minster?			
Local community	This is prime agricultural land. Why on earth would you even consider it at this time in our land's history when we should be working far more towards the UKs better self-sufficiency in producing our own produce. This piece of land currently produces in excess of 110 tons of wheat a year and everyone round here is aware of that.	N	**Application Document 6.2.3.6 Part 3 Kent Chapter 6 Agriculture and Soils** assesses the impact of the Proposed Project both during construction and operation, as well as the temporary and permanent land take for different aspects of the infrastructure. The potential impact any development which disrupts agricultural activity has on food security is complex given the range of variables involved. For example, productive land may not actually be used to its full potential, the extent of food imported can change, efficiency of transport routes can be affected by a variety of events, the role influence of big supermarkets has will vary and so on.
Local community	Food Security: The proposed location for the converter station and adjacent substation is a very poor choice. The planned site is Grade 2 Agricultural Land – very good quality. Protecting the UK's food	N	

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	security and balance of payments. More than 110 tons of wheat production will be lost from this area if this goes ahead.		In terms of policy, there is no requirement to have to take account of food security other than the reference (EN-1 paragraphs 5.10.8 and 5.10.15) to seeking to minimise impacts on best and most versatile (BMV) land; the assessment of impacts on BMV land is addressed within **Application Document 6.2.3.6 Part 3 Kent Chapter 6 Agriculture and Soils**. Mitigation measures including but not limited to sensitive routeing and siting, restoration of land and its return to pre-construction use and rationalisation of the design to minimise permanent land take requirement are included within **Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils**. Further measures relevant to the control and management of impacts to BMV land during construction have been included within **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	I cannot agree with this location. This is prime grade 2 agricultural land as shown by the crops grown in the area - salad, asparagus and of course the wheat production.	N	
Sandwich Town Council	Sandwich Town Council is concerned over the choice of location for both structures. The proposed site is Grade 2 Agricultural Land.	N	
Q19 Do you have any comments about how we could deliver environmental mitigation and enhancement (such as hedgerow creation, native tree planting or funding local wildlife groups) as part of our proposals?			
Local community	Use a sub soil so surfaces land top are not impacted.	N	During construction topsoil would be removed from the affected area and stored for later use in reinstatement.
Local community	All land to be used for farming where possible after construction.	N	National Grid acknowledges this comment. It is in close contact with landowners and affected farmers regarding reinstatement and what the land can be used for following construction.
Local community	Do not choose yet more Thanet farmland for mitigation. The whole of Thanet is BMV farmland and farm viability due to loss is becoming an issue. Having sold produce from this area I understand it's value for food security resilience.	N	**Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils** assesses the impact of the Proposed Project both during construction and operation, as well as the temporary and permanent land take for different aspects of the infrastructure. The potential impact any development which disrupts agricultural activity has on food security is complex given the range of variables involved. For example, productive land may not actually be used to its full potential, the extent of food imported can change, efficiency of transport routes can be affected by a variety of events, the role influence of big supermarkets has will vary and so on. In terms of policy, there is no requirement to have to take account of food security other than the reference (EN-1 paragraphs 5.10.8 and 5.10.15) to seeking to minimise impacts on best and most versatile (BMV) land; the assessment of impacts on BMV land is addressed within **Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils**. Mitigation measures including but not limited to sensitive routeing and siting, restoration of land and its return to pre-construction use and rationalisation of the design to minimise permanent land take requirement are included within **Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils**. Further measures relevant to the control and management of impacts to BMV land during construction have been included within **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).

General commentary

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Local community	Our agricultural land, essential for food production, must be safeguarded against encroachment by projects that prioritise connectivity over the preservation of vital resources.	N	**Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils** assesses the impact of the Proposed Project on agriculture both during construction and operation, as well as the temporary and permanent land take for different aspects of the infrastructure and the impact on best and most versatile (BMV) land. The potential impact any development which disrupts agricultural activity has on food security is complex given the range of variables involved. For example, productive land may not actually be used to its full potential, the extent of food imported can change, efficiency of transport routes can be affected by a variety of events, the role influence of big supermarkets has will vary and so on. In terms of policy, there is no requirement to have to take account of food security other than the reference to EN-1 paragraphs 5.10.8 and 5.10.15, seeking to minimise impacts on best and most versatile (BMV) land. Any economic effects on landowners due to fragmentation or loss of land have been noted in the assessment and any that arise will be addressed through landowner discussions and through the compensation payments undertaken through the National Grid Lands Team; such agreements lie outside the scope of the ES. It is of note that, due to an elevated UXO risk across the Proposed Project, detailed agricultural land classification surveys have not been able to be carried out. Instead, a predictive modelling approach has been utilised to assess the extent of agricultural (and BMV) land across the route. This modelling approach has been discussed and agreed with Natural England and has been based upon the recognised approach utilised by the Welsh Government Predictive ALC map. **Application Document 6.3.3.6.A ES Appendix 3.6.A Predictive Agricultural Land Classification Report** presents the results of the predictive modelling, which includes plans showing each location where the soils have been assessed and the associated grade at that point. Where design changes have occurred the implications for soil type and land grade have been assessed. Preconstruction surveys are committed to, and will be undertaken in line with published guidance and will be used to update the outline Soil Management Plans with site specific information as set out in the Defra Construction Code of Practice (**Application Document 7.5.10.1 Outline Soil Management Plan – Suffolk and Application Document 7.5.10.2 Outline Soil Management Plan – Kent)**.
Local community	The impact to the surrounding areas and communities cannot simply be pushed away, you are proposing to decimate high grade farming land, land that feeds the population of this country which keeps us self-sufficient and not reliant on overseas imports.	N	
Local community	The impact upon farming community will be huge with families who have farmed in the area for many generations losing their livelihoods to say nothing of their homes and identities. The area you have proposed for 2 converter stations is an area of grade 1 arable land with a main crop of wheat and beans.	N	
Local community	The site for the Suffolk converter station is land of a good quality and produces cereal crops without the need for irrigation even during the driest summers. This is the wrong location to industrialise.	N	
Local community	The 90-metre-wide corridors also would be going through and damage good irrigated agricultural land (Suffolk) with drainage pipes that have for the most part been extremely well cared for with the addition of organic matter, in some cases for more than 50 years, into a well tilled crumb and lower sub soil structure that will take many years to recover to their current use.	N	
Suffolk Coastal Friends of the Earth	The land that would be permanently lost under the footprint of the converter building and access road is currently arable land, much of it being of the best quality ranging from grades 1 to 3a. Loss of good farmland needs to be put in the context of development of the region as a whole, where vast swathes of productive land have already gone under concrete, currently worsened by the many new housing developments and the proposed Sizewell C.	N	
CPRE Kent	Loss of Best and Most Versatile Agricultural Land (BMV) It is accepted that the proposed project will result in the temporary and permanent loss of BMV land from agricultural production within the areas required for construction, maintenance and decommissioning works. While the temporary losses are deemed to not be significant, it is accepted that the permanent losses of BMV land have the potential to result in significant effects. It is also accepted that there is also the potential for construction, maintenance and decommissioning works to impact soil function and soil quality. Preventing the loss of BMV land is a significant campaigning issue for CPRE, with our recent report “Building on our food security” highlighting that in the past 12 years we have lost more than 14,000 hectares of prime agricultural land to development, including 287,864 houses – equivalent to the productive loss of some 250,000 tonnes of vegetables and enough to provide almost two million people with their five-a-day for an entire year. Further, this is	N	**Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils** assesses the impact of the Proposed Project on agriculture both during construction and operation, as well as the temporary and permanent land take for different aspects of the infrastructure and the impact on best and most versatile (BMV) land. The potential impact any development which disrupts agricultural activity has on food security is complex given the range of variables involved. For example, productive land may not actually be used to its full potential, the extent of food imported can change, efficiency of transport routes can be affected by a variety of events, the role influence of big supermarkets has will vary and so on. In terms of policy, there is no requirement to have to take account of food security other than the reference to EN-1 paragraphs 5.10.8 and 5.10.15, seeking to minimise impacts on best and most versatile (BMV) land. Any economic effects on landowners due to fragmentation or loss of land have been noted in the assessment and any that arise will be addressed through landowner discussions and through the compensation payments undertaken through the National Grid Lands Team; such agreements lie outside the scope of the ES. It is of note that, due to an elevated UXO risk across the Proposed Project, detailed agricultural land classification surveys have not been able to be carried out. Instead, a

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	a worsening situation, with 2022 seeing the greatest number of hectares of BMV land planned for development – equating to a hundredfold increase on the number of hectares of BMV land built on in 2010. Best and most versatile agricultural land is needed to help feed the country's population. Recent world events indicate the need to protect such land. The loss of such an important resource will compromise the ability of future generations to meet their own needs, contrary to the NPPF. It is therefore unacceptable to CPRE Kent for the relevant PEIR6 to simply conclude that, while it is likely that the extent of BMV land permanently lost will exceed the thresholds for a medium or large magnitude impact, it is not possible to mitigate for the permanent loss of BMV land. The applicant is well aware of the requirements of the EIA process, the NPPF and Thanet Local Plan Policy E16 to take a sequential approach within the site selection process to avoid loss of BMV land. We would therefore again ask what brownfield alternatives were considered but discarded ahead of detailed assessment within both the locality and at alternative landfall locations. As it is, it is again impossible to be able to conclude that the proposed location is the right location in terms of agriculture and soils.		predictive modelling approach has been utilised to assess the extent of agricultural (and BMV) land across the route. This modelling approach has been discussed and agreed with Natural England and has been based upon the recognised approach utilised by the Welsh Government Predictive ALC map. **Application Document 6.3.3.6.A ES Appendix 3.6.A Predictive Agricultural Land Classification Report** presents the results of the predictive modelling, which includes plans showing each location where the soils have been assessed and the associated grade at that point. Where design changes have occurred the implications for soil type and land grade have been assessed. Preconstruction surveys are committed to, and will be undertaken in line with published guidance and will be used to update the outline Soil Management Plans with site specific information as set out in the Defra Construction Code of Practice (**Application Document 7.5.10.1 Outline Soil Management Plan – Suffolk and Application Document 7.5.10.2 Outline Soil Management Plan – Kent)**. The cable route will be reinstated to its previous use and therefore farming operations are able to continue post construction. Compensation claims for disturbance are considered on an evidence basis and landowners and farmers will therefore be encouraged to keep records to support their claims. Where productive land is lost as a result of the permanent infrastructure this needs to be balanced with the Proposed Project needs case, which will help the UK with British Energy Security Strategy 'Security of Supply' and with helping the UK to meet its Net Zero target to reduce carbon emissions. In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure.
Substation Action Save East Suffolk	Loss of BMV land – as noted this is significant but there needs to be greater analysis. Loss of BMV land needs to be broken down, both for Sealink and cumulatively for all projects, between: i. loss during construction and duration of loss ii. loss during operation iii. loss of land used for the infrastructure itself iv. loss of land required for mitigation This needs to be expressed both in absolute terms acres/hectares and as a percentage of BMV land in East Suffolk. Further as agriculture is a key part of the local economy there needs to be an economic analysis in terms of the loss of productive land and the impact on food security.	N	Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.,10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.**
Dr Thérèse Coffey MP	After various conversations with local farmers including those in Sternfield and Friston, their concern is that the cables are only going to be 0.9 metres underground. Farmers subject to future compulsory purchase are particularly concerned due to the nature of drainage and the effect of the sandy soil. There is a genuine risk to life if cables can be accessed so readily while farming. Any cabling needs to be at a minimum of 1.5 metres to avoid this (and engineers should explore if it needs to be further).	N	Based on feedback received during the consultation process, the typical depth of the cable trenches will be 1.5 m, see **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** for further information. The minimum depth of burial of the cable to the top of the protective tile will be 0.9 m, below most land drains and held in protective ducts. Where possible, and to be agreed with the landowner, this may be deeper, but it will depend on the cable design. Any disturbance to or modifications required to the current land drainage system will be incorporated into the construction scope to ensure the land is properly reinstated and drains are left in no worse condition than prior to construction.

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	This effectively sterilises a large portion of agricultural land along the proposed route for fear of interfering or damaging the infrastructure. For that reason, I would also encourage National Grid to pursue voluntary rather than compulsory purchase of what is primarily agricultural land to facilitate the cable corridor. It is vitally important that those who want to continue to farm their land can do so.		The cable routes will be reinstated post construction to allow the previous farming operations to continue. The Compulsory Purchase process requires applicants to justify any land included in a CPO application, keep it to the minimum required to deliver the proposed project and to seek voluntary agreement on reasonable terms ahead of the application being heard. National Grid is committed to seeking to acquire the necessary land rights on voluntary terms and undertake construction under those terms. A CPO application will also be progressed in parallel to ensure the project can be constructed to cover areas where no reasonable agreement can be reached and to cover any unknown land interest where diligent inquiry has not been able to identify and owner or person with an interest.
Cllr T-J Haworth-Culf	It (*Suffolk area for cable route, converter station and substation*) also has highly productive irrigated fields also producing much needed local food supporting the UK's food security requirements under an agreement with a local food grower/contract, together with managed ancient hedges.	N	A complete assessment of the impacts on agriculture in Suffolk has been undertaken. This is set out in **Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils**. Please see the answer to the CPRE above for more information. Where productive land is lost as a result of the permanent infrastructure this needs to be balanced with the Proposed Project needs case, which will help the UK with British Energy Security Strategy 'Security of Supply' and with helping the UK to meet its Net Zero target to reduce carbon emissions.
Local community	Thanet as a whole has more than bore the brunt of a reduction in most best and versatile agricultural land being sold off and developed for housing and this project will yet again impact on that issue. We may well need an upgrade in electricity infrastructure to meet the demands of the population but we also need the meet the food demands of the population and the use of farm land to build the convertor station has a great chance of creating a situation where the farm becomes no longer viable, regardless of whether the farmer enters into a voluntary arrangement. Our agricultural land is a precious resource and it must be protected. To Sealink, it's a couple of fields, to the area, it adds to the cumulative impact.	N	National Grid's landscape strategy has been developed to minimise effects on landscape and visual receptors (**Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual)** and recognises the importance of hedgerows with the landscape, with the mitigation section of the ES including screening in the form of proposed woodland, hedgerow and hedgerow tree planting and has been designed in collaboration with relevant stakeholders. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
National Farmers Union	The NFU strongly feels that the operators of this project need to consult fully with landowners affected by any onshore apparatus and cable construction works. Section 3.4.13 of the non-statutory consultation report states that two events have been held for landowners in 2022, and further in Section 15 that National Grid will be in discussions with landowners over the coming months. National Grid need to engage with landowners and seek their feedback on both their proposed route and the site selection process, as well as providing information on the indicative route, any temporary compounds, and access tracks. National Grid do need to be carrying out one to one meetings on farm with landowners and tenants. It is imperative that National Grid understand the businesses that will be impacted and ensure any mitigation measures, or timings of the works, are incorporated into the scheme design and programme at the outset to try to minimise the impact. Any feedback received should be incorporated into the site selection process. The NFU notes that Volume 1 Part 2 Chapter 12 of the PEIR contains a preliminary assessment of the potential cumulative effects with other developments in the area. The project should explore options to work collaboratively with other infrastructure	N	As set out in this report, National Grid has undertaken extensive consultation with landowners affected by the Proposed Project. Consultation methods, including one to one meetings and other meetings formats have sought to ensure ample opportunity for landowners to engage with National Grid and understand how the proposals may affect their land. Where design changes are requested, these are subject to rigorous scrutiny. Where the design has been updated as a result of consultation feedback this is documented in Chapter 8 of this report. National Grid welcome's the NFU's support for coordination and is working closely with all other developers in the area to investigate where they can coordinate facilities to reduce the impact of the projects. This is set out in **Application Document 7.10 Coordination Document**. The Proposed Project will not be able to apply for its DCO relying on infrastructure proposed by other DCO's and **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022),** explains the assessment process behind decision-making for the location of new infrastructure. However, this does not mean that National Grid will not, where possible, agree with these projects should they come forward with a means of sharing infrastructure, if that is possible and it will not affect the programme of the other project. The impact of multiple projects in the area is assessed in **Application Document 6.2.2.13 Part 3 Kent Chapter 13 Inter Project Cumulative Effects and Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-**

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	projects in the area to reduce the overall cumulative effect, especially the overall impact on agricultural land and operations. The PEIR (Non-Technical Summary 3.6.2) also mentions that the project has considered an option to facilitate co-location of infrastructure with the Nautlius and Lionlink interconnector projects. This includes extra ducts for underground cables on the Suffolk part of the project, shared temporary and permanent access, and shared Biodiversity Net Gain mitigation. The NFU supports coordination between these projects to reduce the overall impact on agricultural operations and minimise the amount of agricultural land taken out of production. However, given the highly disruptive impacts of these projects, the NFU would like further clarity provided on the likelihood of this eventuality, and would expect National Grid to have engaged thoroughly with potentially affected landowners, clearly explaining the three different options, their impacts, and land take. The NFU is also aware of the recent announcement for the project to liaise with the North Falls and Five Estuaries Offshore Wind Farms and welcomes the possibility of these projects working together to reduce onshore disruption.		**Project Cumulative Effects** considers more than 25 schemes including Sizewell C, East Anglia ONE North, East Anglia TWO and LionLink. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce ecology and biodiversity impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. An extensive programme of environmental surveys has been undertaken, informed by consultation with key stakeholders, and a rigorous impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. All affected landowners will be compensated on a fair and reasonable basis for any rights acquired, and any impacts on retained property will be considered in line with the Compulsory Purchase Compensation Code. Compensation claims for other disturbance, such as loss of ability to irrigate a part of a field during the construction phase, are considered on a case-by-case basis if there is evidence of negative impacts as a result of the Proposed Project. All soil handling (stripping, stockpiling and reinstatement) will be undertaken in accordance with good practice. **Application Document 7.5.10.1 Outline Soil Management Plan – Suffolk and Application Document 7.5.10.2 Outline Soil Management Plan – Kent** will be submitted with the DCO application. These have been produced in line with good practice guidance including the Defra Construction Code of Practice. The oSMP contains measures informed by the site specific desk-based information and will be updated to form a detailed SMP prior to construction commencing to take account of detailed soil and Agricultural Land Classification (ALC) surveys, the detailed design and the specific contractor approach. The detailed surveys will be undertaken by suitably qualified soil scientists with expertise in ALC surveys and ALC grade assessment. This includes a requirement for an Aftercare Management Plan to be produced; this will include all measures required post-restoration to ensure the recovery of the soils to pre-construction condition. Where productive land is lost as a result of the permanent infrastructure this needs to be balanced with the Proposed Project needs case, which will help the UK with British Energy Security Strategy ‘Security of Supply’ and with helping the UK to meet its Net Zero target to reduce carbon emissions. With regard to National Grid’s work with North Falls and Five Estuaries, the Secretary of State for Energy Security and Net Zero has reviewed this study, amongst other information and has decided not to grant further funding to the consortium. The feasibility study identified that coordination is technically feasible however, it also identified an increase in capital costs of up to £890 million; constraint costs associated with an outage on the Proposed Project of over £500 million; and a programme delay for North Falls and Five Estuaries of up to five years. Given the significant extra costs and the negative impact on the delivery timeline of connecting more renewables to the UK energy system, especially considering the government's commitment to quadruple offshore wind and fully decarbonise the UK's electricity system by 2030, the consortium supports the Secretary of State’s decision and will not be further pursuing a coordinated offshore connection.

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National Farmers Union	Cable depth - The NFU understands from the PEIR Volume 1, Chapter 4 (Tables 1.4.9 & 3.30) that the maximum cable depth will be 1.5m with a minimum depth of cover of 0.9mm. This depth will not be sufficient to avoid the risk of disturbance from agricultural operations. It is imperative that the cables are laid at a minimum depth of 1.2m to the top of a protective tile to ensure there is sufficient distance between the cables and farming operations to minimise risk.	N	National Grid can confirm that the minimum depth of burial of the cable to the top of the protective tile will be 0.9 m. In some instances, subject to discussion and agreement with the landowner this may be deeper, but this will depend on cable design.
National Farmers Union	Cable Corridor – The NFU understands from the PEIR that for the HDVC cables in both the Suffolk and Kent sections there will be a 40m temporary and permanent corridor. Similarly, the underground HVAC in Suffolk, if constructed independently from other projects, will have a 63m temporary and permanent corridor. However, if the HVAC in the Suffolk section is co-located with the other aforementioned NGV projects, we understand this would increase to either 95m or 112m, or potentially 131 if an HVDC is included. This range of options for co-location therefore creates significant uncertainty for those landowners affected by the project. While the NFU supports the co-location of projects to minimise overall impact on agricultural production, we would like to understand how National Grid has engaged with affected landowners along the Suffolk HVAC cable corridor to minimise disruption and provide clarity on the future of this cable route. If this co-location is to take place, construction must be coordinated and done concurrently. Sequential construction would not be acceptable and would make the land essentially unusable for a significant length of time. The NFU would like further information on how construction for this will take place for any combined projects.	N	National Grid during their consultation has provided the details of what the co-ordination and co-location of the three projects might look like; they have no control over the timescales of the NGV Projects. All three projects need to submit planning applications through the DCO process and gain planning permission for their individual assets, without this they cannot be installed. The benefits to co-location with other projects are recognised because if infrastructure can be sited in one location it reduces the difficulties associated with finding locations for up to two other converter station sites in the surrounding area which meet the requirements for the connection agreements, whilst taking into account landscape designations and other sensitive receptors, etc. National Grid Electricity Transmission is maintaining ongoing dialogue with National Grid Ventures regarding the possibility of co-locating new infrastructure. However, these are separate projects being promoted by different developers and working to different timescales for delivery. National Grid Electricity Transmission is committed to coordinating consenting and delivery with other projects where opportunities are available, including the co-location of infrastructure where it can be demonstrated that this will support reductions in cumulative impacts. With regard to the converter stations at Saxmundham, the process of site identification is based on technical feasibility parameters associated with proximity to the agreed connection location (Friston Substation), the National Landscape designation and other environmental constraints. The proposed approach for co-locating converter stations required for other projects seeks to conserve and enhance the designation by reducing the cumulative impacts that may be perceived through separate developments dispersed throughout the surrounding area. The impact of multiple projects in the area is assessed in **Application Document 6.2.2.13 Part 3 Kent Chapter 13 Inter Project Cumulative Effects and Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. National Grid is working with developers of other projects to minimise the disruption caused by the Proposed Project and, where possible, will look to provide a co-ordinated programme of works; however, this will depend on the programme of the other projects. The Proposed Project is a NSIP and therefore its programme cannot be delayed as National Grid has an OFGEM Licence condition to deliver it. The approach to coordination is set out in **Application Document 7.10 Coordination Document**. Further details on coordinated construction will emerge in due course, as National Grid maintains ongoing dialogue with other developers.
National Farmers Union	Link Boxes/Joint Bay Kiosks – The NFU notes that the HVAC cable in Suffolk will feature above ground joint bay kiosks, measuring 1.2m high and 1m wide, with a minimum of two per cable connection, and more if the Sealink is co-located with other projects. Overground kiosks would provide significant disruption to agricultural operations, and the NFU would usually expect to see	N	For HVAC Cables a link box/ joint bay kiosk is required to enable inspection and testing of elements of the cable system. The sizes provided are typical sizes. Where possible these kiosks are placed at the edge of fields or roads to enable future access and minimise the impact on agricultural operations.

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	much less intrusive above ground infrastructure where cables are joined, such as a manhole cover flush with the ground. The NFU would like to understand why the project requires these above ground kiosks, and why these cannot be below ground as with other projects. With regard to the HVDC cables in both Suffolk and Kent, the NFU understands that no above ground infrastructure will be required. However, the NFU would like further clarification on what link boxes may be required for these cables, as well as sizes of the link boxes and how they will be positioned in relation to the cable joint.		The HVDC cables do not require kiosks. The transition joint bay is an underground structure with a ground level access manhole which will be locked. Maintenance is required on a monthly basis to check the structure and at a five-yearly basis to check the condition of the joints. This will not be visible from the surface apart from the manhole.
National Farmers Union	Overhead Lines – The NFU understands that there will be 2.25 km of new overhead 400kv HVAC lines from the Minster convertor/substation to the Richborough to Canterbury overhead line. The NFU would like to receive clarification as to how many new pylons will be required.	N	**Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** provides information on the number of new pylons.
National Farmers Union	Construction Compounds – The NFU would like to understand what type of construction compounds are required to build the project, and what negotiation has taken place with landowners/farmer in regard to the location of these compounds, as well any access requirements.	N	The construction compounds shown on the drawings are indicative. These are for the contractors to house offices, storage and parking for their plant and vehicles. National Grid has consulted landowners on the Proposed Project and their feedback and comments taken into account in the revised design.
National Farmers Union	Biodiversity Net Gain – The PEIR Vol 1 Ch 1 mentions National Grids commitment to 10% Biodiversity Net Gain across its construction projects. The NFU would like to see a full consultation with landowners over the location of land proposed for any environmental mitigation or BNG, to ensure it is located in areas that are less productive or that have the least impact on agricultural operations. The NFU would like to know what total area is required to meet the BNG requirement for this project, and what research has been done to locate BNG on areas of existing habitats and the possibility of enhancing these habitats, rather than taking land out of agricultural production. The NFU does not support compulsory acquisition of any agricultural land for the purposes of delivering Biodiversity Net Gain. If the project needs to acquire additional land to deliver such gain, then this should be acquired through voluntary negotiations.	N	National Grid is working with local stakeholders to understand the opportunities for optimising Biodiversity Net Gain that is to be delivered by the Proposed Project and avoiding the need to use compulsory acquisition powers for delivery. Further details are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**. All landowners affected by the Proposed Project have been consulted and feedback taken into account.
National Farmers Union	Heat Dissipation – Heat dissipation, which can impact the land for the lifetime of the project, is a concern among farmers affected by the underground cable sections of the scheme. We have seen examples of heat dissipation on previous underground cable schemes, and they can have a significant impact on the crops growing in affected fields, such as crops growing at different rates, significantly complicating agricultural operations. Please can you confirm the measures taken to reduce the impact of heat dissipation on the scheme?	N	Electric current passing through the cables generates heat that must eventually be dissipated to the atmosphere. The heat dissipation is limited in part through the temperature limit at which the cables can operate. The cable is designed to limit the maximum temperature that occurs at the 'worst case' location along the entire route. This 'worst case' is generally the location where the cable is at the greatest depth, this is generally associated with a trenchless installation or another crossing point where the cable passes under a watercourse or embankment, etc. Therefore, if the peak temperature is reached at this 'worst case' location then the temperature at shallower depths along the route, such as through agricultural fields, will always be lower than this peak value as the cable is the same throughout. The cable system design is developed in accordance with the relevant National Grid Technical Specifications. These consider the seasonal variations of ground temperature

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			and the system is designed based on the most onerous seasonal ground temperature considered, Summer. Note the ground temperature is taken at 1 m depth. Further mitigation is provided through the separation of the cables and the provision of a thermally suitable surround material that helps to dissipate the heat uniformly away from the cables before it is conducted into the surrounding ground.
National Farmers Union	Impact on Agricultural Businesses – The NFU feels strongly that the impact the project will have on agricultural businesses needs to be considered in the development of the project. The NFU note in AS03 of the PEIR Vol 1 Part 2 (and 3) Chapter 7 that the access to agricultural land will be maintained during construction, although this may require temporary restrictions to access. It further goes on to say that means of access to affected properties/facilities/land parcels will be notified at the start of the project. National Grid should already be in discussions with potentially affected landowners over any potential restrictions to access in order to allow them to plan well in advance of construction and mitigate any disruption to agricultural operations. The construction and surface apparatus may cause significant disruption to agricultural land and businesses. The NFU would expect there to be consultation with farmers over practical matters including access, position of surface apparatus and accommodation works required to mitigate the impact on agricultural businesses. We note that 5.6.4 of the PEIR Non-Technical Summary acknowledges land parcels managed under agri-environmental agreements such as Countryside Stewardship, and that this will be further explored in the preliminary environmental assessment. The NFU would like National Grid to take into consideration the impact of construction on agri-environmental schemes and aim to avoid these areas where possible.	N	Potential impacts on agricultural operations have been assessed based on the final design presented within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. Issues such as fragmentation of land parcels has been identified and, where applicable, mitigation set out. All landowners and occupiers affected by the Proposed Project have been consulted and feedback taken into account. Accommodation works will be discussed and agreed prior to construction commencing to minimise the impact and disturbance as far as possible. Where agri-environmental commitments are identified, National Grid is engaging with landowners and other relevant stakeholders to understand the potential effects of development. Details are contained in **Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils and Application Document 6.2.3.6 Part 3 Kent Chapter 6 Agriculture and Soils**.
National Farmers Union	Drainage - The CoCP (1.4.A.2.61) mentions that a surface water drainage strategy will be prepared and submitted alongside the DCO application, and a Drainage Management Plan (DMP) will be prepared prior to the commencement of works. The NFU is pleased to see that there will be consultation with affected landowners on existing land drainage. However, it is essential that the Project appoints a local drainage consultant to help develop and design both pre and post construction drainage plans.	N	National Grid acknowledges these comments and is engaging with local stakeholders to inform their understanding of the project area. Commitment W14 of **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** states that the appointed contractor shall develop a Drainage Management Plan which must be submitted to the Local Planning Authority for approval prior to construction. The Plan will demonstrate how surface water runoff will be managed during construction and how surface water would be managed during operation including maintenance of the drainage infrastructure over the lifetime of the Proposed Project. The requirement is secured through Requirement 6 of Schedule 3 of the draft DCO (A**pplication Document 3.1)**.
National Farmers Union	Soils - The NFU prefers to see infrastructure schemes avoiding best and most versatile (BMV) land but does understand that for linear schemes this is very difficult especially when there is a fixed end point. Due to the amount of BMV agricultural land being impacted on a temporary basis it is important that the reinstatement and aftercare of the soils is carried out to a high specification and at the right time to achieve favourable results.	N	National Grid acknowledges the comments and concerns. **Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils** assesses the impact of the Proposed Project both during construction and operation, as well as the temporary and permanent land take for different aspects of the infrastructure. The potential impact any development which disrupts agricultural activity has on food security is complex given the range of variables involved. For example, productive land may not actually be used to its full potential, the extent of food imported can change,

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	The CoCP ref AS01 mentions that soil management measures will be included in the Construction Environmental Management Plans (CEMP), and further lists various measures that will be included. The NFU would like to see further detail on this outlined prior to the DCO submission.		efficiency of transport routes can be affected by a variety of events, the role influence of big supermarkets has will vary and so on. In terms of policy, there is no requirement to have to take account of food security other than the reference (EN-1 paragraphs 5.10.8 and 5.10.15) to seeking to minimise impacts on best and most versatile (BMV) land; the assessment of impacts on BMV land is addressed within **Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils**. Mitigation measures including but not limited to sensitive routeing and siting, restoration of land and its return to pre-construction use and rationalisation of the design to minimise permanent land take requirement are included within **Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils**. Further measures relevant to the control and management of impacts to BMV land during construction have been included within **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
National Farmers Union	The NFU would welcome the opportunity to engage with the Project on this and for the wording to be included within the Outline Code of Construction, so that it is taken forward and becomes binding on contractors under the Code of Construction. The NFU wording covers the following: a) Role of an Agricultural Liaison Officer b) Records of Condition c) Biosecurity d) Irrigation e) Agricultural Land Drainage f) Treatment of Soils g) Agricultural Water Supplies	N	National Grid has an established and effective code of construction practice which has been used on many projects and covers the topics suggested, refer to **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**. In addition, **Application Document 7.5.10.1 Outline Soil Management Plan – Suffolk** and **Application Document 7.5.10.2 Outline Soil Management Plan – Kent** provide details on the effective management, protection, and reinstatement of soil resources for the Proposed Project. This includes but is not limited to the following: • a section on roles and responsibilities which outlines key activities to be undertaken by the Site Environment Manager and a Soil Scientist. • information on the various items that require monitoring, which includes soil condition. The findings of all examinations and assessments will be recorded and held by the Contractor for record keeping and to enable actioning of any necessary corrective actions. • construction methodologies will be such that appropriate biosecurity (disease and pest control) and weed control measures are in place to protect both on-site soils and adjacent land holdings. • ensuring good drainage, subsoiling will include a straight run across the width of the reinstatement area at an angle of approximately 45° to any slope followed by a subsequent oblique pass. • treatment of existing vegetation and overburden treatment.
National Farmers Union	Voluntary Agreements - The NFU would like to know when it is proposed to enter into voluntary agreements with affected landowners and occupiers. The NFU would like to see these discussions start as soon as possible to enable these discussions to progress ahead of the submission of the DCO.	N	National Grid has been conducting discussions around voluntary agreements on an ongoing basis and will continue to maintain dialogue where necessary throughout the application and examination period, as is the norm.

Table 1.7 Traffic and transport

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Feedback Form			
Q2 What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously?			
Local community	Are Sealink intending to widen the B1121? Are they proposing to offer compensation to the residents of the B1121?	N	At the junction of the B1121 and the new permanent access road to the converter station, a permanent bellmouth would be constructed to allow vehicles to turn safely from the B1121 into the access road. The proposals can be viewed in **Application Document 2.14.1 General Arrangement Plans – Suffolk**. All affected landowners will be compensated on a fair and reasonable basis for any rights acquired, and any impacts on retained property will be considered in line with the Compulsory Purchase Compensation Code. Compensation claims for other disturbance are considered on a case-by-case basis if there is evidence of negative impacts as a result of the Proposed Project.
Q3 What do you think about our proposal to connect into the existing network via the proposed Friston substation?			
Local community	Completely unsuitable road network to support this scale of construction. The A1094 is totally unsuitable for large amounts of construction traffic and two lorries cannot pass in places.	N	**Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** demonstrates that the additional construction traffic to be generated by the Proposed Project during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network. This includes the A1094. **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk** is provided to help mitigate any potential impacts. This document includes construction traffic management measures that will be implemented in support of the Proposed Project, to avoid any adverse impacts on the surrounding networks during the construction phase. This Plan is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	The choice of Friston is a bad one as our roads are country lanes and will not cope with the traffic required during construction or after. We have tourist traffic in the summer and at weekends which make it difficult for locals.	N	National Grid is obliged to fulfil the connection agreements that exist in this area. The alternatives considered are addressed within **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered** and **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.** The potential impact of the Proposed Project on the local road network is assessed in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport.** The assessment demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network. Impacts associated with the operational and maintenance phase were scoped out of the assessment on the basis that the vehicle movements associated with this phase will be infrequent and low. **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk** is provided to help mitigate any potential impacts. This document includes construction traffic management measures that will be implemented in support of the Proposed Project, to avoid any adverse impacts on the surrounding networks during the construction phase. This Plan is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Q4 What do you think about our proposed HVAC cable route in Suffolk. Comments			
Local community	The digging of cable routes will be highly disruptive to what is already a problematic traffic problem on the affected roads; these	N	The potential impact of the Proposed Project on the local road network is assessed in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport.** The

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	roads are not suitable for the HGV vehicles involved in the development.		assessment demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network. Impacts associated with the operational and maintenance phase were scoped out of the assessment on the basis that the vehicle movements associated with this phase will be infrequent and low. **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk** is provided to help mitigate any potential impacts. This document includes construction traffic management measures that will be implemented in support of the Proposed Project, to avoid any adverse impacts on the surrounding networks during the construction phase. This Plan is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	It will cause disruption to people's lives and make roads worse to travel.	N	
Q5 What do you think about our proposed converter station, including its proposed location? Comments			
Local community	The road network is not designed to accommodate the inevitable traffic that would be involved in the construction. The A12 would not cope and emergency services would be delayed, as would we when we go about our daily lives.	N	The potential impact of the Proposed Project on the local road network is assessed in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. The assessment demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network. During the development of the Proposed Project design, National Grid has engaged with the relevant stakeholders in order to understand and address any issues of concern regarding the Proposed Project and its impacts on emergency services. **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk** is provided to help mitigate any potential impacts. This document includes construction traffic management measures that will be implemented in support of the Proposed Project, to avoid any adverse impacts on the surrounding networks during the construction phase. This Plan is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	The roads in this part of Suffolk were never built for the industrialisation of this rural part of Suffolk and the "A" and "B" roads will be grid locked with all the extra vehicles on our roads.	N	
Q7 What do you think about our proposed HVDC cable route in Suffolk? Comments			
Local community	Your representative on consultations took us through the haul route proposed for the corridor. He could not say whether Leiston Road in Aldeburgh would need to be closed or confirm that there would be no use of public roads. Consultation on other developments have confirmed Leiston Road is to be used by them and it is the major route for every services.	N	Although the Proposed Project is located close to a number of towns/villages including Saxmundham, Leiston and Friston, only a small proportion of trips are expected to either originate from or pass through these settlements during the construction, operation and maintenance, and decommissioning phases. The routes to/from the proposed site accesses are illustrated by the HGV routeing plan shown in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. All construction vehicles will travel to/from the access points via the A12, with the majority of these then using the B1121 Main Road, or the A1094 and B1069 Snape Road. Additional routes with considerably fewer construction vehicle movements include the B1119 Church Street, the B1121 Aldeburgh Road and B1121 Saxmundham Road, Leiston Road, as well as Thorpe Road for S-BM13.
Q10 Is there anything further you would like us to take into consideration when developing our proposals in Suffolk?			
Local community	My main concern is heavy lorries on our local roads. The local 'main' roads are not wide enough for more heavy lorries. Car drivers already need to stop for wide lorries to get past on the A1094 and B1069. When the B1069 goes towards Leiston, the path is too narrow through Knodishall for residents - especially with pushchairs. As the B1069 goes through Leiston, there are places where car drivers have to slowly drive with wheels on the pavement to allow lorries to pass. With more heavy lorries, the road surface will	N	The potential impact of the Proposed Project on the local road network is assessed in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. The assessment demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network. **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk** is provided to help mitigate any potential impacts. This document includes construction traffic management measures that will be implemented in support of the

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	deteriorate even faster, with more dangerous potholes. Heavy lorries will pose dangerous problems for the many local cyclists, many of which are children.		Proposed Project, to avoid any adverse impacts on the surrounding networks during the construction phase. This Plan is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	All these proposals are going to share the same timeframe as Sizewell development. There is not enough road and rail access to support this at the same time.	N	The potential impacts on traffic are assessed in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. The assessment takes account of the construction traffic management plans for Sizewell C. National Grid's plans will be prepared considering the plans for Sizewell traffic, e.g. peak traffic movement times will be programmed in consideration of each other wherever possible. Cumulative traffic impacts are considered in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
Local community	Will the proposals during construction affect local traffic and transport facilities?	N	The potential impact of the Proposed Project on the local road network is assessed in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. The assessment demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network.
Local community	At the event, your representative advised that when crossing the B1122 Leiston Road and the B1069 Snape Road, both roads will need to be closed for a period of 3-4 weeks for the cable crossing works. Whilst he did add that these would not be done at the same time, nor would these be done during the very heavy summer tourism months of June – October, this is nevertheless absolutely not acceptable. 85% of the people who work in Aldeburgh, live in the Leiston area and need the B1122 Leiston Road to remain open. Also, the Leiston Doctors surgery covers for over 1,000 people that live in Aldeburgh. Likewise, most of the remaining working population that live in the Leiston area use the B1069 Snape Road to get to their work in and around Suffolk. You urgently need to develop this with the Highways agency and do some road use monitoring. Should this project ever be allowed to go ahead, then where you are proposing to cross these roads, you need to arrange to drill and insert ducts underneath the road to pull your cables through.	N	The description of the route and the assessment as detailed within **Application Document ES 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** sets out all of the road links, junctions and PRoW (including national walking and cycling routes) that may be subject to potential effects as a result of the Proposed Project. The construction vehicle routeing has been designed to minimise impacts across the highway network (including the A1094, B1122, B1069 and B1119), as set out within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**. The traffic and transport assessment within **Application Document ES 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** does not identify any significant impacts on the highway network during the construction phase with the proposed embedded mitigation and control and management measures in place, including for the parts of the network identified (A1094, B1122, B1069 and B1119). The proposed management and mitigation relating to PRoW is set out within **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**. The Management Plans are secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	Many constructive points were fed back to SPR in their consultation. It seems none of them have been considered in this early consultation including traffic and movement of HGV's in the village of Friston. It should not be near the village green where children play, and Grove Road is a single land through the village and cannot cope with construction traffic for this large project.	N	While National Grid is coordinating with SPR where possible (see **Application Document 7.10 Coordination Document**); these are separate projects that are being delivered on different timelines. Although the Proposed Project is located close to a number of towns/villages including Saxmundham, Leiston, and Friston, only a small proportion of trips are expected to either originate from or pass through these settlements during the construction, operation and maintenance, and decommissioning phases. The potential impact of the Proposed Project on the local road network is assessed in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. The assessment demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Local community	You make no, or very little, reference to the possibility of using the railway line for bringing goods on site. You show two possible access points for the converters outside Saxmundham. The northern access could be augmented by putting a railway siding in to the north east of Saxmundham, and then transporting goods by rail. This combined with a bridge over the railway line to the north of Saxmundham would mean this northern access would cover both road and rail access. This would be preferable to the south access because it would allow the use of both rail and road.	N	The potential to deliver construction materials by rail was investigated at the scoping stage although limited benefits were identified and this was not pursued as HGVs would be required to transport materials between railway sidings and the Order Limits in any case, and the use of the railway line for freight could potentially impact rail passenger services on the main line and Sizewell-related services on the branch line. Nonetheless, the southern access has been taken forward and the northern access no longer forms part of the proposals. Therefore, if railway sidings north east of Saxmundham were to be used then this could result in construction traffic on less suitable roads between the railway sidings and the Order Limits (including additional traffic through Saxmundham itself). Equally, if railway sidings were provided south of Saxmundham to be nearer to the selected southern access point, there would be no benefit in terms of local traffic as construction vehicles would still be required to use the B1121 Main Road to travel to/ from the proposed access point.
Local community	We have very few major roads in East Suffolk and no motorways. Most of our roads are B & C roads or less. These will hardly take the local traffic at times never mind anything large and heavy. The general state of roads in East Suffolk is not good and anything you add on to them will not improve the matter.	N	When considering proposed access routes for the Proposed Project, National Grid has given consideration to the nature of the local roads and has endeavoured to minimise impacts as far as is reasonably practicable. The potential impact of the Proposed Project on the local road network is assessed in **Application Document ES 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. The assessment demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network.
Local community	It is apparent from the Consultation which has taken place there is little detail on the volume and impact construction traffic from the Sea Link development will have on the village of Friston. It appears we, the residents, must wait until the Preliminary Environmental Information Report (PEIR) is produced before we can have all the facts regarding numbers of vehicles and their routeing. This is a lamentable method of consulting on the part of National Grid. The maps produced while they are numerous in quantity, provide no clarity about the route's construction traffic will take or the purpose of indicated access points. Near Friston there is but one A road, the A1094. It is narrow with restricted passing in areas such as Snape Watering. Access to Friston vicinity from the main trunk road, A12, requires travel on minor B roads. It is inconceivable that these B roads have the capacity to cope with the density of traffic required during the construction of a development such as Sea Link. In addition, the cumulative impact of traffic associated with other proposed projects such as Sizewell C, SPR, Lion Link or Eurolink would be unacceptable on such minor roads already in a poor state of repair. The reality of any increase in road traffic to this extent is unacceptable because of congestion on narrow roads an at junctions, danger to cyclists and pedestrians in the absence of refuges such as pavements or passing places, increase of collision risk brought about by the proximity of HGV's reducing the visual field and ingress on to oncoming lane, and fear and intimidation of residents when confronted by HGV's moving on narrow roads.	N	The PEIR was one of the documents shared by National Grid during the Statutory consultation. The traffic impact assessment presented in the PEIR was further developed in the Proposed Project ES. Details are contained in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. This chapter of the ES considers traffic impacts in Suffolk in relation to existing traffic and pedestrian route severance, pedestrian delay, non-motorised user amenity, fear and intimidation, driver delay, road safety and PRoW closures and diversion. The assessment demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts. The routes to/from the proposed site accesses are illustrated by the HGV routeing plan shown in **Application Document 6.2.2.7 Part 2 Suffolk Traffic and Transport**. Cumulative traffic impacts are considered in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. Mitigation measures are listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	Friston village is a community with a mix of permanent residents, holiday homes and second homeowners. The village is known for its tranquillity and rurality. If, as National Grid suggest, the B1121 is to be used as a major route for HGV's and support traffic the village will be severed. This will be a tragedy for the community to access the amenities in the village it is necessary to cross the B1121. For example, The Village Hall, The Church, The Pub. All these places where people meet essential for the village life will be at risk and become dangerous to access from either side of the B1121. In addition, there is an extensive Village Green which is regularly used for recreation and Village events. This green is unfenced with only a narrow footpath dividing it from the B1121. Construction traffic along this stretch of road, classified as a "high risk road," would only increase the dangers already identified.		
Local community	Within the Feedback Form, page 5, the map shows access points off the B1121 at Friston House, Moor Farm and Red House Barn. There is no indication as to the use of these access points. This is a failing in this consultation as their proximity to the village of Friston and the potential for traffic of all designations HGV, LGV and support vehicle use is a serious omission on the part of this consultation. A development such as is proposed must by its nature need a large volume of traffic.	N	Maps which show the selected access routes are shown in **Application Document 2.2.2 Suffolk Location Plan, Application Document 2.7.1 Access, Rights of Way and Public Rights of Navigation Plans and Application Document 2.14.1 General Arrangements Plans – Suffolk**.
Local community	I have seen some plans which propose construction roads to the new Converter Station running south of Hurts Hall and accessed just past Peggs Building Supplies Store. If this was built, could it be considered as a permanent relief road to the central Crossroads and traffic lights in Saxmundham to give easier access to the Leiston Road? This would relieve what is sometimes very heavy traffic at these crossroads in the centre of town. Likewise a similar Construction route between Kelsale Road and Saxmundham is proposed to link to the Converter Station area, but I'm not sure if this could also become a permanent link.	N	National Grid supports the delivery of community benefits associated with transmission infrastructure, and already has a number of established programmes which deliver this. National Grid is waiting for the Government's position on the provision of community benefits associated with transmission infrastructure. This will determine its future approach. National Grid is working to understand local and regional aspirations and priorities in relation to community benefits. It welcomes the suggestions for delivering community benefits and as the Proposed Project progresses, it will work with stakeholders and local communities to further inform this. The traffic and transport assessment within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** does not identify any significant impacts on the highway network during the construction phase with the proposed embedded mitigation and control and management measures in place, including for the parts of the network identified (B1353 and B1122). The access routes of access tracks for the Proposed Project will not be made available as publicly accessible roads.
Local community	Preference for access route to the Saxmundham converter station (if built here) - this should be option 1 if at all possible, as it avoids the town of Saxmundham and the problems with the junction there, additionally route 2 crossing the main road (B1119) doesn't make much sense to me, although this is one option for turning this access / construction road into a possible bypass route for the town for traffic from the north at least (including access to estates on the east of Saxmundham). If this is done, providing an actual	N	National Grid acknowledges this comments. Following feedback received during Statutory consultation and upon further evaluation, it has selected a modified version of the proposed western access route for the Saxmundham converter station site. This was known as Option 3 at Statutory consultation. Selecting the western construction and maintenance access route means that National Grid has removed the alternative northern (option 2) and southern (option 1) access routes from their plans. The southern access route, following further review, is not suitable for the construction traffic required. The northern access route, which is approximately double the length of the western alternative, would have required bridge crossings of the River Fromus and one or both of the railway lines. There are engineering challenges associated with the

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	community benefit, then access road option 2 becomes a good choice, but only in that instance.		construction of these bridges, including the likelihood of significant works being required to either the B1121 or the River Fromus itself. Construction work would have also been required in the immediate vicinity of residential properties at Oak Close and along neighbouring streets in Saxmundham. These factors increase the risk of delay and could result in a longer construction period, hence the decision to remove the northern access route from the proposals.
Q14 What do you think about our proposed converter station and adjacent substation near Minster?			
Local community	This is a small village with tiny lanes for traffic. I think this will cause chaos during construction, especially for parents getting children to school from Cliffsend.	N	National Grid has undertaken a complete and full assessment of traffic routes for construction. Details are contained in **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**. The assessment demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network.
Q17 Anything else? Comments			
Local community	The cable routeing for the Kent site will cross multiple roads and cycle paths. Are there plans in place to ensure these stay open during the construction?	N	Outline PRoW management plans have been prepared for both Suffolk and Kent as part of the DCO application. These have been developed in consultation with the relevant local planning authorities and provide details on PRoW diversions, closures and management during the construction, operation and decommissioning phases. See **Application Document 7.5.9.2 Outline Public Rights of Way Management Plan – Kent**. **Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan – Kent** is provided to help mitigate any potential impacts. These documents include construction traffic management measures that will be implemented in support of the Proposed Project, to avoid any adverse impacts on the surrounding networks during the construction phase. This Plan is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Q18 Do you have any key concerns regarding the construction stage of Sea Link (Other)?			
Local community	Please plan traffic and road closures/diversions with special attention to the routes. That will really help the process.	N	National Grid has undertaken a complete and full assessment of traffic routes for construction. Details are contained in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport and Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**. **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk and Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan – Kent** are provided to help mitigate any potential impacts. These documents include construction traffic management measures that will be implemented in support of the Proposed Project, to avoid any adverse impacts on the surrounding networks during the construction phase. These Plans are secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	Traffic lights holding up journeys.	N	
Local community	The potential for rumblings of traffic and construction will disrupt the local residences in Saxmundham. The proposed converter site in Saxmundham is way too close to where children and families live. It's also across a popular walking route. My children and others in Manor Close will see a huge volume of construction traffic when trying to cross Church Hill. Put in a pedestrian crossing.	N	The Proposed Project team greatly appreciate the insights of the local communities in how they can best mitigate any residual impacts on the environment and enhance the environment further than its baseline condition. The EIA process is responsible for establishing the baseline environmental condition of the Proposed Project area, which then determines the mitigation that National Grid must put in place. With regard to the feedback of the local community described in this report, this has been provided to and read by the environmental specialists who are responsible for determining the mitigation measures to be put in place, and is actively being considered within the relevant Management Plans to be provided to the Main Works Contractors'. The potential impact of traffic associated with traffic during construction of the Proposed Project is contained in **Application Document 6.2.2.7 Part 2 Suffolk Traffic and**

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Transport which concluded that there are no likely significant effects. Mitigation measures are listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Q26 Do you have any further comments about our materials, consultation process or any suggestions for how we can improve our consultation?			
Local community	Do traffic surveys and tell the public how much construction traffic will be needed.	N	As part of the assessment of the potential impact of traffic that will be generated by the Proposed Project, both automatic traffic counts and manual classified counts were undertaken, together with a review of existing secondary information. Predictions on the volumes of traffic that will be generated by the Proposed Project in all its development phase are contained within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport and Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**.
General commentary			
Local community	The local roads are notoriously bendy with many accidents so it would be beneficial if the location of the Suffolk converter station could be combined, as a planning gain, with a new piece of road replacing the existing road from the edge of Saxmundham as far as the junction with the roads to Friston and Knodishall and providing (partially utilising the newly redundant bit of road) new public footpaths from Sternfield and Friston through to Clay Hill in Saxmundham.	N	An assessment of road safety is set out within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** which has been informed by collision data obtained from Suffolk County Council for the surrounding highway network. The Converter Station will be served by the southern access, forming a junction with the B1121 Main Road to the south of Saxmundham. Construction vehicles will be required to travel to/ from the south (via A12) so that these do not pass through Saxmundham. Therefore, construction vehicles will not pass through Saxmundham other than during mobilisation works when limited construction vehicles (fewer than five HGVs per day) would travel to/ from an access on the B1119. The construction vehicle routeing has been designed to minimise impacts across the highway network, as set out within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**. This Plan is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	Two routes proposed via Bigsby's Corner (southern) and through Kelsale (northern) will impact traffic in the rural area. The northern route could be integrated into the Saxmundham bypass in the future, where the southern route will only be used for site access during the build and has limited impact other than a slightly shorter journey to the site. Single access via the northern route makes more sense and reduces traffic down the small roads around Sternfield. If the track to Hill Farm is also under consideration, then many HGV's through Sternfield will be detrimental to our quality of life in this rural community.	N	Following feedback received during Statutory consultation and upon further evaluation, National Grid has selected a modified version of the proposed western access route for the Saxmundham converter station site. This was known as Option 3 at Statutory consultation. Selecting the western construction and maintenance access route means that National Grid has removed the alternative northern (option 2) and southern (option 1) access routes from its plans. The southern access route, following further review, is not suitable for the construction traffic required. The northern access route, which is approximately double the length of the western alternative, would have required bridge crossings of the River Fromus and one or both of the railway lines. There are engineering challenges associated with the construction of these bridges, including the likelihood of significant works being required to either the B1121 or the River Fromus itself. Construction work would have also been required in the immediate vicinity of residential properties at Oak Close and along neighbouring streets in Saxmundham. These factors increase the risk of delay and could result in a longer construction period, hence the decision to remove the northern access route from the proposals. The access route at Kelsale has now been discounted, with the preferred option coming into the site from the south. It is acknowledged that the Proposed Project will be under construction alongside other schemes in the area. The assessment of inter-cumulative effects is considered within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** based on **Application Document 6.3.1.5.C ES Appendix 1.5.C Inter-Project Cumulative Effects Short List** which includes more than 25
Local community	It is of great concern that until either the North haul road via Kelsale or South via Benhall is built, traffic will enter Saxmundham from the A12 to Benhall, South Entrance to the traffic-light controlled junction, turn right to Church Road, then Church Hill. This junction can be very busy at times and is used by pedestrians, cyclists, mobility scooter users, LGVs, HGVs and two bus services as well as shoppers visiting Waitrose and Tesco. Church Road is especially dangerous for pedestrians and mobility scooter users, there is an obscured zebra crossing and bus stops either side of the road. Increased traffic at this point is undesirable, especially if the construction phase coincides with a Sizewell B outage or the build of Sizewell C. Consideration should be given to finding an	N	

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	alternative site for the converter, or at least reducing the number proposed, to alleviate the cumulative effects of traffic movement. It is apparent that should consent be granted for more than one converter station, the haul road will not be a temporary roadway. Consideration should be given to the residents of Benhall, Kelsale and Sternfield. These villages appear to have been ignored in the PEIR Traffic and Transport section, where only Leiston, Friston and Saxmundham are mentioned.		developments including Sizewell C Nuclear Power Station, East Anglia ONE North Offshore Windfarm, East Anglia TWO Offshore Windfarm and LionLink. This includes assessment criteria relating to traffic and transport, as covered within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. This Document also includes a review of the collision record (based on full collision data obtained from Suffolk County Council) and an assessment of Road Safety and Hazardous/Large Loads for the study area during the construction phase. This demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the road safety of the B1121, with the proposed embedded mitigation and control and management measures in place, as identified within the **Application Document 7.5.1.1 Construction Traffic Management and Travel Plan - Suffolk**. This Plan is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Further consultation was held with Suffolk County Council as the ES was prepared.
Local community	It has just come to our attention that one of the proposed routes for a link/ haul road to service a convertor station at Wood Farm, Saxmundham, could be from Dorley's Corner, Kelsale to a newly formed and constructed road to be built opposite Carlton Park. It does not even seem possible that such a consideration has been put forward, this route travels past a cluster of many houses, both council owned and those in private owner ship, new estates that have just been completed or nearing completion, it also passes on a daily bases the school route of the children catching buses to higher education, along with the local primary school, the cost of creating a bridge over the railway line must also put it beyond common sense, in addition we are all hoping that the new health centre will be built at the very point of departure from the B1121 on to the proposed new link road. If you wish to disrupt so many people's lives and the devaluation of their homes, why don't you dismiss this route and use the other proposed route on the south side of Saxmundham, this route does not include the building of a bridge, it only interferes with a hand full of properties, we are all aware that the owner of Hurts Hall has a lot of say locally, but that does not give reason to basically destroy people tranquillity, the very reason they purchased properties where they did. Save the extra cost of bridge building and put it towards the new health centre and give Doctor Havard the chance to improve an already good practice. One last note. We own the Whitearch Residential Park in Benhall, the south route would pass directly past its entrance, we would rather this than Dorley's Corner.		
Local community	The impact of construction traffic in Suffolk cannot be under estimated and it is a totally negative and damaging impact. The cumulative effect of a staggering 6 proposed energy projects being built over a span of 12-15 years is almost indescribable in terms of the negative impact this will have. This is an area where we have to depend on cars to get around; to get children to school; to get to the doctors; to get shopping done; to get deliveries; to even get to the station to get train out of here. This area is classed as one of the most 'remote' in Suffolk taking into account access to essentials (doctors, dentists, shops). As a rural area farmers have to move their tractors and combines around adding to the mix on the A12.	N	National Grid has undertaken a complete and full assessment of potential traffic impacts of the Proposed Project in Suffolk. Details are contained in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. During the development of the Proposed Project design, National Grid has engaged with the relevant stakeholders in order to understand and address any issues of concern regarding the Proposed Project and its impacts on emergency services. The potential for cumulative impacts arising as a result of the Proposed Project and the other projects planned in Suffolk is considered in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. The potential impact on emergency services is assessed in **Application Document 6.2.2.11 Part 2 Suffolk Health and Wellbeing** which concludes that there are no likely significant

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	The area and its occupants and those who need to travel through depend on the A12 and the A and B roads to exist. Anyone needing an ambulance in a medical emergency will be potentially faced with the prospect of their lives being jeopardised with the crew stuck in traffic. It would be interesting to see what risk mitigation strategies are proposed to deal with that issue.		effects. The construction vehicle routeing has been designed to minimise impacts across the highway network, as set out within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**. **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network (including with regard to Driver Delay), with the mitigation identified within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**. This Plan is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	Residents of Friston were assured that heavy traffic would not be routed through the village, by Scottish Power and National Grid, yet the SeaLink proposals suggest up to 80 or more movements a day during the construction's peak, through the village. Which undoubtedly will result in single lanes, such as the very residential Mill Road becoming rat runs. This blatant disregard for promises made to the community is a disgrace and further erodes the trust between residents and National Grid SeaLink. Considering the potential adverse effects of construction-related traffic on the daily lives of Friston residents, I strongly urge National Grid to implement stringent traffic management measures. Specifically, I propose the restriction of construction activities from 1:00 pm on Saturdays until 7:00 am on Mondays. This measure would be necessary to provide the community (communities) with much-needed respite during weekends, allowing for some peace and quiet. This was promised at the Scottish Power consultations.	N	The potential impact of the Proposed Project on the local road network is assessed in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport.** The assessment demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network. **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk** is provided to help mitigate any potential impacts. This document includes construction traffic management measures that will be implemented in support of the Proposed Project, to avoid any adverse impacts on the surrounding networks during the construction phase. This Plan is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). National Grid cannot comment on the projects that are being undertaken by SPR but has consulted them at all stages of the Proposed Project's development. It has assessed the impacts of the Proposed Project together with other projects in the area in **Application Document 6.2.2.13 Part 2 Suffolk Inter-Project Cumulative Effects**.
Local community	As a resident of the parish of Benhall and Sternfield I am very concerned about safety and the impact of a significant increase in traffic during construction of this enormous infrastructure – if it does, sadly, go ahead. This is especially in relation to the safety of existing road users. For example: * At the A12/B1121 junction there will be conflict between turning traffic and overtaking traffic northbound, compounded by Sizewell C traffic on the same timescale; * the footway from Benhall to Saxmundham is along the west side of Main Road, whilst all but a few houses are to the east; there needs to be safe crossing points. – in addition, some school pupils walk between Benhall and Saxmundham, along Main Road; * there is a potentially fatal conflict between lorries and vulnerable road users (cyclists and equestrians); * also, the significant increase in HGVs from the proposal makes it imperative that vulnerable road users are separated from the main carriageway; Benhall is little more than a mile from Saxmundham, and non-motorised travel is encouraged; further, a cycle route to Saxmundham and beyond is signed from the A12, south of Benhall Green.	N	**Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** includes a review of the collision record (based on full collision data obtained from Suffolk County Council) and an assessment of Road Safety and Hazardous/Large Loads for the study area during the construction phase, including the A12/ B1121 junction and the B1121 Main Road to the south of Saxmundham. This demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the road safety of the B1121, with the proposed embedded mitigation and control and management measures in place, as identified within the **Application Document 7.5.1.1 Construction Traffic Management and Travel Plan - Suffolk**. This Plan is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Further consultation was held with Suffolk County Council as the ES was prepared. Further clarification has also been provided where requested.

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Local community	In order to leave Curlew Green and Dorley's Corner, residents need to get access onto the B1121 which is already a very dangerous road as the T junction is very close to the brow of the hill, causing poor visibility, there have already been two collisions that I know of, because of speeding cars colliding with stationary cars turning into Curlew Green. When leaving Curlew Green and turning right towards Saxmundham I have, on numerous occasions pulled out with a clear road only to be overtaken by a speeding car although it is a 40mph limit, cars regularly speed 50-60mph and do not slow down for the 30mph speed limit change. This also makes the road and footpath very dangerous for anyone walking, cycling, horse riding and walking to school, having to cross the B1121 in order to reach the only footpath into Kelsale and its local amenities, Village Hall/post office, Social club and Church, this is also the only pedestrian route for children walking to the recreation ground in Kelsale. With the expected 458 vehicular movements per day arising from the Sealink works this is going to be a nightmare for Curlew Green and Dorley's corner residents, extra noise, extra pollution, danger to life and mental wellbeing. The project is proposed to take five years, and I am concerned that the road will be made unsafe by this extra vehicle use, furthermore the proposal has two further converter stations which could be built at any time either during the initial construction or in years to come this has not been factored as far as I can tell into the time periods already suggested.	N	**Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** includes a review of the collision record (based on full collision data obtained from Suffolk County Council) and an assessment of Road Safety and Hazardous/Large Loads for the study area during the construction phase, including the A12/ B1121 junction and the B1121 Main Road to the south of Saxmundham. This demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the road safety of the B1121, with the proposed embedded mitigation and control and management measures in place, as identified within the **Application Document 7.5.1.1 Construction Traffic Management and Travel Plan - Suffolk**. This Plan is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Further consultation was held with Suffolk County Council as the ES was prepared. Further clarification has also been provided where requested.
Local community	At the consultation there was no coherent plan put forward from the developer as to who would be responsible for the policing of contractors and sub-contractors with regard to them adhering to any traffic requirements that may be in place. Such as making sure all contactors use only roads that they were designated to use, etc. When asked what sanctions would be applied to contractors who did not follow the guidance there was no coherent answer. This left the impression that the main contractor really did not care about the disruption that increase in traffic movements in the local area was going to cause. They were also very vague as to who would be ultimately responsible for policing of traffic and what the course of action would be for members of the public to follow should there be problems caused be contractors traffic movements.	N	Controls regarding construction traffic movements will be secured as part of **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**, which includes a section on monitoring and enforcement, to ensure contractors adhere to the agreed routeing strategy. The proposed measures and controls within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk** are set out as follows: • working hours restrictions; • road condition surveys; • delivery management system; • traffic management and monitoring; • defining HGV routes; • HGV timing restrictions; • banksmen and site management; • communication strategy; • appropriate site access arrangements;

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			• necessary escort, permits and traffic management for AILs; and • measures to minimise/safely manage interactions with pedestrians and cyclists. In addition, **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk** includes a section on community engagement and public information. A community relations team will be appointed to provide dedicated community relations and external communication support during construction. A free telephone project helpline and project website will be maintained. The community relations team will record the details of any complaints to allow these to be investigated and appropriately managed. This Plan is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Aldringham-cum-Thorpe Parish Council	Construction Traffic through Aldringham We refer to Annex B – Construction Site Area Sections of Sea Link Preliminary Environmental Information Report Volume:2 Part1 Introduction, Appendix1.4.B Outline Construction Traffic Management Plan (Suffolk Onshore Scheme) October 2023, NATIONAL GRID (SEALINK) ORDER SUFFOLK Council- Suffolk Peak=MMD-SEAL-ENG-DWG-0250: Forecasted volumes of HGV/ LGV traffic through Aldringham on B1353 and B1122 would seem to be relatively light (10 vehicles per day, in and out,) in the context of the peak total of 946 HGV/LGV vehicles per 12 hour day (co-location scenario) across all local roads and relative to particular local roads such as for example B1069 and A1094. However, our residents would inevitably suffer congestion and delay. There are no alternative routes available for travel to almost anywhere beyond the proximity of our homes in the Parish. 1. Suffolk Onshore Scheme, Section Number 3 Construction Traffic along B1153 and B1122. NGET plans to use the narrow B1353 (Aldringham Lane) between existing road junction on B1069 and the four way road junction in Aldringham, at the Parrot and Punchbowl Pub on B1122, (Aldeburgh Road) in Aldringham village, in order to deliver large Cable Drums, on Carriers to and from points, S-BM01 and S-BM02 to the north of Aldeburgh. Their route from the Parrot junction would then continue through Aldringham in a southerly direction along the B1122. The stated dimensions of the Cable Drum Carriers are 25.44m (L) x 4.5 (W) x 3.7 (H). We believe that route is likely to be unsuitable for such vehicles. After its own survey, Scottish Power Renewables published its EA1N & EA2 Traffic and Transport Factsheet (October 2018), para 8 stating ‘ The B1353 (Aldringham Lane) between Aldringham and Coldfair Green is not wide enough for two HGVs to pass one another. Widening at this location will not be possible due to the	N	The construction vehicle routeing has been designed to minimise impacts across the highway network, as set out within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**. This Plan is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). The B1122 is proposed as an abnormal loads access only and is not proposed to be used as a main construction route to avoid routeing construction traffic through Leiston and Coldfair Green. No construction vehicles are expected to travel along the B1353 as a result of the Proposed Project. The traffic and transport assessment within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** does not identify any significant impacts on the highway network during the construction phase with the proposed embedded mitigation and control and management measures in place, including for the parts of the network identified (B1353 and B1122).

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	proximity of residential properties to the edge of the road. HGVs will not travel between Aldringham and Coldfair Green'. Further, we believe it likely that the swept path required for a cable drum carrier 25.44m long would be difficult and perhaps impossible to achieve at both ends of Aldringham Lane. We raised this concern with NGET at the Sea Link public information events. An NGET representative initially responded by suggesting that NGET could use instead a temporary haul road that SPR intends to construct between B1069 and B1122 to support the cable route construction phase of its EA1N and EA2 projects. SPR haul roads were consented for temporary use by these two projects. SPR has also made a commitment that its design at the B1122 will not include swept bell mouths. The haul roads would have been removed before NGET's current forecast use in 2029. It almost seems that NGET are expecting an overlap between these two sets of projects.		
Substation Action Save East Suffolk	It is unacceptable for the B1121 to be used for construction traffic and for there to be accesses off the B1121 to the construction sites. The B1121 is narrow and twisty and in places there is not even a white line. In terms of HGVs, National Grid is proposing 84 a day which is 7 per working hour which equates to one less than every 10 minutes. The B1121 passes Friston village green where there is a children's playground. Also there are bus stops either side of the road where pedestrians cross without the benefit of a pedestrian crossing. Given the north of the village will be a no-go area for walking and recreation, all village residents will need to walk south which means much more pedestrian traffic across the B1121.	N	The potential impact of the Proposed Project on the local road network is assessed in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport.** The assessment demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network. **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk** is provided to help mitigate any potential impacts. This document includes construction traffic management measures that will be implemented in support of the Proposed Project, to avoid any adverse impacts on the surrounding networks during the construction phase. **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** includes reference to training for construction workers to increase their awareness of environmental issues as applicable to their role on the project, along with agreed traffic routes and access points, measures to reduce route and journey mileage to and from and around site, and prevent nuisance to the residents, businesses and the wider community caused by parking, vehicle movements and access restrictions. The Code also provide suitable control for the means of access and egress to the public highway.
Leiston-cum-Sizewell Town Council	The supermarkets on the easterly side of Saxmundham are used intensively by Leiston residents. The infrastructure around this area already makes traffic build up at the traffic lights in Saxmundham, causing lengthy traffic jams up the hill towards Leiston. The construction of the proposed converter station(s) at Wood Farm would add unprecedented pressure at this pinch point as one of the proposals for the haul road crosses the B1119 at the top of the hill. Although wholly against the Sea Link project hitting landfall on our Heritage Coast, should the project proceed LTC seeks assurance that all possible avenues to work collaboratively with other projects are explored, e.g., that the SZC link road with the A12 (already consented) is used to access the converter station construction site at Saxmundham, with a haul road branching off at a location west of Theberton, and that the SZC park and ride facilities are utilised for contractors.	N	National Grid is maintaining ongoing dialogue with Sizewell C and other developers in the area to coordinate works and will continue to do so as all parties construction programmes become clearer. Opportunities to further mitigate the impact of construction traffic will be considered including the potential of sharing facilities such as park and rides. As part of its DCO application submission, National Grid has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and local communities (see **Application Document 7.10 Coordination Document**. The assessment of inter-project cumulative effects with other proposed developments is considered in the ES within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. Based on the inter-project cumulative effects indicative screening matrix, no significant cumulative effects on traffic and transport receptors are expected as a result of construction traffic associated with the Suffolk Onshore Scheme when combined with construction/operational traffic associated with each of the other developments in isolation. In addition, no significant cumulative effects

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			are expected when considering construction/operational traffic associated with all committed developments combined on the same basis. The potential impact of the Proposed Project on the local road network is assessed in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport.** The assessment demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network.
Snape Parish Council	One of our specific concerns relate to traffic volumes on both the A1094 and the B1069. The PC is of the view that there remains (despite the DCOs) a complete lack of detailed granular analysis of the potential impact of traffic over peak periods such as holidays or the frequent and long established cultural events at both Snape and Aldeburgh on those roads, and the concerning reliance on the A12 and minor rural roads for traffic movements. The analysis even to this point, appears to be based on average traffic movements which given the nature of traffic in the area seemed to ignore the guidance of making calculations based on “site specific” information and circumstances.	N	The construction vehicle routeing has been designed to minimise impacts across the highway network, as set out within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**. This Plan is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). The traffic and transport assessment within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** does not identify any significant impacts on the highway network during the construction phase with the proposed embedded mitigation and control and management measures in place, including for the parts of the network identified (A1094 and B1069). The assessment is based on the peak construction phase and the busiest day of the construction programme in terms of total construction vehicle movements and is therefore robust.
Local community	Traffic issues: - fly parking by workers; - damage to verges and roadside drainage; - danger to pedestrians and cyclists; - loss of trade, impact on businesses due to late deliveries reduction of tourist visitor income; - loss of ‘Quiet Lanes’.	N	**Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk and Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan – Kent** are provided to help mitigate any potential impacts. These documents include construction traffic management measures that will be implemented in support of the Proposed Project, to avoid any adverse impacts on the surrounding networks during the construction phase. These Plans are secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). All contractors working on the Proposed Project will be required to adhere to a Construction Code of Practice will help control and manage aspects of the development scheme that could have a detrimental effect on the local community. National Grid acknowledges the concerns regarding quiet lanes, pedestrians and cyclists and has considered the impact of construction traffic on these aspects in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. Impacts on socio-economics are assessed in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism and Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism**. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	As a mum with young children that often walk to Kelsale Primary school, I am hugely concerned about the possible extra traffic from the HGV's that would come through Kelsale, not to mention the added pollution.	N	National Grid has undertaken a complete and full assessment of traffic routes for construction. Details are contained in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. The assessment demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network. In addition, the access route at Kelsale has now been discounted, with the preferred option coming into the site from the south, while **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality** indicates that the effect of peak construction traffic flows would be below the standard screening criteria threshold.
Local community	The said maintenance track (to be used once or so a year upon completion of the project) if consented, must continue to be via the	Y	Following consultation with the landowners this has been removed and access to this section of the route for maintenance will be along the length of the cable route. Use of the

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	brownfield Aldeburgh Golf Club land adjacent to and south of Chapel Barn Farm's established right of way and south of the trenching. As you know, this would allow direct access from the B1122 with little damage and no hedges destroyed. Also, as you are aware, all surveyors that have gained access to Chapel Barn Farm have only ever entered and exited via the above-mentioned track over the golf course from the A1094 even last week, the surveyors carrying out a tree survey for the access road arrived and exited the farm using it! Therefore, you have a route that clearly works for you. We would support the positioning of the haul road for construction purposes again south of the trench. Robust, sight/noise/disturbance/light prevention measures must be provided alongside the Chapel Barn Farm site so that any disturbance/view etc is kept to a minimum. Already the impacts of these proposed projects are affecting the site and its users, not only in value but impacts that it will never recover from.		haul road will be lower at this end of the Proposed Project and it will be sited to minimise the disturbance where possible.
Melton Parish Council and Campsea Ashe Parish Council	We are particularly concerned that traffic generated by these projects will majorly impact its residents because of several factors:- 1 Insufficient road infrastructure in place to cater for these projects, especially with all energy projects most likely cumulating within a 6 year window, creating in excess of 800 extra HGV journeys a day; 2 The impact of increased subcontractor vehicle movements has not been assessed; 3 Alternative route usage, pre-dominantly by local road users, to avoid other heavily impacted roads has equally not been assessed for all the planned energy projects; 4 The Rendlesham located Bentwaters Industrial Estate has currently no development limit associated to its size. It is assumed that sub contractors will increasingly try and use/locate to this Estate, even though it is widely acknowledged that the road infrastructure is already insufficient for an operation of current size (see WSP traffic report 2018/19, produced for the ESC Local Plan 2020).	N	The increase in construction/ operational traffic as a result of the Proposed Project and committed developments has been assessed as part of the **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** which considers more than 25 schemes including Sizewell C, East Anglia ONE North, East Anglia TWO and LionLink. The vehicle movements in relation to construction staff have been included in the assessment within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. This is based on the busiest day of the programme in terms of construction workers to provide a robust assessment. The traffic and transport assessment within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** does not identify any significant impacts on the highway network during the construction phase (including with respect to Driver Delay) with the proposed embedded mitigation and control and management measures in place. The Bentwaters Industrial Estate is located circa 7 km to the southwest of the Order Limits (southern boundary) for the Suffolk Onshore Scheme and therefore falls outside of the study area. It is also noted that there is no relationship between the Proposed Project and activities within the Bentwaters Industrial Estate that would affect travel by sub-contractors. It is anticipated that the majority of construction traffic would travel via the A12 to the north and south of the Proposed Project (rather than using local routes) which has been assessed as part of **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. The construction vehicle routeing has been designed to minimise impacts across the highway network, as set out within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**. This Plan is Mitigation is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Theberton and Eastbridge Parish Council	Three potential site access points have been proposed and given the consideration that large Abnormal Indivisible Loads (AILs) will need to be brought to the proposed Saxmundham site during construction and for maintenance over the lifetime of the converter stations, easy and appropriate access to the A12 needs to be prioritized and minimize land take.	N	Following feedback received during Statutory consultation and upon further evaluation, National Grid has selected a modified version of the proposed western access route for the Saxmundham converter station site. This was known as Option 3 at Statutory consultation. Selecting the western construction and maintenance access route means that National Grid has removed the alternative northern (option 2) and southern (option 1) access routes from their plans. The southern access route, following further review, is not suitable for the construction traffic required. The northern access route, which is approximately double the length of the western alternative, would have required bridge crossings of the River Fromus

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	The S-BM03 option to proceed south to the B1121 between Sternfield and Friston is the least suitable for general HGV traffic given the narrow width, the sharp corner junction between the Red House Farm Track and the B1121 and the lengthy routeing for AILs to Yoxford via the B1121, A1094, B1069 and B1122 through Leiston. General HGV access via this route to the A12 is over lengthy and alternate routes through Bigsby's Corner or Snape have issues with narrow and/or weak bridges are inappropriate. Whilst AIL access to the converter station site via S-BM03 may benefit from the proposed Sizewell Link Road, assuming the construction is completed in time, this route will be further constrained by the existing B1122 between the end of the SLR and the new roundabout at the Sizewell C site entrance and a new level crossing close to Lovers Lane in Leiston. Initial designs for this roundabout have taken into account AIL deliveries to the Sizewell C site, they have not allowed for AIL deliveries that will progress through Leiston to the B1069. The other two options are to proceed to the B1121 north (S-BM12) and south (S-BM09) of Saxmundham. The northern route will have to cross the East Suffolk railway close to the Leiston branch line junction on what is a lengthy route that also needs to cross the B1119 between Saxmundham and Leiston. The other route to the B1121 south of Saxmundham is the shortest and avoids having to cross the East Suffolk railway although will require a bridge across the Fromus. The increase in traffic along the A12, whilst not significant when considered cumulatively with the Sizewell C project and other projects, also misaligns the Scottish Power windfarm projects impacts as the start of that project has been significantly delayed and a start date is yet to be announced. Coordination with the Sizewell C Park and Ride schemes and HGV control system close to Seven Hills roundabout will improve impacts to all the parishes and towns along the A12 access route from both north and south and is encouraged.		and one or both of the railway lines. There are engineering challenges associated with the construction of these bridges, including the likelihood of significant works being required to either the B1121 or the River Fromus itself. Construction work would have also been required in the immediate vicinity of residential properties at Oak Close and along neighbouring streets in Saxmundham. These factors increase the risk of delay and could result in a longer construction period, hence the decision to remove the northern access route from the proposals. National Grid is maintaining ongoing dialogue with Sizewell C and other developers in the area to coordinate works and will continue to do so as all parties construction programmes become clearer. Opportunities to further mitigate the impact of construction traffic will be considered including the potential of sharing facilities such as park and rides. The assessment of inter-cumulative effects with other proposed developments is considered in the ES within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. Based on the inter-project cumulative effects indicative screening matrix, no significant cumulative effects on traffic and transport receptors are expected as a result of construction traffic associated with the Suffolk Onshore Scheme when combined with construction/operational traffic associated with each of the other developments in isolation. In addition, no significant cumulative effects are expected when considering construction/operational traffic associated with all committed developments combined on the same basis. In view of the above, no additional mitigation is expected to be required to that already outlined within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport, Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk and Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**. These Plans are secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	I live in Manor Gardens which is at the top of Church Hill in Saxmundham. It is already dangerous for my children, and others living in our close, to cross Church Hill due to the volume of traffic and speed at which it travels. I attended one of the public consultations and was not given any satisfactory answer as to mitigations and solutions to alleviate this when construction vehicles are travelling up and down Church Hill and when ongoing employees are travelling to and from the site. One solution I proposed was a traffic light controlled pedestrian crossing but I do not believe I was listened to. The potential for HGVs to speed up and down Church Hill is quite frankly terrifying for my children who seek to cycle to school often. During exploratory work on the field our road was filled with worker's cars. Despite assurances that there would not be disruption from	N	Following feedback received during Statutory consultation and upon further evaluation, National Grid has selected a modified version of the proposed western access route for the Saxmundham converter station site. This was known as Option 3 at Statutory consultation. Selecting the western construction and maintenance access route means that National Grid has removed the alternative northern (option 2) and southern (option 1) access routes from their plans. The southern access route, following further review, is not suitable for the construction traffic required. The northern access route, which is approximately double the length of the western alternative, would have required bridge crossings of the River Fromus and one or both of the railway lines. There are engineering challenges associated with the construction of these bridges, including the likelihood of significant works being required to either the B1121 or the River Fromus itself. Construction work would have also been required in the immediate vicinity of residential properties at Oak Close and along neighbouring streets in Saxmundham. These factors increase the risk of delay and could

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	parking there were still vans, cars, and lorries. Again, when this was raised with National Grid representatives at a meeting there were no adequate answers given nor any solutions proposed to ensure this does not happen during or after construction.		result in a longer construction period, hence the decision to remove the northern access route from the proposals. **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk** is provided to help mitigate any potential impacts. This document includes construction traffic management measures that will be implemented in support of the Proposed Project, to avoid any adverse impacts on the surrounding networks during the construction phase. This Plan is Mitigation is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). All contractors working on the Proposed Project will be required to adhere to a Construction Code of Practice will help control and manage aspects of the development scheme that could have a detrimental effect on the local community. On the basis of the above considerations the existing perceived road safety concerns are not expected to be exacerbated by the Proposed Project.
Local community	I have a few brief points to make (albeit already made to SZC) in relation to East Green, a small hamlet in the aforementioned Parish. To save my time I am providing the same response to both of these projects highlighting some of the key points on cumulative impacts. Key Issues 1. Severance from other parts of the Community & from Service Centres: Our Hamlet risks being cut off from other parts of the Parish and its service centres by the cumulative impacts of all the various energy projects: for example, SZC intends constructing a roundabout on the A12 from which a new road 'the Sizewell Link Road' (SLR) will be constructed and used as a haul road initially. The SLR is proposed to start at a hamlet in our Parish called North Green and 'travel' via Theberton and Middleton to Sizewell. As part of SZC plans, Pretty Road & Moat Road (Theberton) will also be affected (some access routes to Leiston). On top of this SZC plan changes to the railway and green rial route which would affect Clayhills. As you know in addition there are also the Scottish Power Renewables proposals. As you would expect in a rural community, residents have to travel to access their needs. The main service centres for East Green are Saxmundham & Leiston where residents use GPs, Dentists, Vets & Shops amongst many other services. With so much construction in such a small area, in such close proximity, how are you going to GUARANTEE to residents they will be able to easily access their requirements.	N	Potential impacts on the local services associated with the Proposed Project are assessed in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. This analysis demonstrates that at peak workforce employment and typical seasonal occupancy levels, all of Suffolk Onshore Scheme's construction workers could be accommodated within a 60-minute drive time of the Order Limits. On this basis, it is assessed that there would be negligible magnitude of impact on local services. It is anticipated that accommodation providers would be able to accommodate employees working at the Suffolk Onshore Scheme without any adverse effects on the sector. National Grid acknowledge comments regarding Sizewell C, but cannot have regard to specific proposals from other projects. Potential cumulative impacts are considered in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Inter-Project Cumulative Impacts**. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).

Table 1.8 Air quality

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Feedback form			
Q18 Do you have any key concerns regarding the construction stage of Sea Link? (Other)			
Local community	Dust emissions and air quality.		National Grid acknowledges the potential for impacts on air quality during construction, particularly from dust generating activities. **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality and Application Document 6.2.3.8 Part 3 Kent Chapter 8 Air Quality** provide an assessment of dust impacts using the accepted methodology within the Institute of Air Quality Management Assessment of Dust from Demolition and Construction (2024) V2.2. The assessment includes potential impacts from vehicles and non-road mobile machinery. Air quality monitoring will be undertaken during the construction phase as part of the Air Quality Management Plan for the Proposed Project. Details are contained in **Application Document 7.6.6.1 Outline Air Quality Management Plan – Suffolk and Application Document 7.5.6.2 Outline Air Quality Management Plan – Kent**. These Plans are secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	Air quality will be affected by dust from digging and from vehicular activity; fumes from exhausts and additional dust from tyre wear and dried site spills on roads.		
General commentary			
Local community	Air pollution from HGV emissions, construction processes, service vehicles and worker traffic, and from light sandy soil that has been blown under windy conditions causing visibility hazards and health issues. Air pollution would also have a negative impact on tourism.		National Grid acknowledges the potential for impacts on air quality during construction, particularly from dust generating activities. **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality and Application Document 6.2.3.8 Part 3 Kent Chapter 8 Air Quality** provides an assessment of dust impacts using the accepted methodology within the Institute of Air Quality Management (IAQM) document Assessment of Dust from Demolition and Construction (2024) V2.2. The assessment includes potential impacts from vehicles and non-road mobile machinery (abbreviated to NRMM). Air quality monitoring will be undertaken during the construction phase as part of the Air Quality Management Plan for the Proposed Project. Details are contained in **Application Document 7.6.6.1 Outline Air Quality Management Plan – Suffolk and Application Document 7.5.6.2 Outline Air Quality Management Plan – Kent**. These Plans are secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Potential impacts on the tourism economy are assessed in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. The assessment of the potential impacts of the Proposed Project on tourism concludes that there are no likely significant effects, while **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	Significant increase in air pollution due to the traffic involved during the construction phase.		
Local community	It seems ironic that a proposal which is supposed to improve the environment would have such a detrimental impact on the environment but here we are. So we are looking at increased levels of air pollution with negative impact on health outcomes. There are more than enough studies backing this one up and the impact is both immediate and long term. Playing health roulette with the lives		Potential impacts of the Proposed Project on air quality are assessed in **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality and Application Document 6.2.3.8 Part 3 Kent Chapter 8 Air Quality**. These assessments conclude that there are no likely significant effects as a result of the Proposed Project.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	of our children. Looking at this in broad economic terms this will mean that there will be potentially greater call for medical intervention including critical care (thus an increased cost to the NHS), a potential negative impact on the health of working age people (so a loss to the economy) and potential increase of out of work benefits (increase in costs to the Dept of Health and Social Care).		Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	I have very serious concerns about the sub-station at Friston being cooled by large amounts of a known greenhouse gas when we are being told that these are supposed to be green projects.		A lifecycle greenhouse gas assessment is included in **Application Document 6.2.5.1 Part 5 Combined Chapter 1 Climate Change**. This is an assessment of the greenhouse gas emissions (also known as 'carbon' for shorthand) associated with the Proposed Project over its whole life, including operational emissions and embodied carbon. This assessment considers the mitigation measures embedded in the Proposed Project to reduce greenhouse gas emissions, as well as puts forward additional mitigation measures where applicable. This assessment has been conducted in accordance with the Institute of Environmental Management and Assessment good practice guidance for greenhouse gas assessments in EIA. **Application Document 7.5.13 Greenhouse Gas Reduction Strategy** has been developed alongside the climate change chapter. This document sets out how greenhouse gas emissions will be managed across the project life cycle.
Local community	I am very concerned about the impact on air quality as I have asthma.		National Grid acknowledges your concerns. Potential impacts of the Proposed Project on air quality are assessed in **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality and Application Document 6.2.3.8 Part 3 Kent Chapter 8 Air Quality**. The assessment includes health indicators and concludes that there are no likely significant effects as a result of the Proposed Project. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	Air quality will suffer from the Sea Link project and the other projects proposed for the area. There will be dust emissions from construction, as well as emissions of carbon monoxide, nitrous oxide and particulates from vehicles. Additionally, the local soil is mostly sandy and easily picked up by the wind when loose and dry and can cause localised dust storms, with sand deposited on roads and gardens.		National Grid acknowledges the potential for impacts on air quality during construction, particularly from dust generating activities. **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality and Application Document 6.2.3.8 Part 3 Kent Chapter 8 Air Quality** provides an assessment of dust impacts using the accepted methodology within the Institute of Air Quality Management Assessment of Dust from Demolition and Construction (2024) V2.2. The assessment includes potential impacts from vehicles and non-road mobile machinery and concludes that there are no likely significant effects as a result of the Proposed Project. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Suffolk Wildlife Trust	The potential for construction phase air quality impacts on sensitive habitats and plant communities within the Sandlings SPA and Leiston-Aldeburgh SSSI, which the Preliminary Environmental Information Report identifies, will require further consideration within the DCO Environmental Statement. This must be dealt with in accordance with the mitigation hierarchy and all best practice guidance. We expect any measures to mitigate and compensate for unavoidable and residual impacts, including temporary impacts, to be designed to maximise long-term ecological benefits, for example		The air quality impacts on ecology receptors are assessed within **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. The air quality assessment within **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality** has considered ecological receptors and outlines mitigation measures where these are deemed necessary. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to reduce impacts and effects through the process of design development,

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	by restoring and enhancing affected habitats as part of the delivery of a Nature Recovery Network.		and by embedding measures into the design of the Proposed Project such as the sensitive routeing and siting of infrastructure and temporary works. Through the EIA process, National Grid has developed mitigation measures to offset the impact on terrestrial ecology. The Proposed Project is committed to achieving 10% Biodiversity Net Gain. Further details are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**.

Table 1.9 Noise and vibration

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Feedback form			
Q1 Do you have any comments to make about the principle of reinforcing the network between Suffolk and Kent?			
Local community	The negative impact of noise and light pollution from this project.	N	The potential for noise impacts as a result of the Proposed Project are assessed in **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration and Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration**. The assumptions made about the lighting design that have informed the landscape and visual impact assessment are set out in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. Consideration of the landscape and visual effects of light pollution during construction and operation is presented in **Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment, Application Document 6.3.2.1.D ES Appendix 2.1.D Visual Amenity Baseline and Assessment, Application Document 6.3.3.1.C ES Appendix 3.1.C Landscape Designation and Landscape Character Assessment and Application Document 6.3.3.1.D ES Appendix 3.1.D Visual Amenity Baseline and Assessment**. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	There appears to be complete disregard for the local residents both in Friston particularly and surrounding areas. Noise will destroy the character of Friston.	N	An assessment of construction noise impacts has been undertaken as part of the ES, including consideration of any potential night-time works. The assessment indicates that with mitigation in the form of best practicable means, significant adverse effects from construction activities in Friston can be avoided at all nearby properties. Further detailed assessment will be conducted by the contractor and specific mitigation measures will be identified and incorporated in the works. In agreement with the Planning Inspectorate, the impact of the operation of switchgear was scoped out of the EIA. However, indicative assessments undertaken of operational noise from auxiliary equipment within the proposed Friston Substation and alterations to overhead lines has been conducted at the request of East Suffolk Council. The assessments indicate that operational noise from auxiliary equipment within the proposed Friston Substation and alterations to overhead lines would not be significant. Further details are contained in **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration**. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	Construction and its related traffic will create noise pollution damaging the learning of students at the independent special school that is housed at Ebbsfleet farmhouse.	N	The potential impacts of the Proposed Project on the school have been assessed in **Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration**. Under the assessment, the school was classified as a receptor of high sensitivity and prior to the adoption of any specific mitigation measures, the assessment concluded that there would be no significant impacts during construction. During construction Best Practicable Means will be applied to this receptor to reduce the potential effects of construction noise. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	According to your experts this project will take 4 years to build. That is 4 years of disturbance to the wildlife in and around the SSSI. Thanet's only Heronry & Egretry is located nearby. Noise from 18	N	The construction programme as a whole is estimated to be around four years, however, exact details of the different stages are yet to be confirmed. However, careful attention has been paid in the design and construction programme/methods for the Proposed Project to

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	months of heavy construction is very likely to cause them to abandon their nest site.		the possibility of habitat severance. In the coastal zone this will be avoided through use of a trenchless construction solution. The commitment to use a trenchless solution is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). In those areas away from the coast, which will be crossed by open trench, a series of protected species surveys have been undertaken to inform mitigation measures and the works will be undertaken in such a way as to retain connectivity, such as through the inclusion of mammal ledges in culverts. The cable will be buried as each section is installed and habitats restored above the cable. Habitat connectivity around the Converter Station and Substation site will be preserved through enhancement of existing boundary features and the creation of new areas of woodland and wetland. The Proposed Project has committed to achieving 10% Biodiversity Net Gain and that will involve contributions to delivering strategic biodiversity schemes in Kent. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	The Minster area is so quiet and whilst you have apparently looked into whether or not it will hum' from the machinery inside and the decibel levels. What are you basing your findings on scientific analysis? It would give more confidence if you actually looked at another convertor station up and running thereby getting the real decibel level. The last thing we would want it a constant hum no matter how soft the sound is.	N	An indicative assessment of operational noise from the proposed Kent Substation and Converter Station, based on current design information, is presented in **Application Document 6.3.3.9.D ES Appendix 3.9.D Kent Operational Noise Assessment**. With standard embedded mitigation measures, the impact of operational noise from the proposed Substation and Converter Station on all nearby Noise Sensitive Receptors, has been assessed as having a negligible magnitude during both daytime and night-time periods. This would result in a negligible effect at all nearby Noise Sensitive Receptors, which is considered to be not significant. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Q2 What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously? Comments			
Local community	I attended the exhibition at the old generator station on the 8th November but was disappointed that some of my questions did not receive answers. One particular question was about the noise level at the converter site which seems strange you come to a consultation meeting without an important fact like that.	N	The noise source data for both the Suffolk and Kent Converter Stations is provided in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
Q3 What do you think about our proposal to connect into the existing network via the proposed Friston substation?			
Local community	What about the noise?	N	An assessment of the potential impacts of the Friston Substation during construction is provided in **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration**. During the construction of the Substation, the EIA did not identify any significant adverse effects as a result of increased noise on nearby Noise Sensitive Receptors. In agreement with the Planning Inspectorate, the impact of the operation of switchgear was scoped out of the EIA. However, indicative assessments undertaken of operational noise from auxiliary equipment within the proposed Friston Substation and alterations to overhead lines has been conducted at the request of East Suffolk Council. The assessments indicate that operational noise from auxiliary equipment within the proposed Friston Substation and alterations to overhead lines would not be significant.
Local community	I do not live in Friston but would be worried about any noise from the substation when it was operational if I did.	N	
Local community	Having lived near substations and experienced noise pollution, i.e. humming, noise and intrusion by service vehicles and workforce. No I do not think this is the best location. The people who choose such sites, very rarely live close by and consequently do not have to be distracted by plant operating and service noise.	N	

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Local community	The close proximity to listed buildings, and the medieval village will cause considerable distress and disturbance particularly during the construction phase, and the ongoing noise particularly from the switchgear during operation.	N	The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to reduce impacts and effects through the process of design development, and by embedding measures into temporary works and the construction phase. Impact assessments examining setting impacts can be found in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**. All assets where there was the potential for significant impacts on the setting of heritage assets were discussed with stakeholders at thematic meetings and viewpoint photography locations agreed with East Suffolk Council Conservation Officer and Historic England. Mitigation measures are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). The infrastructure is designed to provide a high level of operational resilience, therefore the operational workforce and service requirements will be minimal.
Local community	There will be noise during construction (6 days a week) and when switchgear is being turned on and off.	N	
Q5 What do you think about our proposed converter station, including its proposed location? Comments			
Local community	Having 3 converter stations in close proximity will be immense especially if they are 26 metres high. What mitigations will be made regarding light and noise pollution?	N	Inter-project cumulative effects are considered in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. There are a number of projects which overlap with the noise ZOI and therefore there is potential for cumulative effects from construction noise at shared receptors. However, providing recommended mitigation is implemented, as detailed in outlined in **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice and Application Document 7.5.8.1 Outline Construction Noise and Vibration Management Plan – Suffolk**, this is unlikely to be significant. The preliminary assessment of total cumulative effects for noise and vibration has not identified any significant cumulative effects. The assumptions made about the lighting design that have informed the landscape and visual impact assessment are set out in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. Consideration of the landscape and visual effects of light pollution during construction and operation is presented in **Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment, Application Document 6.3.2.1.D ES Appendix 2.1.D Visual Amenity Baseline and Assessment, Application Document 6.3.3.1.C ES Appendix 3.1.C Landscape Designation and Landscape Character Assessment and Application Document 6.3.3.1.D ES Appendix 3.1.D Visual Amenity Baseline and Assessment**. Mitigation measures are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Q9 Are there any other ways that you would like us to explore coordination with other projects?			
Local community	All three on one site is too much noise pollution.	N	Inter-project cumulative effects are considered in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. There are a number of projects which overlap with the noise ZOI and therefore there is potential for cumulative effects from construction noise at shared receptors. However, providing recommended mitigation is implemented, as detailed in outlined in **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice and Application Document 7.5.8.1 Outline Construction Noise and Vibration Management Plan – Suffolk**, this is unlikely to be significant. The preliminary assessment of total cumulative effects for noise and vibration has not identified any significant cumulative effects.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Mitigation measures are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Q10 Is there anything that you would like us to take into consideration when developing our proposals in Suffolk?			
Local community	Be absolutely clear what your intentions are. Let people know if their property is in close proximity to any of your proposals. Be clear on noise levels the substations and converters will make when in use.	N	National Grid acknowledges this comments. The complete description of the Proposed Project including noise source data for the Converter Stations and Substation can be found in **Application Document 6.2.1.4 ES Introduction Chapter 4 Description of the Proposed Project** that will be submitted as part of the DCO application.
Q11 Do you have any comments or issues you would like us to take into consideration regarding our marine proposals?			
Local community	Aquatic habitats & creatures will be adversely affected by noise.	N	**Application Document 6.2.4.4 Part 4 Marine Chapter 4 Marine Mammals** provides an assessment of the potential impacts of underwater noise on mammals during installation of the marine cable, and **Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish** provides an assessment of construction noise on fish and shellfish. There are no anticipated noise impacts of the operation of the marine cable.
Q14 What do you think about our proposed converter station and adjacent substation near Minster?			
Local community	During construction and once built the pylons, light and noise pollution plus electromagnetic fields are all going to have an ongoing deleterious impact on the wildlife of the area and migrating birds which use the area due to its proximity to Pegwell Bay.	N	Details of the effects of light and noise pollution, and electromagnetic fields on wildlife are contained in **Application Document ES 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. An indicative assessment of operational noise from the proposed Kent Substation and Converter Station, based on current design information, is presented in **Application Document 6.3.3.9.D ES Appendix 3.9.D Kent Operational Noise Assessment**. With standard embedded mitigation measures, the impact of operational noise from the proposed Substation and Converter Station on all nearby Noise Sensitive Receptors, has been assessed as having a negligible magnitude during both daytime and night-time periods. This would result in a negligible effect at all nearby Noise Sensitive Receptors, which is considered to be not significant. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	Don’t locate it where noise and light pollution is going to affect wildlife, so make special requirements to reduce noise and sound pollution when installing and managing in the future after the construction.	N	Details of the effects of light and noise pollution on wildlife during construction and operation are contained in **Application Document ES 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	I understand that the proposed converter station will be noisy and thus will have a negative impact on the wellbeing of wildlife on the marshes and local people.	N	An indicative assessment of operational noise from the proposed Kent Substation and Converter Station, based on current design information, is presented in **Application Document 6.3.3.9.D ES Appendix 3.9.D Kent Operational Noise Assessment**. With standard embedded mitigation measures, the impact of operational noise from the proposed Substation and Converter Station on all nearby Noise Sensitive Receptors, has been assessed as having a negligible magnitude during both daytime and night-time periods.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			This would result in a negligible effect at all nearby Noise Sensitive Receptors including wildlife, which is considered to be not significant. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Q16 What do you think about our plans to use overhead lines to connect the proposed substation into the existing Richborough to Canterbury overhead line?			
Local community	These are an eyesore, noisy and inappropriate in marshes and reserves.	N	At the Environmental Scoping stage of the Proposed Project, potential noise impacts of the overhead line operation were scoped out of the EIA on the basis that the nearest noise sensitive receptor would be approximately 500 m away from the closest potential proposed overhead line.
Local community	We have a bat colony on Minster Marshes, whose ability to hunt insects effectively will be dramatically reduced by the noise pollution and electromagnetic fields of additional pylons.	N	The assessment of the effects of noise pollution on wildlife is contained in **Application Document ES 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. With regard to electromagnetic fields (EMFs), the UK has a carefully thought-out set of policies for protecting the general public against EMFs, the main component of which is exposure guidelines. These exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects if EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. It is National Grid's policy to ensure that all of its equipment comply fully with these exposure limits. Further information can be found in **Application Document 6.5 Electric and Magnetic Field Compliance Report**.
Q17 Anything else? Comments			
Local community	Noise during construction – daily hours, no weekends or evenings.	N	The potential for noise impacts as a result of the Proposed Project are assessed in **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration and Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration**. The proposed construction core working hours (unless otherwise approved by the relevant Local Planning Authority) for all terrestrial works in Suffolk and Kent are: • Monday – Friday: 0700 to 1900; and • Saturday, Sunday and Bank Holidays: 0700 to 1700. Details relating to the proposed construction working hours and any associated restrictions are contained in **Application Document 6.2.1.4 Part 1 Chapter 4 Description of the Proposed Project**. The working hours are secured by Requirement 7 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Monkton Parish Council	We also have concerns over possible light and noise intrusion, which could be considerable, particularly for Minster as it is so close to the site.	N	An indicative assessment of operational noise from the proposed Minster Substation and Minster Converter Station, based on current design information, is presented in **Application Document 6.3.3.9.D Part 3 Appendix 9.D Kent Preliminary Operational Noise Assessment**. With standard embedded mitigation measures, the impact of operational noise from the proposed Minster Substation and Minster Converter Station on all nearby Noise Sensitive Receptors, has been assessed as having a negligible magnitude during both daytime and night-time periods. This would result in a negligible effect at all nearby Noise Sensitive Receptors, which is considered to be not significant.
Local community	The Minster area is so quiet, that is why wildlife choose to live and migrate there. The daily noise levels and even a low level of equipment 'hum' would be enough to change the conditions and balance of this precious area.	N	
Local community	Wildlife communication and navigation will be impacted by noise disturbance.	N	The assessment of the potential effects of noise pollution on wildlife is contained in **Application Document ES 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Mitigation measures are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Q19 Do you have any comments about how we could deliver environmental mitigation and enhancement (such as hedgerow creation, native tree planting or funding local wildlife groups) as part of our proposals?			
Broadstairs and St Peter's Town Council	Surround the boundary with native hedging as a barrier from noise pollution.	N	During construction working areas will be fenced; the type of fencing will depend on the area to be fenced and the needs of fencing such as providing acoustic of visual screening. Vegetation will be retained wherever practicable. Once constructed, native planting will be provided including woodland, hedgerows and tree planting; details can be found in **Application Document 7.5.7.2 Outline Landscape and Ecological Management Plan – Kent**. It is not currently proposed that routine noise and/or vibration monitoring would be undertaken during the construction period. However, the need for monitoring, and any potential monitoring locations, would be identified in any Section 61 applications for specific activities where required and will be the subject of discussion between the contractor, National Grid and the relevant local authority prior to agreement of any Section 61 application. **Application Document 6.3.3.9.D ES Appendix 3.9.D Kent Operational Noise Assessment** indicates that operational noise from the proposed Minster Converter Station and Substation would be not significant. Additionally, the desired local authority aim of a noise rating level 5 dB below the background sound level at nearby noise sensitive receptors is achievable, subject to further design.
Local community	Surround the entire area with dense and high hedging to reduce noise pollution.	N	
Local community	Noise must be monitored, kept to a minimum and mitigated by soft landscape planting.	N	
Q20 Do you have any other comments about Sea Link to give that you have not previously mentioned?			
Local community	This will affect my life as I am a shift worker who lives nearby and will be affected by building noise and traffic.	N	An assessment of construction noise impacts has been undertaken as part of the ES, including consideration of any potential night-time works. The assessment indicates that with mitigation in the form of best practicable means, significant adverse effects from construction activities can be avoided at all nearby properties. Further detailed assessment will be conducted by the contractor and specific mitigation measures will be identified and incorporated in the works. The potential for noise impacts as a result of the Proposed Project are assessed in **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration and Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration**. Mitigation measures are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
General commentary			
Local community	Noise from Substation in Operation: Friston is a quiet village and the "background hum" from electrical equipment is likely to be noticeable. We also understand that noises from switchgear are "impulsive" - short duration but loud. It is not acceptable for these to occur at random times near the village, especially at night time when they may disturb people sleeping.	N	An assessment of the potential impacts of the Friston Substation during construction is provided in **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration**. During the construction of the Substation, the EIA did not identify any significant adverse effects as a result of increased noise on nearby Noise Sensitive Receptors. In agreement with the Planning Inspectorate, the impact of the operation of switchgear was scoped out of the EIA. However, indicative assessments undertaken of operational noise from auxiliary equipment within the proposed Friston Substation and alterations to overhead lines has been conducted at the request of East Suffolk Council. The assessments indicate that operational noise from auxiliary equipment within the proposed Friston Substation and alterations to overhead lines would not be significant.
Dr Thérèse Coffey MP	Noise pollution – the permanent noise of the substation will be harmful to residents and drive wildlife away.	N	
Local community	Operation - all noise at the substations and convertor stations needs to be assessed including the impulsive noise from switchgear. The site is close to a quiet village with very low background noise.	N	

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Mitigation measures are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Substation Action Save East Suffolk	Construction - National Grid needs to demonstrate it can achieve the noise requirements. For example will it be able to achieve the required noise level through BPM (Best Practicable Means) where there are multiple projects conducting construction at the same time?	N	A complete assessment of impacts relating to construction noise are presented in **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration**. Mitigation measures are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Substation Action Save East Suffolk	Operation - all noise at the substations and convertor stations needs to be assessed including the impulsive noise from switchgear. The site is close to a quiet village with very low background noise. There was clear evidence in the Scottish Power examinations that the switchgear, when operated at night, will wake people up. In terms of continuous noise National Grid should take the noise limit of 31dB as a starting point for all infrastructure a combined basis.	N	In agreement with the Planning Inspectorate, the impact of the operation of switchgear was scoped out of the EIA. However, indicative assessments undertaken of operational noise from auxiliary equipment within the proposed Friston Substation and alterations to overhead lines has been conducted at the request of East Suffolk Council. The assessments indicate that operational noise from auxiliary equipment within the proposed Friston Substation and alterations to overhead lines would not be significant. There are a number of projects which overlap with the noise zone of influence and therefore there is potential for cumulative effects from construction noise at shared receptors. However, providing recommended mitigation is implemented, as detailed in outlined in **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice and Application Document 7.5.8.1 Outline Construction Noise and Vibration Management Plan – Suffolk**, this is unlikely to be significant. The preliminary assessment of total cumulative effects for noise and vibration has not identified any significant cumulative effects. Mitigation measures are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	We are keen naturalists and value greatly our ability to watch wildlife at the RSPB North Warren reserve. Whist we have been assured that crossing the north marsh would be achieved through horizontal drilling, we are concerned that there will still be noise and vibration that would disturb the wildlife which may never return.	N	National Grid confirms that a trenchless construction solution will be employed for the crossing of the North Warren Nature Reserve. This commitment is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). The assessment of the potential effects of noise and vibration on wildlife is contained in **Application Document ES 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. Mitigation measures are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Suffolk Energy Action Solutions	In the PEIR, NGET have only completed a desk top study and do not quote their data source for the local noise environment - just "publicly available noise mapping and noise surveys". This is not acceptable for the following reasons: Construction noise: The idea that a buffer of 300 metres is sufficient to prevent noise nuisance from construction work on a development of this size is preposterous when in nearby villages a tractor ploughing can be heard at 500 metres. Operational noise: Beyond about 250 metres sound propagation is heavily influenced by topography, surface "roughness" atmospheric temperature gradients and wind shear. Simple statements like a '1000 m buffer' is OK to eliminate operational noise impacts are not acceptable. NG have failed to provide any numerical data to support this assertion. It is well known that transformer "hum" can travel	N	An assessment of the potential noise impacts of the Proposed Project during construction and operation is provided in **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration**. The noise and vibration assessment indicates that there are potential significant adverse effects at a small number of properties during the construction phase, without mitigation. However, the assessment shows that these can be avoided through the use of standard mitigation measures in the form of Best Practicable Means. Further detailed construction noise and vibration assessments would be undertaken by the contractor prior to commencing works. The outcome of these detailed assessments would include details of specific mitigation measures for each activity. Noise and vibration effects during the construction phase are therefore expected to be not significant. The effects of routine and more substantial maintenance activities are expected to be similar or not worse than those during construction. Again, noise and vibration effects from routine and more substantial maintenance activities would be mitigated through the use of Best

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	considerable distance. Switchgear is also known to wake people at night when sounds travel even further distances. Vibration: The proposed converter station is in an area of clay and wet sand substrata. If drop hammer or vibration hammers are used, vibration displacements may be felt at nearest residential properties. Conclusion: NG's assertion that effects would be NOT SIGNIFICANT in relation to noise and vibration receptors (e.g. local resident) without defining 'NOT SIGNIFICANT' is dishonestly cited. The belief by NG that the noise and vibration effects of the proposed development are unchanged when combined with other collocated activity is risible. This could only occur if all three projects were silent – i.e. no noise of vibration is detectable.		Practicable Means and may be supported by detailed noise and vibration assessment, if applicable. The assessment of operational noise indicates that significant adverse effects can be avoided with the use of standard noise mitigation measures. Further detailed operational noise assessments would be undertaken by National Grid and/or the developer based on their specific designs. The outcome of these detailed assessments would include details of specific mitigation measures. Noise effects during the operational phase are therefore expected to be not significant. There are a number of projects which overlap with the noise zone of influence and therefore there is potential for cumulative effects from construction noise at shared receptors. However, providing recommended mitigation is implemented, as detailed in outlined in **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice and Application Document 7.5.8.1 Outline Construction Noise and Vibration Management Plan – Suffolk**, this is unlikely to be significant. The preliminary assessment of total cumulative effects for noise and vibration has not identified any significant cumulative effects.
RSPB	We welcome the consideration given to reduction of noise impacts on sensitive breeding bird species of the Sandlings SPA in the PEIR, Vol. 2, Part 1, Appendix 1.4.F Outline Schedule of Environmental Commitments and Mitigation Measures through the inclusion of the following measure: “Where feasible and necessary, the most potentially disturbing elements of trenchless installation will take place between September and February, to minimise disturbance of breeding nightjar and woodlark in the adjacent Sandlings SPA” Whilst we acknowledge that full noise modelling and assessment is not yet available, we recommend that the wording is strengthened to indicate that such mitigation would be deployed should the noise modelling indicate that noise levels within any areas of the SPA would be likely to cause disturbance. We also acknowledge the proposal to install noise barriers around the construction compound to reduce impacts on both the Sandlings SPA and Leiston-Aldeburgh SSSI and RSPB North Warren, but it will be necessary to consider the outputs of the noise modelling with such a structure in place to determine whether there is also a need for timing restrictions to further reduce impacts on the breeding and wintering bird interest of the SSSI and nature reserve. Table 2.3.18 in the PEIR Vol. 1, Part 2, Chapter 3, Ecology and Biodiversity acknowledges that, despite the measures above, some bird species will be displaced during construction. Given the potential duration of the construction period, we are concerned that noise disturbance impacts on both the Sandlings SPA and Leiston-Aldeburgh SSSI could be significant. This will require more detailed assessment based on the outputs of the noise modelling, which should be mapped and include consideration of both average and peak noise levels. The impact of any displacement of birds will also require consideration cumulatively with other projects affecting the wider area; for example, the construction of Sizewell C may also have impacts on some wetland bird populations which use Leiston-	N	The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce ecology and biodiversity impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. An extensive programme of environmental surveys has been undertaken including for breeding and non-breeding birds, reptiles, invertebrates, badger, riparian mammals, dormice and plants. A rigorous impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. National Grid acknowledges that there may be a temporary adverse noise impacts during construction on Noise Sensitive Receptors. An assessment of construction noise impacts has been undertaken as part of the ES, including consideration of any potential night-time works, refer to **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration**. Further detailed construction noise assessments would be undertaken by the contractor prior to commencing works. The outcome of these detailed assessments would include details of specific mitigation measures for each activity. Noise and vibration effects during the construction phase are therefore expected to be not significant. No residual significant adverse impacts of noise during operation were identified by the EIA. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO **(Application Document 3.1)**.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	Aldeburgh SSSI and RSPB North Warren, such as the White-fronted Goose (as acknowledged in Tables 2.14.3 and 2.14.31 of the PEIR Part 2, Ch. 14, Suffolk Onshore Scheme Inter-Project Cumulative Effects). At this stage, we do not have confidence that the noise disturbance impacts of this project alone, under the co-location scenario or cumulatively with other projects will be avoided or adequately mitigated. We welcome the proposal below to address impacts of maintenance activities during operation and which recognises the importance of both the breeding and wintering interest of the Leiston-Aldeburgh SSSI and RSPB North Warren, although given the inclusion of the wording “where practicable”, we recommend that the requirement to only “Consider” should be removed: “Consider undertaking potentially disturbing (noisy) maintenance activities during August and September, where practicable, reducing risk of disturbance of breeding or non-breeding birds using RSPB North Warren Reserve or breeding nightjar and woodlark using Sandlings SPA.”		

Table 1.10 Socio-economic, recreation and tourism

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Feedback form			
Q1 Do you have any comments to make about the principle of reinforcing the network between Suffolk and Kent?			
Local community	My business makes its money from tourism. We already have the Sizewell C construction work going on. I think this will stop people coming to the area for their holidays.	N	A complete assessment of socio-economics effects (including rental properties and accommodation of workers) has been undertaken. This is set out in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. The chapter concludes that there are no anticipated significant effects as a result of the Proposed Project.
Local community	Your landfall between Aldeburgh and Thorpeness will not only damage the general environment but tourism and economy of the area which is already being hit by Sizewell C, and with no benefit to the local community.	N	
Local community	The area will already be disrupted with the Sizewell plans. Scarce rental properties will be even harder to get - and the price will probably increase to accommodate construction workers. This is altogether an unfair expectation of this area and many of whom make their living through holiday makers who will not come.	N	
Local community	This area has enough with 3 power stations and this project should be located elsewhere. It's not just the disruption but the detriment to local businesses and tourist trade. They may benefit during building but after it take years to regain the tourist trade, hospitality business afterwards.	N	
Local community	The disruption, damage and negative eco effect on Pegwell Bay Nature Reserve and its associated environs and the Thanet coastline will be a disaster for Thanet, its local businesses, residents and tourists. Do you really think tourists will visit, business will stay, business will invest with this building infrastructure going on? What of the effect on house prices, will you compensate me for the drop in the value of my property. I can see Pegwell Bay from my house so nobody will be wanting to purchase it at its market value with all this construction going on for months and months and then the scaring on the landscape thereafter. The area is already in decline (Ramsgate town centre in particular) and this will cause further harm and is not supported.		A complete assessment of socio-economics effects has been undertaken. This is set out in **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism**. The chapter concludes that there are no anticipated significant effects as a result of the Proposed Project. All affected landowners will be compensated on a fair and reasonable basis for any rights acquired, and any impacts on retained property will be considered in line with the Compulsory Purchase Compensation Code. Compensation claims for other disturbance are considered on a case-by-case basis if there is evidence of negative impacts as a result of the Proposed Project. During construction, contractors will be required to adhere to **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** and develop their own task-specific management plans. These plans will help control and management of potential impacts such as dust and noise. Landscape and visual impacts are considered in **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual** and ecological impacts in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). For further information on landscape and visual, please see Table 1.1 in this Appendix.
Q2 What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously? Comments			
Local community	The industrialisation of rural coastal Suffolk with trenches built over AONB, SSSI and RSPB sites is damaging to all and completely unnecessary. It would destroy our nature based tourism.	N	A complete assessment of socio-economics effects has been undertaken and this includes the assessment of the Proposed Project on local services such as doctors and dentists. This is set out in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-**

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Local community	The National Grid has bulldozed through local concerns and completely ignored the horrific consequences for the people living in the area. The options will destroy tourism and although the workers will be here in Suffolk temporarily and may boost local economy it is not sustainable. There is not the infrastructure to support the influx of population. There are not enough doctors, dentists, sewage works our rivers are already polluted.	N	**Economics, Recreation and Tourism**. The chapter concludes that there are no anticipated significant effects as a result of the Proposed Project. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). For further information on landscape and visual, please see Table 1.1 of this Appendix.
Q3 What do you think about our proposal to connect into the existing network via the proposed Friston substation?			
Local community	The proposed substation is a particularly ugly part of the proposals which will do untold damage to the tourist economies of Aldeburgh, Thorpeness and surrounding towns and villages and the proposed cable paths will mean that a long swathe of land will be devastated. This will destroy the beautiful environment and way of life of the people living near it. Along with the other proposals it will help to destroy the local tourist economy.	N	The landscape and visual team have been a key discipline when determining the route of the required cables. This has been developed to minimise effects on the landscape character, including avoiding landscape features where possible and visual amenity, including limiting the infrastructure in views from sensitive receptors including residential and recreational receptors. It should also be noted that the effects arising from the cable routes will be temporary and that reinstatement of the cable corridors will occur following the construction period as far as practically possible. A complete assessment of socio-economics effects has been undertaken. This is set out in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. The chapter concludes that there are no anticipated significant effects as a result of the Proposed Project.
Q8 What do you think about our proposed landfall between Aldeburgh and Thorpeness? Comments			
Local community	Aldeburgh and Thorpeness are thriving communities that provide long term jobs and income in this region. They co-exist sustainably with the evolving/changing coastline. Your project will undermine a successful industry to benefit Kent and London.	N	A complete assessment of socio-economics effects has been undertaken including the impact on PRoW and employment. This is set out in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. Where National Grid has a temporary impact on a PRoW during construction, mitigation measures will be put in place. Where there is a permanent impact on a footpath, a suitable diversion will be provided. The chapter concludes that there are no anticipated significant effects as a result of the Proposed Project. Compensation claims will be considered on a case-by-case basis if there is evidence of negative impacts as a result of the Proposed Project.
Local community	It is a well-loved tourist & walker area. Many people walk from Aldeburgh - Thorpeness & back. This would be ruined. Tourists would be put off coming to the area so businesses would suffer. Will you be compensating those of us who own and let out holiday homes, for loss of income? As well as cafes, etc. who will lose income?	N	
Q10 Is there anything that you would like us to take into consideration when developing our proposals in Suffolk?			
Local community	Give locals a chance to apply for jobs on the project.	N	During the construction phase of the Proposed Project, **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism** estimates around 30% of the construction staff will be sourced from the surrounding area, based on benchmarks against similar energy infrastructure schemes.
Local community	Employ local tradesmen. Offer apprenticeships.	N	
Local community	This will have an adverse effect on tourism and business that depend heavily on tourism holiday makers and visitors.	N	A complete assessment of socio-economics effects has been undertaken. This is set out in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. The chapter concludes that there are no anticipated significant effects as a result of the Proposed Project.
Local community	This monstrous proposal will blight the lives of local residents during construction and adversely affect the values of the properties, and adversely affect local businesses. The local economy relies heavily on tourism and this proposal will ensure that many tourists stay away causing much financial hardship to local businesses. These local businesses employ thousands of local people and this ill	N	

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	though through proposal will put many local jobs in the leisure and tourism industry at severe risk.		
Local community	Asset depreciation for the home owners has not been addressed. The social value is lip service, it does not set a value for how much will be dedicated to it. There is no contribution toward improving the infrastructure, the roads will be under further pressure however it will be my council tax that repairs the roads to that builds something that I object to.	N	National Grid acknowledges that development may cause concern to landowners. Diminution in property value known as 'injurious affection' and any other appropriate heads of claim will be considered on an individual basis in accordance with current legislation. The Compulsory Purchase Compensation Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of their property ownership being worth less as a direct result of the works. National Grid will seek to minimise and mitigate against adverse effects upon the local community and the built and natural environment. While surveys of the local environment and analysis of other contextual evidence is an important part of informing its understanding of the potential impacts, so too is the feedback received during consultation. National Grid is committed to creating a positive impact in communities through infrastructure projects, emphasising social responsibility and equity via its Community Benefit Plan that aims to provide social, economic, and environmental benefits to local communities, ensuring it leaves behind a positive legacy. National Grid's Community Benefit Plan aligns with National Grid's Responsible Business Charter, emphasising impact in environment, communities, people, economy, and governance, shaping our strategic priorities with a focus on responsibility.
Q12 What do you think about our proposed landfall at Pegwell Bay?			
Local community	The houses are more expensive in Minster and Sandwich compared to other surrounding villages. The construction of this would have a massive impact in terms of accessibility to Pegwell. The house prices in view of the converter station and any pylons will drop.	N	A complete assessment of socio-economics effects has been undertaken. This is set out in **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism**. The chapter concludes that there are no anticipated significant effects as a result of the Proposed Project. The effects arising from the Kent Onshore Scheme on landscape character and visual amenity are summarised within **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual** and detailed within **Application Document 6.3.3.1.C ES Appendix 3.1.C Landscape Designation and Landscape Character Assessment and Application Document 6.3.3.1.D ES Appendix 3.1.D Visual Amenity Baseline and Assessment**. This includes reference to the Kent Converter Station and overhead lines. National Grid's landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section within **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**. Mitigation includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting and has been designed in collaboration with relevant stakeholders. Where necessary, and insofar as is possible, measures will be implemented to mitigate identified likely significant effects. The mitigation measures proposed can be found in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). All planting associated with the reinstatement of the landfall and HVDC and HVAC corridors will be maintained for a five year period. All mitigation planting associated with the permanent access road and Minster Converter Station and Minster Substation will be maintained for the lifetime of the asset. All affected landowners will be compensated on a fair and reasonable basis for any rights acquired, and any impacts on retained property will be considered in line with the Compulsory Purchase Compensation Code. Compensation claims for other disturbance are

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			considered on a case-by-case basis if there is evidence of negative impacts as a result of the Proposed Project.
Q18 Do you have any key concerns regarding the construction stage of Sea Link? (Other)			
Local community	The loss of jobs and economic benefit from tourism (and its adjacent industries) will be catastrophic for the Suffolk Coast. Construction for such projects is 100% guaranteed to go over budget and over time. A generation of residents and local business will suffer irreparable damage, please reconsider.	N	A complete assessment of socio-economics effects has been undertaken. This is set out in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. The Chapter concludes that there are no anticipated significant effects as a result of the Proposed Project.
Local community	The economic benefits to the local community will be transient. Local communities will be hugely disrupted with possibly no lasting benefit.	N	National Grid supports the delivery of community benefits associated with transmission infrastructure and already has a number of established programmes which deliver this. National Grid is waiting for the Government's position on the provision of community benefits associated with transmission infrastructure. This will determine its future approach.
Q20 Do you have any other comments about Sea Link to give that you have not previously mentioned?			
Local community	If you go ahead with these plans we will end up with another economically depressed coastal area, exactly what the government is trying to reduce.	N	The socio-economic impact assessment undertaken for the Proposed Project did not identify any significant impacts.
Local community	Sea Link will damage the visitor-based economy resulting in significant and measurable net job losses. Our beautiful conservation/SSSI/RSPB reserves attract visitors. The land will be disturbed and will take decades to re-establish. Your vehicles will be ugly/noisy, cause traffic congestion and put off visitors. Aldeburgh high street will lose trade. Aldeburgh could return to becoming isolated - who will want to negotiate bulldozers/diggers/traffic lights just to eat fish and chips or go shopping in the high street or walk amongst diggers - local jobs will be lost!!	N	A complete assessment of socio-economics effects has been undertaken. This is set out in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. The Chapter concludes that there are no anticipated significant effects as a result of the Proposed Project. Landscape and visual impacts are considered in **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual** and ecological impacts in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. The potential impact of the Proposed Project on the local road network is assessed in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. The assessment demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). For further information on landscape and visual, terrestrial ecology and traffic, please see the themed tables in this Appendix for these parameters.
General commentary			
Local community	4,500 local people are employed in this valuable industry. Visitors come for the peace, tranquillity and 'off-grid' experience which this Heritage Coast offers. This is the most important revenue sector and it is forecast that there will be a year on year decline of 15% (source DMO report quantitative study Sept 2019). Visitors will go to more attractive places where there are no major infrastructure projects. Jobs will be lost. (There are no meaningful jobs for locals associated with these projects, hence a net loss).	N	The assessment of effect on tourism and recreation assets is included in the assessment within **Application Document Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism** and concludes that no likely significant effects are anticipated on businesses, including those associated with recreation and tourism, and/or visitor perception and experience from the construction of the Suffolk Onshore Scheme. This Chapter estimates around 30% of the construction staff will be sourced from the surrounding area, based on benchmarks against similar energy infrastructure schemes. Compensation claims will be considered on a case-by-case basis if there is evidence of negative impacts as a result of the Proposed Project.
Local community	Local employment would not benefit greatly, as the workforce is likely to be largely made up of external contractors, during the	N	The assessment of effect on tourism and recreation assets is included in the assessment within **Application Document Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism** and concludes that no likely significant effects are anticipated on businesses, including those associated with recreation and tourism, and/or visitor perception and

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	construction process and, if completed, would not offer huge employment potential to the local population. In fact, employment in our biggest industry, tourism, is likely to suffer as a direct result.		experience from the construction of the Suffolk Onshore Scheme. This Chapter estimates around 30% of the construction staff will be sourced from the surrounding area, based on benchmarks against similar energy infrastructure schemes.
Local community	The destruction of jobs in the local economy which is currently heavily dependent upon tourism, which will be massively disrupted on a permanent basis by the blighting of the East Suffolk coastal area. Sealink, itself, will likely generate few local jobs and not for the same people as those displaced from tourism.	N	The assessment of effect on tourism and recreation assets is included in the assessment within **Application Document Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism** and concludes that no likely significant effects are anticipated on businesses, including those associated with recreation and tourism, and/or visitor perception and experience from the construction of the Suffolk Onshore Scheme. This Chapter estimates around 30% of the construction staff will be sourced from the surrounding area, based on benchmarks against similar energy infrastructure schemes.
Leiston-cum-Sizewell Town Council	While we understand the construction is temporary, the loss of tourist income from just a few seasons of upheaval in this location will be damaging. Comparison with Hinkley Point C and Bridgwater is not an appropriate benchmark as it is NOT a holiday destination. Therefore, we urge Sea Link not to be influenced by an apparent increase in tourism in the Hinkley area. The tourist offer for Leiston and the surrounding towns and villages is already under threat from the projects already consented and will further damage the tranquillity that visitors to this area, and the residents, are seeking. Tourist accommodation, currently much in demand, will be sought out by construction workers, making any tourism 'mitigation' a pointless exercise.	N	The assessment of effect on tourism and recreation assets is included in the assessment within **Application Document Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism** and concludes that no likely significant effects are anticipated on businesses, including those associated with recreation and tourism, and/or visitor perception and experience from the construction of the Suffolk Onshore Scheme. This Chapter demonstrates that at peak workforce employment and typical seasonal occupancy levels, all of Suffolk Onshore Scheme's construction workers could be accommodated within a 60-minute drive time of the Order Limits. Given this, it is assessed that there would be negligible magnitude of impact on the hotel, bed and breakfast, and inns accommodation sector arising from the Suffolk Onshore Scheme. It is anticipated that accommodation providers would be able to accommodate employees working at the Suffolk Onshore Scheme without any adverse effects on the sector.
Local community	Tourism is a mainstay of the working population of this coastline. Who will want to come on holiday to an area with views such as a 26m high converter station or several as you are trying to get in, all of this will have a devastating impact on loss of trade. There will be no benefits to the people of Suffolk only long term disruption, heartache, loss of trade and a acceptable standard of living. There will be no increase in jobs to these communities, not even a benefit of better, cheaper energy as the energy produced from here will be used to benefit London and Belgium only.	N	The assessment of effect on tourism and recreation assets is included in the assessment within **Application Document Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism** and concludes that no likely significant effects are anticipated on businesses, including those associated with recreation and tourism, and/or visitor perception and experience from the construction of the Suffolk Onshore Scheme. Compensation claims will be considered on a case-by-case basis if there is evidence of negative impacts as a result of the Proposed Project Operational employment has been scoped out of the ES on the ground that the scale of operational employment is likely to be very limited. The Planning Inspectorate agrees with this approach on the basis that the description of the Proposed Project in the ES explains the level of employment generation in operation. This is set out in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Inter Project Cumulative Effects**. National Grid has not committed to preparing and implementing a specific Employment, Skills and Education Strategy at a project level, as this is not considered to be an efficient or effective approach given the number of construction workers anticipated and that National Grid has not identified any likely significant effects in relation to construction employment.
Local community	At the consultation the contractors admitted that there would be minimal job creation in the local area as most of the workforce would be specialists and would therefore have to be brought in. Also, once the construction had been completed the sites would be unmanned. So, in both the short and the long term there would be no benefit to the local economy.	N	
Local community	My opinion is that it will cause immeasurable damage to the Suffolk Heritage coast, an area designated an Area of Outstanding Natural Beauty and a UNESCO World Heritage Site, and to the East Suffolk countryside. It is a region with a large tourist industry, accounting for 11,000 FTE jobs and generating revenue of £700M/year for the local economy. Tourists are drawn to this area because of the unspoilt nature of the countryside and the natural habitats and	N	A complete assessment of socio-economics effects has been undertaken. This is set out in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. The Chapter concludes that there are no anticipated significant effects as a result of the Proposed Project. In developing the Proposed Project, National Grid has assessed a variety of other options, including other potential areas for new infrastructure. The reasoning behind the location of

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	abundant wildlife, especially along the coast. The damage and destruction that the construction of a huge substation and not one but ultimately three enormous converter stations, together with the trenching necessary for cables to connect on and off shore is almost inconceivable, and will go down in the annals of history as desecration of one of the most beautiful parts of England and will inevitably deter visitors to this area both during and after any building work has taken place.		the proposed new infrastructure is set out in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**. Further details relating to the assessment of impacts to the setting of AONB's (National Landscapes) and National Parks are provided within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. Consideration of National Landscapes are also documented within **Application Document 7.11.1 Design Approach Document - Suffolk, Application Document 7.3 Design Development Report and Application Document 7.1 Planning Statement**. Impact assessments examining setting impacts can be found in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**. All assets where there was the potential for significant impacts on the setting of heritage assets were discussed with stakeholders at thematic meetings and viewpoint photography locations agreed with East Suffolk Council Conservation Officer and Historic England. Mitigation measures are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	My wife and I have owned a cottage in Walberswick since 2005 having bought the business that is the Anchor in November 2004. Our response to this consultation focuses on both the adverse impact that the outlined developments are likely to have on our business as well as with the reduction in quality of working and residential life here in Walberswick. Unsurprisingly we are firmly and irrevocably opposed to the schemes proposed for the Suffolk Coast. Walberswick has two pubs, The Bell, and The Anchor. It is clear to us that any disruption to visitor numbers will place at least one and possibly both of these businesses in jeopardy. Both inns have been serving customers for centuries. We provide food, drink, accommodation and a venue for entertainment, 7 days per week, but since Covid not for all 52 weeks of the year. Our clientele includes local residents, but we rely on Walberswick's high-season, high volume visitors to tide us over financially during off-season periods. A large percentage of the 200,000 people who visit the village use our services. Our inn is not just our business, it is a community asset with amongst other facilities its heated and audio-visual projector equipped barn available for commercial and community purposes. We are a local employer, we support local initiatives and hold village and family events including weddings, funerals, celebrations, and public meetings. As custodians of the Anchor, we have given 18 years of our lives as well as reinvesting profits for the long-term sustainability of the business. Recent experiences of disruption to visitor numbers demonstrate the fragility of our business. Hard evidence of this includes the impact on our business of the COVID-19 lockdowns, the closure of the Bailey Bridge (our link to Southwold) and when either our main car park floods, or Cliff Field car park is taken out of action for bridge repairs. The recent flooding (late October) closed our	N	National Grid acknowledges these concerns about the potential effects of the construction phase of development on the visitor economy. These issues have been discussed with the local planning authorities between the PEIR and ES stages of the DCO application process. These thematic meetings have primarily focused on discussing points raised by local planning authorities in the statutory consultation, which reflect these concerns. The meetings have been run by the technical disciplines and provided an opportunity to bring questions, concerns and local context to attention to help inform the ES. An extensive assessment of the effects of the Proposed Project and a cumulative assessment with other projects has been undertaken. This is set out in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. A complete assessment of socio-economics effects has been undertaken. This is set out in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. The chapter concludes that there are no anticipated significant effects as a result of the Proposed Project.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	business for the day, simply because of the impact on visitor access of flooded roads. The effect of the infrastructure works proposed in this region will have a continual adverse impact on visitor numbers to the area generally and to our village in particular and would threaten the financial viability of the Anchor.		
Local community	I have heard no mention of the demands likely to be placed upon local services by large numbers of contractors staff. Where are they to be accommodated? Are there families to be brought into the area given the inevitable length of the contracts involved? Housing and medical facilities are limited.	N	Potential impacts on the local services are assessed in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. This analysis demonstrates that at peak workforce employment and typical seasonal occupancy levels, all of Suffolk Onshore Scheme's construction workers could be accommodated within a 60-minute drive time of the Order Limits. Given this, it is assessed that there would be negligible magnitude of impact on the hotel, bed and breakfast, and inns accommodation sector arising from the Suffolk Onshore Scheme. It is anticipated that accommodation providers would be able to accommodate employees working at the Suffolk Onshore Scheme without any adverse effects on the sector.

Table 1.11 Health and wellbeing

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Feedback form			
Q1 Do you have any comments to make about the principle of reinforcing the network between Suffolk and Kent?			
Local community	The transmission system needs to be secure for our life and wellbeing. This is particularly important with the move away from fossil fuels.	N	National Grid acknowledges these comments and welcomes the support. The proposal they are putting forward will support the aspirations to deliver net zero by 2050, supporting decarbonisation of domestic and business needs for Great Britain.
Local community	Will the area be habitable and what the health concerns and also will freedom of movement by the general public be affected.	N	A complete assessment of health and wellbeing effects has been undertaken. This is set out in **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing and Application Document 6.2.3.11 Part 3 Kent Chapter 11 Health and Wellbeing**. These conclude that there are no anticipated significant effects as a result of the Proposed Project. Outline PRoW Management Plans have been prepared for both Suffolk and Kent as part of the DCO application. These have been developed in consultation with the relevant local planning authorities and provide details on PRoW diversions, closures and management during the construction, operation and decommissioning phases. See **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk and Application Document 7.5.9.2 Outline Public Rights of Way Management Plan – Kent**.
Local community	My concern is the safety of residents and if there is evidence of medical issues (like that of mobile masts) to residents living close to the infrastructure or nearby.	N	The health, safety and wellbeing of the public, local communities and employees is National Grid's highest priority. Throughout the development of the proposals, National Grid has carefully evaluated the potential impacts of the Proposed Project on health and wellbeing, and where appropriate identified means of mitigating any impacts of the construction and operational phases. A complete assessment of health and wellbeing effects has been undertaken. This is set out in **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing and Application Document 6.2.3.11 Part 3 Kent Chapter 11 Health and Wellbeing**. These conclude that there are no anticipated significant effects as a result of the Proposed Project. With regard to electromagnetic fields (EMFs), the UK has a carefully thought-out set of policies for protecting the general public against EMFs, the main component of which is exposure guidelines. These exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects if EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. It is National Grid's policy to ensure that all of its equipment comply fully with these exposure limits. Further information can be found in **Application Document 6.5 Electric and Magnetic Field Compliance Report**.
Local community	In principle I am for increasing our renewable energy capacity but this is an important site on the Kent coast which is internationally recognised and contributes not only to tacking our biodiversity crisis but to the mental health and wellbeing of the community. There must be a way to accommodate both.	N	National Grid recognises the important designations of protected sites on the Kent coast. A complete assessment of health and wellbeing effects has been undertaken. This is set out in **Application Document 6.2.3.11 Part 3 Kent Chapter 11 Health and Wellbeing**. The assessment concludes that there are no anticipated significant effects as a result of the Proposed Project. There will be some temporary disruption to the area during construction, but as the works in the Pegwell Bay area will be conducted using trenchless solutions, there will be no long-term impacts on access for the public. National Grid is rigorously assessing the Proposed Project's impact on designated sites and the environment, adhering to the "mitigation hierarchy" by avoiding, minimising, restoring, and offsetting impacts. Details are contained in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). A Construction Code of Practice (**Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**) will help control and manage aspects of the development scheme that could affect health and wellbeing.
Q5 What do you think about our proposed converter station, including its proposed location? Comments			
Local community	The construction would cause significant chaos and those closest would have their lives ruined, I would anticipate many local residents could suffer mentally from the blight of the three converter stations.	N	National Grid recognise that the construction and operation of major infrastructure projects can cause stress, uncertainty and anxiety that may impact on people's mental health. Throughout the development phase of the Proposed Project, National Grid have therefore tried to clearly communicate the proposals including the establishment of dedicated contact channels, a project website and by holding multiple rounds of public consultation as the plans became more refined. As the Proposed Project has progressed, National Grid have sought to provide certainty on the plans wherever possible. All affected landowners will be compensated on a fair and reasonable basis for any rights acquired, and any impacts on retained property will be considered in line with the Compulsory Purchase Compensation Code. Compensation claims for other disturbance are considered on a case-by-case basis if there is evidence of negative impacts as a result of the Proposed Project. National Grid as part of its submission has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and local communities (see **Application Document 7.10 Coordination Document**. The potential impact of the Proposed Project on the local road network is assessed in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. The assessment demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network. The health, safety and wellbeing of the public, local communities and employees is National Grid's highest priority. Throughout the development of the proposals, National Grid has carefully evaluated the potential impacts of the Proposed Project on health and wellbeing, and where appropriate identified means of mitigating any impacts of the construction and operational phases.
Q7 What do you think about our proposed HVDC cable route in Suffolk? Comments			
Local community	Destruction of local environment and traffic. as well as resident's mental health.	N	National Grid acknowledges that there will be some impacts on the local environment and the local traffic network. As part of the DCO submission, a robust EIA has been prepared for a number of environmental parameters, culminating in the production of an ES. National Grid recognise that the construction and operation of major infrastructure projects can cause stress, uncertainty and anxiety that may impact on people's mental health. Throughout the development phase of the Proposed Project, National Grid have therefore tried to clearly communicate the proposals including the establishment of dedicated contact channels, a project website and by holding multiple rounds of public consultation as the plans became more refined. As the Proposed Project has progressed, National Grid have sought to provide certainty on the plans wherever possible. The potential impact of the Proposed Project on the local road network is assessed in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. The

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			assessment demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network. The health, safety and wellbeing of the public, local communities and employees is National Grid's highest priority. Throughout the development of the proposals, National Grid has carefully evaluated the potential impacts of the Proposed Project on health and wellbeing, and where appropriate identified means of mitigating any impacts of the construction and operational phases. A complete assessment of health and wellbeing effects has been undertaken. This is set out in **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing**, concluding that there are no anticipated significant effects as a result of the Proposed Project.
Q8 What do you think about our proposed landfall between Aldeburgh and Thorpeness? Comments			
Local community	This is not the best location. This is an Area of Outstanding Natural Beauty, SSSI, part of the North Warren RSPB nature reserve all enjoyed by many, many people for their wellbeing and mental and physical health.	N	The potential impacts of the Proposed Project on the AONB and North Warren Nature Reserve are acknowledged. The assessment of effects on the AONB is set out within **Application Document Part 2 Suffolk Chapter 1 Landscape and Visual,** and the effects on the North Warren site in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. The mitigation hierarchy has been applied to lessen effects where possible. Potential impacts on the tourism economy are assessed in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. Health and wellbeing impacts are assessed in **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing**. The health, safety and wellbeing of the public, local communities and employees is National Grid's highest priority. Throughout the development of the proposals, National Grid has carefully evaluated the potential impacts of the Proposed Project on health and wellbeing, and where appropriate identified means of mitigating any impacts of the construction and operational phases.
Local community	It is devastating to see the bigger picture and see such a beautiful area blighted by land fill – what about the wildlife, tourists who come to enjoy the environment and mental wellbeing?	N	
Q9 Are there any other ways that you would like us to explore coordination with other projects?			
Local community	Can you imagine the disruption to people's lives and jobs whilst this is being built. Tourism will suffer so jobs will the main form of employment in this area. Local people's lives will be badly disrupted. There are many retired/elderly people in the areas you are going to destroy these people need easy access to services like doctors, hospital and shopping areas or visit from health care workers. All of which will become more difficult with road closures and diversions. Local bus routes will change so how are the people who rely on this form of transport cope no thought for the people who actually live here. Just a box ticking exercise sadly.	N	Potential impacts on the tourism economy are assessed in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. Impacts related to disruption to traffic are assessed in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Q10 Is there anything that you would like us to take into consideration when developing our proposals in Suffolk?			
Local community	This whole proposal is a disaster. I live close by and it's a lovely quiet place. I work shifts and this is the reason I bought my house	N	National Grid acknowledges that there may be a temporary adverse noise impacts during construction on Noise Sensitive Receptors. An assessment of construction noise impacts

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	there. This proposal in Saxmundham would ruin a large aspect of my life. Please re-think this!!		has been undertaken as part of the ES, including consideration of any potential night-time works, refer to **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration**. Further detailed construction noise assessments would be undertaken by the contractor prior to commencing works. The outcome of these detailed assessments would include details of specific mitigation measures for each activity. Noise and vibration effects during the construction phase are therefore expected to be not significant. No residual significant adverse impacts of noise during operation were identified by the EIA.
Local community	The new substation design is too tall for its location next to the village/church and also more details needed on gas used for health & safety reasons.	N	The effects arising from the Suffolk Onshore Scheme on visual amenity and landscape character is summarised within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. National Grid's landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section within A**pplication Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**. Mitigation includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting and has been designed in collaboration with relevant stakeholders. Where necessary, and insofar as is possible, measures will be implemented to mitigate identified likely significant effects. The mitigation measures proposed can be found in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** submitted with the application for development consent. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO **(Application Document 3.1).** There is no oil-containing equipment at Friston and so there is less risk of toxic fumes from the Substation. Friston Substation will be constructed in accordance with buildings regulations which includes consideration of measures needed in the event of a fire or an explosion. Furthermore, a fire risk assessment will be carried out and the Substation will be constructed in line with this risk assessment. It will be equipped with relevant fire suppression equipment and systems. In accordance with best practice, the fence line will be placed at a distance to contain an event, such as a fire or explosion, within its confines. Within the fenceline, vegetation is removed to reduce the possibility of the spread of fire. An Emergency Response Plan would be provided for operation and as part of this Plan, resilience exercises are conducted to test the systems and procedures. The fire and rescue service are a key consultee whom National Grid are engaging. They have had a chance to comment on the Proposed Project and National Grid will produce guidance for them for operation.
Q11 Do you have any comments or issues you would like us to take into consideration regarding our marine proposals?			
Local community	The idea of so much voltage under our local ground is very worrying for health and happy living. They built houses a couple of years ago here, close and had to use piling. The house I live in shook violently, it physically moved. So engineering below and on top so close to the cliff structure is a bother due to harmful possible side effects.	N	The health and safety of the public, local communities and employees is National Grid's highest priority. Throughout the development of the proposals, National Grid has carefully evaluated the potential impacts of the Proposed Project on health and wellbeing, and where appropriate identified means of mitigating any impacts of the construction and operational phases.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing and Application Document 6.2.3.11 Part 3 Kent Chapter 11 Health and Wellbeing assess the overall impact on social cohesion and community identity, including mental health, to be minor, temporary and not significant.
Q16 What do you think about our plans to use overhead lines to connect the proposed substation into the existing Richborough to Canterbury overhead line?			
Local community	Yet again, using rural parts of Suffolk and Norfolk for gigantic pylons is not a green option. These pylons cause health issues.	N	The health and safety of the public, local communities and employees is central to everything that National Grid does. Throughout the development of the proposals, National Grid have carefully evaluated the potential impacts of the Proposed Project on health and wellbeing, and where appropriate identified means of mitigating any impacts. Details are contained in **Application Document 6.2.3.11 Part 3 Kent Chapter 11 Health and Wellbeing** which concludes there are no likely significant effects as a result of the Proposed Project. The effects arising from the Suffolk Onshore Scheme on visual amenity and landscape character is summarised within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. National Grid's landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section within **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**. Mitigation includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting and has been designed in collaboration with relevant stakeholders. Potential impacts on ecology are considered in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. Mitigation measures proposed can be found in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** submitted with the application for development consent. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO **(Application Document 3.1**). With regard to electric and magnetic fields (EMFs), the UK has a carefully thought-out set of policies for protecting the general public against EMFs, the main component of which is exposure guidelines. These exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects if EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. It is National Grid's policy to ensure that all of its equipment comply fully with these exposure limits. The proposed overhead lines have been designed to ensure they are fully compliant with guidelines and policies. This ensures that health concerns are properly and adequately addressed. Where possible the required cabling has been placed underground. Further information can be found in **Application Document 6.5 Electric and Magnetic Field Compliance Report**.
Local community	The electrical interference to both wildlife and local residents - who knows what this impact will be?!?!	N	
Local community	Pylons - Still not proof if they cause danger to life. Have lost x2 people to cancer living under pylons. We had a small substation bottom of our garden when I was a child. They moved it said was a danger to our health.	N	
Local community	Overhead lines are unsightly and dangerous to health for anyone living close by - would prefer if you went underground.	N	
Q17 Anything else? Comments			
Local community	Thanet is experiencing huge development. This area already has its share of other power related projects. Green space is becoming more and more limited and is already having a detrimental impact on the local resident's mental health and wellbeing.	N	National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. National Grid cannot comment on the extent of ongoing development in the Thanet area not related to the Proposed Project; however, the cumulative impact of the Proposed Project together with other projects in the area is set out in **Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects**.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Local community	We cannot underestimate the importance of Pegwell Bay and Minster Marshes for the overall wellbeing of the human population that lives in the surrounding area. We are all entitled to our green spaces and they need to be preserved for future generations.	N	National Grid recognises the important designations of protected sites on the Kent coast in relation to biodiversity and as an important space for recreation. There will be some temporary disruption to the area during construction, but as the works in the Pegwell Bay area will be conducted using trenchless solutions, there will be no long term impacts on access for the public. The health and safety of the public, local communities and employees is central to everything that National Grid does. Throughout the development of the proposals, National Grid have carefully evaluated the potential impacts of the Proposed Project on health and wellbeing, and where appropriate identified means of mitigating any impacts. Details are contained in **Application Document 6.2.3.11 Part 3 Kent Chapter 11 Health and Wellbeing** which concludes there are no likely significant effects as a result of the Proposed Project. Potential impacts on ecology are considered in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. Mitigation measures proposed can be found in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** submitted with the application for development consent. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). A Construction Code of Practice (**Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**) will help control and manage aspects of the development scheme that could affect health and wellbeing.
Local community	This area is incredibly important to the people of Thanet. With a population of 140000, set to increase to 180000 people this is a much loved wildlife area. Mental health in Thanet is one of the worst in the UK. People enjoy and love Pegwell bay and the marshes. It should be protected and preserved.	N	
Q18 Do you have any key concerns regarding the construction stage of Sea Link (Other)? Comments			
Local community	Peoples' mental health. The coast area is a place where people walk and relax. The part between Aldeburgh and Southwold was a favourite walk of Benjamin Britten, who would compose whilst walking. People today come from far and wide to enjoy the peace and quiet of the area.	N	National Grid acknowledges that there will be some impacts on the Suffolk coast during construction. As part of the DCO submission, a robust EIA has been prepared for a number of environmental parameters, culminating in the production of an ES. The impacts on walking are considered in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. An outline PRoW Management Plan has been prepared for Suffolk as part of the DCO application. This has been developed in consultation with the relevant local planning authorities and provides details on PRoW diversions, closures and management during the construction, operation and decommissioning phases. See **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**. This Plan is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	There will be a big impact on peoples' mental health as getting out into the Marshes is, healing for our souls. A place to unwind and enjoy the country and wildlife, away from the craziness of everyday life.	N	The health and safety of the public, local communities and employees is central to everything that National Grid does. Throughout the development of the proposals, National Grid have carefully evaluated the potential impacts of the Proposed Project on health and wellbeing, and where appropriate identified means of mitigating any impacts. Details are contained in **Application Document 6.2.3.11 Part 3 Kent Chapter 11 Health and Wellbeing** which concludes there are no likely significant effects as a result of the Proposed Project. National Grid acknowledges that there will be some impacts on the Kent coast during construction. As part of the DCO submission, a robust EIA has been prepared for a number of environmental parameters, culminating in the production of an ES. The impacts on walking are considered in **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism**. An outline PRoW Management Plan has been prepared for Kent as part of the DCO application. This has been developed in consultation with the relevant local planning authorities and provides details on PRoW diversions, closures and management during the

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			construction, operation and decommissioning phases. See **Application Document 7.5.9.2 Outline Public Rights of Way Management Plan – Kent**. This Plan is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Mitigation is listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Q20 Do you have any other comments about Sea Link to give that you have not previously mentioned?			
Local community	Noise and total long term mental damage to the residents of residence in question. We MUST consider quality of life for the generations to follow.	N	The health and safety of the public, local communities and employees is central to everything that National Grid does. Throughout the development of the proposals, National Grid have carefully evaluated the potential impacts of the Proposed Project on health and wellbeing, and where appropriate identified means of mitigating any impacts. Health and wellbeing impacts are assessed in **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing and Application Document 6.2.3.11 Part 3 Kent Chapter 11 Health and Wellbeing**. Noise impacts are considered in **Application Document 6.2.2.9 Part 2 Suffolk Noise and Vibration and Application Document 6.2.3.9 Part 3 Kent chapter 9 Noise and Vibration**. Mitigation is listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	I am concerned that the impact of the stress and environmental impacts caused by having so many co occurring large energy projects converging in the East Suffolk area will negatively impact the mental health of people living and working in the area.	N	A complete cumulative assessment has been undertaken. This is set out in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. The chapter concludes that there are no anticipated significant health and wellbeing effects.
Q26 Do you have further comments about our materials, consultation process or any suggestions for how we can improve our consultation?			
Local community	This is the first time I, and many others in this community, have heard about this project. Now we know we are incensed that Pegwell Bay/Minster Marshes are even being considered for this project. There can be no mitigation for the damage this will cause to the environment and the wildlife on this nationally important wildlife sanctuary. It is also so important for mental health and wellbeing. In Thanet we are one of the most deprived areas of the country, both economically and for wildlife. Your consultations I fear will just be a tick box exercise. I note you have "scoped out" a lot of concerns in the documentation I have read, just dismissing important concerns about wildlife, habitat, marshland. Please, please listen to locals who know and respect the area, No greenwashing please.	N	National Grid acknowledges the ecological sensitivity of Minster Marshes and Pegwell Bay. A detailed impact assessment is provided in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. The health and safety of the public, local communities and employees is central to everything that National Grid does. Throughout the development of the proposals, National Grid have carefully evaluated the potential impacts of the Proposed Project on health and wellbeing, and where appropriate identified means of mitigating any impacts. Health and wellbeing impacts are assessed in **Application Document 6.2.3.11 Part 3 Kent Chapter 11 Health and Wellbeing**.
General commentary			
Local community	Many people find solace in wild open spaces, and the value of this to the population's well-being became very clear during the Covid pandemic. Destruction of this area will have a detrimental effect on people's mental health.	N	National Grid acknowledges that there will be some impacts within the area of influence of the Proposed Project during construction. As part of the DCO submission, a robust EIA has been prepared for a number of environmental parameters, culminating in the production of an ES. The impacts on walking are considered in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economic, Recreation and Tourism and Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism**.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			The health and safety of the public, local communities and employees is central to everything that National Grid does. Throughout the development of the proposals, National Grid have carefully evaluated the potential impacts of the Proposed Project on health and wellbeing, and where appropriate identified means of mitigating any impacts. Health and wellbeing impacts are assessed in **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing and Application Document 6.2.3.11 Part 3 Kent Chapter 11 Health and Wellbeing**. Outline PRoW Management Plans have been prepared as part of the DCO application. These has been developed in consultation with the relevant local planning authorities and provide details on PRoW diversions, closures and management during the construction, operation and decommissioning phases. See **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk and Application Document 7.5.9.2 Outline Public Rights of Way Management Plan – Kent**. Mitigation is listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	As a resident for some 35 years, I find the scale of the project combined with several other projects within the area intrusive and damaging to our local community's health and well-being.	N	A complete cumulative assessment has been undertaken. This is set out in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. The chapter concludes that there are no anticipated significant health and wellbeing effects. Mitigation is listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	This news of the "done deal" that National Grid are pushing to the people to believe has raised our stress levels hugely. This is having a major impact on our health. I have had to go on anti-depressants and my husband needs to go on them, but is fighting to keep his stress levels down without having to be forced to go on medication due to the stress National Grid and Sea Link have heaped upon us. We're worried our jobs may be affected, as they rely on tourism to our beautiful coast. We don't want the traffic stress that comes with up to 10 years of construction and over 400 construction workers will have on our small town and narrow B roads, which are unable to take the strain of large and abnormal loads. The impact this will have on locals and tourists trying to live a normal everyday life is huge and detrimental to our wellbeing.	N	The health and safety of the public, local communities and employees is National Grid's highest priority. National Grid has consulted on the Proposed Project, seeking feedback from local residents so it can identify means of mitigating impacts from construction and operational phases. The proposals will be scrutinised by the Planning Inspectorate's independent Examination Panel and determined by the Secretary of State. Should the Proposed Project be approved, it will not take ten years to complete, there will be approved transport routes for construction traffic and a dedicated community team that will be available to respond to any issues arising during the build phase.
Substation Action Save East Suffolk	These projects are already damaging the health and well-being of the community. The construction impacts of Sealink in isolation and cumulatively with the other projects will have a very serious effect on the well-being of all local residents many of whom are elderly or vulnerable. These projects do and will continue to blight the last productive lives of many residents. There needs to be a proper assessment of well-being impacts.	N	Health and wellbeing impacts are assessed in **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing and Application Document 6.2.3.11 Part 3 Kent Chapter 11 Health and Wellbeing**. An extensive assessment of the effects of the Proposed Project and a cumulative assessment with other projects has been undertaken. This is set out in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. Mitigation is listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Cllr T-J Haworth-Culf	The impacts are already being felt on the site, rentals are down for the individual owners that offer holiday lets and the values are being	N	The Proposed Project is a linear project and all landowners and tenants along the proposed routes have been consulted. The health and safety of the public, local communities and employees is National Grid's highest priority. Throughout the development of the proposals,

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	effected. The anxiety, stress and worry by the users who come here for the peace, quiet and tranquillity is not fair to them, or us.		National Grid has carefully evaluated the potential impacts of the Proposed Project on health and wellbeing, and where appropriate identified means of mitigating any impacts of the construction and operational phases. **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism and Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism** assess the overall impact on tourism in both Suffolk and Kent to be small, with minor adverse effects that are not considered to be significant.
Local community	Human health: the stress that the cumulative impact of consultations and plans for multiple projects is having on the local population is significant. There is a justified fear of loss of tourism and therefore businesses and jobs locally. This is coupled with compulsory purchase threats, the impact on homes and peoples' properties due to the proximity of these huge developments, and the concern over noise, pollution, flood risk, etc. continues to be stressful and damaging to health for many.	N	The health and safety of the public, local communities and employees is National Grid's highest priority. Throughout the development of the proposals, National Grid has carefully evaluated the potential impacts of the Proposed Project on health and wellbeing, and where appropriate identified means of mitigating any impacts of the construction and operational phases. The Proposed Project Team has engaged with other developers in the local area to identify opportunities to reduce the impact of construction and will continue to do so.
Local community	The mental well-being of the Friston community is a crucial aspect that seems to be overlooked in the Sea Link project proposals. The continuous noise, disruptions, dust and the strain of construction activities can have severe consequences on the mental health of residents. I implore National Grid to conduct a thorough assessment of the potential psychological impact on the community and implement measures to mitigate such effects.	N	Health and wellbeing impacts are assessed in **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing**. During construction, contractors will be required to adhere to **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** and develop their own task-specific management plans. These plans will help control and management of potential impacts such as dust and noise. A list of mitigation measures is also contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**. These two appendices of the CEMP are secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).

Table 1.12 Inter-project cumulative effects

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Feedback form			
Q1 Do you have any comments to make about the principle of reinforcing the network between Suffolk and Kent?			
Local community	The number of projects in this area is overwhelming. I went to a recent information event for Lionlink but it has a possible route from Walberswick. So this is yet another project in addition to this National Grid route and the Scottish Power. We already have 2 nuclear reactors, two more on their way and we are a nuclear waste storage site. I am keen on wind power but the number of varying projects in this area is more than it can take. With so many routes for cables, substations, converter stations, railways and bypasses for Sizewell C it's going to be one giant construction site and one giant traffic jam.	N	National Grid as part of its submission has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and local communities (see **Application Document 7.10 Coordination Document**. National Grid has engaged with other project developers, seeking to identify opportunities for co-ordination whilst maintaining its obligations to facilitate network connection agreements by providing the required network reinforcement. In doing so, National Grid acknowledges the respondent's concerns about the potential impacts of the Proposed Project and is committed to developing a scheme that takes account of the feedback received during the course of consultation to avoid or minimise as far as possible and to mitigate the significant effects of the construction and operation phases. The cumulative impact of the Proposed Project together with other projects in the area is set out in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
Local community	The location has already seen planning approvals from a number of other power related developments, for example the Battery Plant and Grid Stability Plant. While the Nemo link has resulted in a convertor station and associated infrastructure on the old Richborough Power Station site close by. My concern is that the biodiversity of this area has already been drastically affected by a number of large developments and it is therefore extremely important that the cumulative impact of these combined developments and any future ones are taken seriously into consideration.	N	National Grid acknowledges that the Proposed Project, together with other planned projects in the area, may have cumulative impacts and as such has undertaken a complete assessment of potential cumulative impacts in **Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects**.
Q2 What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously? Comments			
Sudbourne Parish Council	The Council has significant concerns regarding the impact of multiple potential energy projects within a similar geographic location on similar timescales and urges NGET to actively co-ordinate activity with the other projects to ensure that disruption is minimised for the local resident community.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routeing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			coordination benefits and to also explore further opportunities for coordination where they arise. National Grid acknowledges the respondent's concerns about the potential impacts of the Proposed Project and is committed to developing a scheme that takes account of the feedback received during the course of consultation to avoid or minimise as far as possible and to mitigate the significant effects of the construction and operation phases. The cumulative impact of the Proposed Project together with other projects in the area is set out in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. **Application Document 6.3.2.13.A ES Appendix 2.13.A Descriptions of Other Developments** contains updated information regarding other project timescales which have been used in the cumulative assessment.
Q5 What do you think about our proposed converter station, including its proposed location? Comments			
Local community	Works well with other proposed sites.	N	National Grid acknowledges this feedback and thanks the respondent for the support.
Q10 Is there anything further you would like us to take into consideration when developing our proposals in Suffolk?			
Local community	I have lived with these reviews and consultations for the last 5 - 6 years, what we have not had is a complete and honest review of all the proposed energy projects, it is now an urgently requirement that this should be presented as soon as possible. This must show where all the substations and interconnectors are to be situated, where the cable runs will be, what provision will be made vehicle and plant movements. What will the over effect of light and noise be how long will all these projects take, a start date and finish date, these are just some of the question that need to be answered, at present we are just given each project, saying that this is our project, we can't comment on what the others are doing.	N	National Grid has endeavoured to show information on other projects where possible. As part of the Statutory consultation, the Project Overview Document produced for the Statutory consultation included a map which included the Draft Order Limits for the Proposed Project alongside committed and planned developments in Suffolk. These other developments included Sizewell C, East Anglia ONE North, East Anglia TWO and LionLink. The interactive map on the project website during the Statutory consultation also included a number of layers showing the location of other infrastructure projects in Suffolk. National Grid did not include these developments on all of its plans as it would have made the plans more difficult to understand. The consultations undertaken are discussed in **Application Document 5.1 Consultation Report**. The assumptions made about the lighting design that have informed the landscape and visual impact assessment are set out in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. Consideration of the landscape and visual effects of light pollution during construction and operation is presented in **Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment, Application Document 6.3.2.1.D ES Appendix 2.1.D Visual Amenity Baseline and Assessment, Application Document 6.3.3.1.C ES Appendix 3.1.C Landscape Designation and Landscape Character Assessment and Application Document 6.3.3.1.D ES Appendix 3.1.D Visual Amenity Baseline and Assessment**. An assessment of construction noise impacts has been undertaken as part of the ES, including consideration of any potential night-time works. The assessment indicates that with mitigation in the form of best practicable means, significant adverse effects from construction activities can be avoided at all nearby properties. Further detailed assessments will be conducted by the contractor and specific mitigation measures will be identified and incorporated in the works. Further details are contained in **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration**. Mitigation is listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). The Proposed Project programme is presented in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Local community	The cumulative impact of all energy infrastructure projects proposed for Suffolk need to be considered together before the true short and long term impact on the environment of the region can be estimated. It is my view that Suffolk cannot support such a huge number of major projects and continue to function as before. In other words these infrastructure projects will change the nature of the region and negatively impact all existing communities and the region's economy.	N	National Grid acknowledges that the Proposed Project, together with other planned projects in the area, may have cumulative impacts and as such has undertaken a complete assessment of potential cumulative impacts in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.The impacts on communities and the economy are considered in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economic, Recreation and Tourism** which concludes that there will be no likely significant effects as a result of the Proposed Project.Mitigation is listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	Saxmundham is the gateway to the sunshine coast incorporating Aldeburgh, Thorpeness, Southwold and Walberswick, as well as the RSPB reserves at Minsmere and Snape Warren. The impact on Saxmundham and its attraction as a place to stay and live will be seriously affected if it is surrounded by construction sites. 2026 is a key year. Not only is the Sea Link, Lion Link and Nautilus projects due to start in this year, but also Sizewell C Nuclear facility and the construction of an 800 Garden Neighbourhood development to the south west of the town. No consideration seems to have been taken into the impact on all this construction on the people who live, work and visit Saxmundham. If these projects do go ahead, the residents will be seeking significant funds to mitigate against the impact of these numerous energy projects	N	National Grid as part of its submission has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and local communities (see **Application Document 7.10 Coordination Document**). National Grid has engaged with other project developers, seeking to identify opportunities for co-ordination whilst maintaining its obligations to facilitate network connection agreements by providing the required network reinforcement. In doing so, National Grid acknowledges the respondent's concerns about the potential impacts of the Proposed Project and is committed to developing a scheme that takes account of the feedback received during the course of consultation to avoid or minimise as far as possible and to mitigate the significant effects of the construction and operation phases. The cumulative impact of the Proposed Project together with other projects in the area is set out in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. This assessment includes the impact on tourism and the local workforce. Impacts on the economy are also considered in **Application Document 6.2.2.10 Part 2 Suffolk Socio-Economics, Recreation and Tourism**.
Local community	Construction of these facilities simultaneously with the development of Sizewell C nuclear power station (if that project goes ahead) and the onshore facilities for the EA1N and EA2 windfarms threatens to completely jam our already inadequate rural road network. The resultant congestion and environmental damage would not only cause great distress to local residents but would also lead to a significant reduction in year-round tourism-related income, which is the mainstay of the local economy.	N	National Grid as part of its submission has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and local communities (see **Application Document 7.10 Coordination Document**). National Grid has engaged with other project developers, seeking to identify opportunities for co-ordination whilst maintaining its obligations to facilitate network connection agreements by providing the required network reinforcement. In doing so, National Grid acknowledges the respondent's concerns about the potential impacts of the Proposed Project and is committed to developing a scheme that takes account of the feedback received during the course of consultation to avoid or minimise as far as possible and to mitigate the significant effects of the construction and operation phases. The cumulative impact of the Proposed Project together with other projects in the area is set out in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. The impacts on communities and the economy are considered in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economic, Recreation and Tourism** which concludes that there will be no likely significant effects as a result of the Proposed Project.
Q17 Anything else? Comments			
Local community	I am also extremely concerned that the 'cumulative impact', of a number of significant and already approved projects: Battery Plant (F/TH/22/0579), Grid Stability Plant F/TH/23/0170), as well as any	N	National Grid acknowledges that the Proposed Project, together with other planned projects in the area, may have cumulative impacts and as such has undertaken a complete assessment of potential cumulative impacts in **Application Document 6.2.3.13 Part 3 Kent**

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	future proposals in the pipeline, including the possibility of increased battery storage and solar farms, has not been mentioned. The impact on the environment, biodiversity, flood risk, light and noise pollution, loss of amenity, transport and effect on neighbours is not considered in relation to the project itself in this documentation and makes absolutely no mention of the combined impact of all projects in the area. The Minster Marshes for example will be directly and indirectly impacted by the Sea Link Project but is also being directly and indirectly affected by all the other projects going on in the area that are encroaching from all sides and given the height of the converter, from above as well. These developments are also located close to Southern Waters Sewage Treatment Plant and it is well documented that the system is not coping. This additional development would limit the possibility of expansion of the sewage treatment plant, something many, feel is necessary given the present situation and increased housing numbers being given permission in areas served by this. The increased risk of flooding due to run off is likely to also affect the sewage treatment plant.		**Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects**. This includes and assessment of the cumulative impacts relating to ecology (including Minster Marshes), flooding, light and noise, traffic and transport and socio-economics. The list of projects considered in this assessment is contained in **Application Document 6.3.1.5.C ES Appendix 1.5.C Inter-Project Cumulative Effects Short List**. National Grid is aware of Southern Water's requirements and is maintaining ongoing dialogue with them about the potential impacts of the Proposed Project upon its assets in terms of ongoing maintenance, future needs and access to the waste water treatment works. Assessments of the potential impacts of the Proposed Project relating to ecology, flooding, light, noise, recreation, and traffic and transport are contained in the following documents: • **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity;** • **Application Document 6.2.3.4 Part 3 Kent Chapter 4 Water Environment;** • **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual;** • **Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration; and** • **Application Document 6.2.3.7 Part 3 Kent Traffic and Transport.**
Local community	This is not the only development in this area and I am really concerned that other developments including the battery plant and grid stability plant, which already have planning permission, have been viewed in isolation. There is no overall appreciation of the impact that these developments will have on Minster Marshes, gradually encroaching and decimating this richly biodiverse area. The marshes simply cannot sustain a converter station in addition to these other developments and these must be mentioned as detrimental to consent when applying for the DCO. We must maintain the wildlife corridor of which Minster Marshes is part, from Pegwell Bay, along the river Stour to the ancient woodlands of Blean. Only that way can we ensure a healthy, diverse wildlife population and not isolated pockets of wildlife cut off by vast infrastructures be it for electricity, water treatment plants or housing. Additionally we cannot underestimate the importance of Pegwell Bay and Minster marshes for the overall wellbeing of the human population that lives in the surrounding area. We are all entitled to our green spaces and they need to be preserved for future generations.	N	The impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements.
Q20 Do you have any other comments about Sea Link to give that you have not previously mentioned?			
Local community	The failure to present this project alongside all the other energy projects hitting the Suffolk Heritage Coast is appalling. The cumulative impact of half a dozen projects similar to Sea Link arriving in the Sizewell area at the same time as Sizewell C construction is enormous. Not only will this blight the lives of residents for decades, but it will seriously damage the visitor-based economy resulting in significant and measurable net job losses. The	N	National Grid has endeavoured to show information on other projects where possible. As part of the Statutory consultation, the Project Overview Document produced for the Statutory consultation included a map which included the Draft Order Limits for the Proposed Project alongside committed and planned developments in Suffolk. These other developments included Sizewell C, East Anglia ONE North, East Anglia TWO, LionLink and Nautilus. The interactive map on the project website during the Statutory consultation also included a number of layers showing the location of other infrastructure projects in Suffolk. National

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	area has boomed since the end of the Cold War, these proposals will take us backward and risk creating isolated coastal “left behind” communities the Government is trying to address. There have been no Government or industry assessments of the total picture in this area, showing the cumulative impacts of multiple projects. This in itself is a significant abrogation of duty at best, or deliberate obfuscation at worst. The piecemeal presentation of individual projects puts an onerous responsibility on individuals to stay informed, attend events and provide feedback repeatedly over the last 5 years. This is likely to continue for more years. Not only is it unfair and unreasonable, but it is also inefficient and ineffective as the total picture is hard to discern.		Grid did not include these developments on all of its plans as it would have made the plans more difficult to understand. National Grid cannot provide comment on Government actions, but as part of the Proposed Project ES, the cumulative effects of the Proposed Project and the other projects planned in Suffolk is considered in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. The potential impacts of the Proposed Project on the economy and local amenity are considered in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economic, Recreation and Tourism** which concludes that there will be no likely significant effects as a result of the Proposed Project. Mitigation is listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	I feel that National Grid have been hiding in the background - putting forward via SPR the Trojan Horse of a substation for Friston to then connect up all of these other projects (Sealink etc) in the area. No account has been taken of the cumulative impact of these projects occurring at the same time, on your construction programme & timings you show the Friston substation AND Saxmundham converter station starting work in Q3 2026 through to 2030as a minimum. Add to that the start of Sizewell C construction the area will be overwhelmed by construction traffic, and the subsequent loss of tourism (which the area relies on heavily). The fact that all of these projects are being “floated” independently puts tremendous strain on the local population, making it almost impossible to see the overall view of the issues involved.	N	The cumulative effects of the Proposed Project and the other projects planned in Suffolk is considered in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. The potential impacts of the Proposed Project on the economy, tourism and local amenity are considered in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economic, Recreation and Tourism** which concludes that there will be no likely significant effects as a result of the Proposed Project. Mitigation is listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	I accept that each development must be considered on its merits but in this case because of the cumulative impact of projects similar to Sea Link close to Sizewell at the same time as Sizewell C may be built is enormous and all known projects should therefore be considered together. There seems to be a failure by the proposers of the project to effectively link Sea Link alongside all the other projects hitting the Suffolk Heritage Coast. If all the proposals go ahead it will blight the lives of residents for decades, will seriously damage the local tourism industry resulting job losses locally. Employment in these new developments is likely to be minimal compared to the existing employment opportunities. In practice the area will become another coastal employment black spot which the Government is trying to resolve. I understand there have been no Government or industry assessments of the total picture in the area, showing the cumulative impacts of multiple projects. As a result local residents affected by the developments will need to keep on their toes to stay informed as the planning process does not cater for notification to individuals other than at a very local level. These proposed developments, encompassing many local authority areas, are undoubtedly more than local. As I see it the situation will continue in this area for many	N	The cumulative effects of the Proposed Project and the other projects planned in Suffolk is considered in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. The potential impacts of the Proposed Project on the economy and tourism are considered in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economic, Recreation and Tourism** which concludes that there will be no likely significant effects as a result of the Proposed Project. Around 30% of the construction staff will be sourced from the surrounding area, based on benchmarks against similar energy infrastructure schemes. Mitigation is listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). National Grid cannot provide regard to comments made on Government assessments.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	years to come and some combined local oversight, perhaps under a national wing, is needed.		
General commentary			
Local community	The cumulative impact on local communities and environment of up to six energy projects occurring at the same time or one after the other, over 12 to 15 years has not been fully taken into account. Nor has other housing, road and utility projects causing increased traffic pollution, health and other risks to residents' daily lives and business activities. If two other energy projects are co-located into the same area as Sea Link the impact is three times as each project is operated by separate developers.	N	National Grid acknowledges that the Proposed Project, together with other planned projects in the area, may have cumulative impacts and as such has undertaken a complete assessment of potential cumulative impacts in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects, Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects and Application Document 6.2.4.11 Part 4 Marine Chapter 11 Inter-Project Cumulative Effects**. These assessments have taken into consideration a wide range of projects within the local area. Details are contained in **Application Document 6.3.1.5.C ES Appendix 1.5.C Inter-Project Cumulative Effects Short List**. These documents also contain cumulative assessment of the impact of the Proposed Project together with other projects for a wide range of parameters such as traffic and transport, air quality, noise and vibration, ecology and biodiversity, health and wellbeing and cultural heritage, among others. National Grid as part of its submission has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and local communities (see **Application Document 7.10 Coordination Document**.
Local community	The impact on the health of the area - in terms of air, light and noise pollution would be significant, as would the impact of what would inevitably be a gridlocked local road system upon the local tourist industry, on which the area substantially relies. There would be substantial job-losses, which would contribute to making the area less attractive to visitors - a vicious downwards spiral which would be caused by these ill-thought out proposals. All these concerns seem to be glossed over in the proposals and, again, no alternative solutions are offered whatsoever! We already have the prospect of huge disruption due to Sizewell C, and the cumulative impact of this with the LionLink and Sea Link projects appears to have been completely side-stepped - this is all unacceptable.	N	The health, safety and wellbeing of the public, local communities and employees is National Grid's highest priority. Throughout the development of the proposals, National Grid has carefully evaluated the potential impacts of the Proposed Project on health and wellbeing, and where appropriate identified means of mitigating any impacts of the construction and operational phases. Details of the assessment are contained in **Application Document 6.2.2.11 Part 2 Suffolk Chapter 2 Health and Wellbeing**. National Grid acknowledges that the Proposed Project, together with other planned projects in the area, may have cumulative impacts and as such has undertaken a complete assessment of potential cumulative impacts in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects, Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects and Application Document 6.2.4.11 Part 4 Marine Chapter 11 Inter-Project Cumulative Effects**. The reasoning behind the selection of the location and the alternatives considered is set out in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**. The Proposed Project's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for the Proposed Project.
Local community	The community would struggle under the burden of multiple projects of energy construction road traffic on county lanes and road access multiple projects, cable routes through countryside, noise, unsociable working hours, environmental impact damage to flora and fauna would take years to recover if at all and flood risk. I would also like to put to you the economic impact on tourism I for one	N	National Grid acknowledges that the Proposed Project, together with other planned projects in the area, may have cumulative impacts and as such has undertaken a complete assessment of potential cumulative impacts in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects, Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects and Application Document 6.2.4.11 Part 4 Marine Chapter 11 Inter-Project Cumulative Effects**. These assessments have taken into consideration a wide range of projects within the local area. Details are contained in **Application Document**

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	would not come for a holiday on a building site so local business will suffer and will also affect house values. The impact that multiple projects in this area have not been holistically assessed which undermines the consultation process. There will be overlapping construction periods at Sizewell, Friston, Saxmundham, Aldeburgh. Potentially Walberswick and Southwold too.		**6.3.1.5.C ES Appendix 1.5.C Inter-Project Cumulative Effects Short List**. These documents also contain cumulative assessment of the impact of the Proposed Project together with other projects for a wide range of parameters such as traffic and transport, air quality, noise and vibration, ecology and biodiversity, health and wellbeing and cultural heritage, among others. National Grid as part of its submission has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and local communities (see **Application Document 7.10 Coordination Document**).
Local community	Sea Link as a project cannot really be considered without looking at the Cumulative effect of all the energy infrastructure projects - National Grid, Scottish Power, EDF - planned for this area and none of the consultations I have been to for all the below projects in the past 4 years have addressed this issue. They act as if they are the only project coming to this area and that it will only be a little bit of chaos. The Sizewell C & D projects are already proposed to be the largest construction project in Europe and in your wisdom, you think that these projects are just going to tuck in alongside and cause no harm, be unnoticeable? I think there might be something amiss with your eyesight. Here is a list of all the projects that YOU have instructed to join the grid at Sizewell connection, and the 2 new EDF power stations: Scottish Power, East Anglia One North, East Anglia 2, Lion Link, Nautilus, Sea Link, (North Falls?), (Five Estuaries?), EDF and Sizewell C and D. These projects are all proposed to be built over a period of 12 to 15 years and the effect of this construction on the people who live here has not been considered properly. Construction of Sizewell C and D, the Friston Substation and a Saxmundham converter station will all be going on at the same time. These projects will bring with them a lot of Heavy Goods traffic on the roads which will impact on residents in a. multitude of ways - Getting around doing our daily business will be much more difficult; roads will be closed, some areas and villages inaccessible; more traffic controls, a lot of construction vehicles on the roads transporting building materials.. This is an ageing population, emergency vehicles will be a lot slower to reach us.. home deliveries difficult. Particularly for us residents in Sizewell as all of the proposed projects will be using the Sizewell Gap road and Lovers Lane, this extra traffic jeopardises our Nuclear evacuation routes. Workers will need housing.; that will impact on the local tourist industry and falsely inflate the cost of housing/outprice locals. You have not produced reports which show you have considered any of these issues.	N	National Grid as part of its submission has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and local communities (see **Application Document 7.10 Coordination Document**). National Grid has engaged with other project developers, seeking to identify opportunities for co-ordination whilst maintaining its obligations to facilitate network connection agreements by providing the required network reinforcement. In doing so, National Grid acknowledges the respondent's concerns about the potential impacts of the Proposed Project and is committed to developing a scheme that takes account of the feedback received during the course of consultation to avoid or minimise as far as possible and to mitigate the significant effects of the construction and operation phases. The cumulative impact of the Proposed Project together with other projects in the area is set out in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. The potential impact on emergency services is assessed in **Application Document 6.2.2.11 Part 2 Suffolk Health and Wellbeing** which concludes that there are no likely significant effects. The construction vehicle routeing has been designed to minimise impacts across the highway network, as set out within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**. **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network (including with regard to Driver Delay), with the mitigation identified within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**. A complete assessment of socio-economics effects has been undertaken. This is set out in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. The chapter concludes that there are no anticipated significant effects as a result of the Proposed Project. In terms of local accommodation capacity, in a worst case scenario where all 327 peak workers require accommodation during peak demand in July, all of Suffolk Onshore Scheme's construction workers could be accommodated within a 60-minute drive time of the Order Limits. In addition, impacts on residential properties, businesses, development land, recreation and tourism assets are concluded to be not significant.
Westleton Parish Council	Westleton Parish Council understands the need for the Great Grid Upgrade, but believes that the proposed implementation programme is ill-conceived. Crucially, the proposed plans for each of the projects should not be looked at in isolation as their	N	National Grid as part of its submission has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and local communities (see **Application Document 7.10 Coordination Document**).

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	cumulative impact will be environmentally, socially and economically disastrous for the Suffolk Heritage Coast. The construction work will cut through protected environmental areas and damage wildlife, the buildings will blot the landscape, the quality of life of the residents will suffer, the local economy will suffer as tourists will avoid the area and the projects themselves will not generate local jobs. Conversely, taking all the cable projects off-shore and making landfall at a brownfield site closer to the demand not only avoids all of these impacts, but surely also makes good business sense. Westleton Parish Council therefore urges that National Grid re-think its approach, cooperate with the other energy interests, and develop a programme of works which better meets its needs whilst avoiding the damage that the current proposal present to the Suffolk coast, its communities and its economy.		National Grid has engaged with other project developers, seeking to identify opportunities for co-ordination whilst maintaining its obligations to facilitate network connection agreements by providing the required network reinforcement. In doing so, National Grid acknowledges the respondent's concerns about the potential impacts of the Proposed Project and is committed to developing a scheme that takes account of the feedback received during the course of consultation to avoid or minimise as far as possible and to mitigate the significant effects of the construction and operation phases. The cumulative impact of the Proposed Project together with other projects in the area is set out in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. A complete assessment of socio-economics effects has been undertaken. This is set out in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. The chapter concludes that there are no anticipated significant effects as a result of the Proposed Project. Around 30% of the construction staff will be sourced from the surrounding area, based on benchmarks against similar energy infrastructure schemes. In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure.
Local community	With multiple projects proposed to be taking place apparently at the same time in a small area, how will you ensure access at all times for residents and that the cumulative effect will not be intolerable?	N	**Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk** is provided to help mitigate any potential impacts. This document includes construction traffic management measures that will be implemented in support of the Proposed Project, to avoid any adverse impacts on the surrounding networks during the construction phase. This plan takes into consideration the traffic management plans from other proposed projects in the vicinity.
Aldringham-cum-Thorpe Parish Council	We refer to PEIR Volume: 1 Part 2 Suffolk Onshore Scheme Chapter 14 Suffolk Onshore Scheme Inter Project Cumulative Effects 2.1 NGET admits that it has not assessed the cumulative of Construction Traffic with respect to Scottish Power Renewables EA1N and EA2 projects. Its justification for this is that it assumes both of these projects will have been completed before Sea Link's scheduled peak construction period around 2029. We believe that this might not be the case. SPR have not yet published a construction programme for these projects and are still fighting Judicial Reviews at the time of writing. 2.2. NGET Sea Link admit that there will significant cumulative effects with respect to each of the NGV projects, Nautilus and Lion Link, but claims that it is not possible to make such an assessment as there is, as yet, insufficient information available for those projects. We believe it should have been possible as these two projects appear to be planning to use ducts laid by NGET in their Sea Link groundworks. They would claim to be two separate companies from Sea Link so would not be party to their programme of works. Whatever the outcome of this will be, it is hard to envisage how the overlap of all these projects will not cause consequential cumulative effects or can be avoided.	N	**Application Document 6.3.2.14.A ES Appendix 2.14.A Descriptions of Other Developments** contains updated information regarding other project timescales which have been used in the updated cumulative impact assessment in the ES. EA1N and EA2 construction is expected to commence in 2024/2025 and energisation to commence in 2027 (Scottish Power Renewables, 2024). The judicial review challenges at the Friston Substation have been rejected by the London Court of Appeal. National Grid as part of its submission has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and local communities (see **Application Document 7.10 Coordination Document**). National Grid has engaged with other project developers, seeking to identify opportunities for co-ordination whilst maintaining its obligations to facilitate network connection agreements by providing the required network reinforcement. In doing so, National Grid acknowledges the respondent's concerns about the potential impacts of the Proposed Project and is committed to developing a scheme that takes account of the feedback received during the course of consultation to avoid or minimise as far as possible and to mitigate the significant effects of the construction and operation phases. The cumulative impact of the Proposed Project together with other projects in the area is set out in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Snape Parish Council	We have raised our concerns over many years around the cumulative impact of all the concurrent major projects, including yourselves. Those concerns have been consistent around the many projects' potential impact on Snape and the area and also the lack of consultation with the village over an extended period. They remain largely unaddressed and in our view the Sea link project can only add to existing issues, given the scale of the work there will be an impact on Snape, wherever the location of the proposed converter and landing sites and cable corridors given the nature of East Suffolk and particularly the road and transport infrastructure. All the concerns that we have raised at the DCOs for SZC and SPR will be compounded and remain largely unaddressed. At this stage there is little detail available but at the point that more information is available we will raise again our specific concerns.	N	The cumulative impact of the Proposed Project together with other projects in the area is set out in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. **Application Document ES 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** sets out all of the road links, junctions and PRoW (including national walking and cycling routes) that may be subject to potential effects as a result of the Proposed Project. The construction vehicle routeing has been designed to minimise impacts across the highway network (including the A1094, B1122, B1069 and B1119 for example), as set out within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**. The traffic and transport assessment within **Application Document ES 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** does not identify any significant impacts on the highway network during the construction phase with the proposed embedded mitigation and control and management measures in place. National Grid welcomes any feedback regarding this assessment.
Substation Action Save East Suffolk	The length and complexity of this chapter is proof of the excessive burden of at least four other projects (in addition to Sealink and the National Grid connection hub) being developed in the same small area and connecting in the same place where the temporal construction duration of the projects overlap. It is self evident that National Grid has chosen the wrong development and the connection location for these six projects. This is significantly exacerbated by the Sizewell C project. 46. In particular cumulative construction impacts have not been properly assessed which undermines the consultation process. National Grid has included incorrect information on the construction period for the Scottish Power projects (2023 - 2026). These are already running two years late which is a matter of public knowledge and obviously no construction activity has been going on this year. There will be overlapping construction periods for all six projects. It is unacceptable that cumulative impacts are not being assessed and consulted upon based on information that National Grid knows to be incorrect. The cumulative impact of potentially six projects (EA1N, EA2, the National Grid connection hub, Sealink, Lionlink and Nautilus) across a vast construction site will be severe and unsustainable.	N	National Grid as part of its submission has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and local communities (see **Application Document 7.10 Coordination Document**). National Grid has engaged with other project developers, seeking to identify opportunities for co-ordination whilst maintaining its obligations to facilitate network connection agreements by providing the required network reinforcement. In doing so, National Grid acknowledges the respondent's concerns about the potential impacts of the Proposed Project and is committed to developing a scheme that takes account of the feedback received during the course of consultation to avoid or minimise as far as possible and to mitigate the significant effects of the construction and operation phases. **Application Document 6.3.2.14.A ES Appendix 2.14.A Descriptions of Other Developments** contains updated information regarding other project timescales which have been used in the updated cumulative impact assessment in the ES. East Anglia ONE North and East Anglia TWO construction is expected to commence in 2024/2025 and energisation to commence in 2027 (Scottish Power Renewables, 2024). The cumulative impact of the Proposed Project together with other projects in the area is set out in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.

Table 1.13 Offshore physical environment

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Feedback form			
Q10 Is there anything further you would like us to take into consideration when developing our proposals in Suffolk?			
Local community	The Coraline Crag protects against coastal erosion, will damaging this area impact the tidal flow at Aldeburgh?	N	**Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment** considers the coastal processes operating at both the Suffolk and Kent landfalls, and how they may alter through the lifetime of the Project taking into account the influence of climate change. The ES also assesses the impact of cable installation processes and the presence of the cable on nearshore/coastal hydrodynamics and sediment transport, and morphology. The offshore Coralline Crag outcrop is interconnected to many of the physical processes that maintain the geomorphology of the Suffolk coastline. Any activity that adversely affects this feature may have implications for the stability and character of the coastline as far north as Dunwich and as far south as Orford Ness (Royal Haskoning DHV, 2019). The Coralline Crag Ridges outcrop is a geologically resistant feature that has low sensitivity to erosion, however, its significance in determining the hydrodynamics, sediment transport patterns and coastal geomorphology in the region, incurs a higher level of sensitivity (medium-high) that reflects how even moderate alterations to the Ridges may then significantly impact the geomorphology of the coastline. However, whilst the potential for any physical damage to the Coralline Crag feature could result in regional alternations to coastal processes and coastal geomorphology, the magnitude of the impact as a result of the installation of the cable is assessed as being small due to the relatively small area they may be impacted compared to the large extent of the Coralline Crag outcrop. Within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** it is noted that the Coralline Crag shoal/outcrop is in close proximity to the west of the break-out point and recommends installation should not create pre-cut trenches at the Coralline Crag due to the sensitivity of the system. Instead, concrete mattresses should be used to protect the cable. Accounting for the recommendations to protect the Coralline Crag Ridges, this results in a minor effect which is not significant.
Q11 Do you have any comments or issues you would like us to take into consideration regarding our marine proposals?			
Local community	What surveys have been undertaken to ensure the work to install the cable will not damage any shipwrecks, sunken submarines or crashed military aircraft.	N	Potential impacts on maritime and aviation archaeology was assessed in **Application Document 6.2.4.6 Part 4 Marine Chapter 6 Marine Archaeology**. The assessment was conducted by means of accessing any records of sites, findspots, wrecks, casualties and other seabed features from reliable datasets and understanding this resource further through the assessment of available marine geophysical survey data along with discovering new sites and features (**Application Document 6.3.4.6.A ES Appendix 4.6.A Marine Archaeological Technical Report, Annex 6.7 and 6.8**). As well as summarising the known archaeological resource, the baseline assessment also underlines the potential for encountering unknown shipwreck and aircraft crash sites within the study area.
General commentary			
Cllr T-J Haworth-Culf	If bringing in the cable under the freshwater RSPB reserve penetrates too far, is there not the potential to cause a breech in the saline / fresh water supply inland? Chapel Barn Farm's lake for example is supplied by a freshwater bore hole that if contaminated will cause great damage to the ecosystem established there, and	N	**Application Document 6.3.2.5.B ES Appendix 2.5.B Qualitative Groundwater Risk Assessment** includes an assessment on the potential for saline intrusion to occur at the landfall location. The assessment concluded that there is a low risk of significant saline intrusion caused by the Proposed Project.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	any cross contamination of the irrigation system will prevent crops from being supplied.		

Table 1.14 Benthic ecology

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Feedback form			
Q1 Do you have any comments to make about the principle of reinforcing the network between Suffolk and Kent?			
Local community	The offshore cable will impact European protected Annex I habitats, likely associated with Margate Long Sands Special Area of Conservation (SAC). The development has the potential to cause irreversible habitat loss to Goodwin Sands which is in a Marine Conservation Zone (MCZ) and supports diverse epifauna such as Sabellaria Reefs, a priority habitat and blue mussel beds. The sandbanks are also important spawning and nursery grounds for species such as thornback rays.	N	Since the production of the PEIR and Statutory consultation, the Offshore Scheme has been re-routed to avoid the Goodwin Sands MCZ. This will avoid direct impacts, and reduce the impacts to the known and potential benthic receptors located within the area including *Sabellaria spinulosa* and *Mytilus edulis.* Information can be found in **Application Document 6.11 Marine Conservation Zone Assessment**.
Q11 Do you have any comments or issues you would like us to take into consideration regarding our marine proposals?			
Local community	How much damage will there be done laying the cables on the seabed and what are the impacts during operation?	N	Depending on the location of the cable, between 10-20 m of seabed would be cleared. Drop Down Video or Remotely Operated Vehicle mounted cameras may be used to confirm the locations and extents of sensitive benthic habitats or features. This would inform micro-routeing of submarine cable systems to avoid or minimise interactions with these features in so far as practicable. A total area of 0.15 km^2 of permanent loss of habitat is expected due to cable protection. Many of the habitats comprise subtidal muds and mixed sediments, which are widespread and of low value. Since the production of the PEIR and Statutory consultation, the Offshore Scheme has been re-routed to avoid the Goodwin Sands MCZ. The Offshore Scheme is designed for a lifespan of approximately 40-60 years. The cable system installation is designed such that a regular maintenance regime is not required to maintain the integrity of the link. The impacts on benthic ecology are presented in **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**.
Local community	I feel that it is less suitable because of the possible very great disturbance to the seabed, which is a very fragile ecosystem.	N	
Local community	Least possible disturbance to the seabed please.	N	
Local community	As a marine biologist this will definitely disturb the sea bottom, the sea life and habitats. There's enough pollution in this area already without more disturbance of the marine areas. We already have a lack of fish life, bottom feeders and reefs. This will be a disaster!	N	
Local community	Damage of seabed and existing aquatic habitats will be immense. Aquatic habitats and creatures will be adversely affected by noise, destruction of seabed, therefore proving contrary to efforts to alleviate The Climate & Biodiversity Emergency.	N	
Local community	Not clear any thought has been given to avoiding disturbance of marine habitats.	N	
Local community	Keep out of marine nature reserves please.	N	
General commentary			
Suffolk Wildlife Trust	We note that the relevant chapters within the Preliminary Environmental Information Report state that there is no predicted likely significant effect on benthic ecology, fish and shellfish, marine mammals, or intertidal waterbirds, and waders, and seabirds. However, we highlight impacts cannot be ruled out at this stage as only moderate confidence can be given to many receptors as further detail obtained from route refinement is not yet available. Route refinement must be undertaken with a consideration to ensure there is no significant effect in the marine section of the proposals. However, past experiences of marine impacts must be highlighted. We note and share the concern expressed by Kent Wildlife Trust	N	The Offshore Route has been sited to avoid sensitive receptors in the marine environment wherever possible. Since the production of the PEIR and Statutory consultation, the Offshore Scheme has been re-routed to avoid the Goodwin Sands MCZ. Drop Down Video or Remotely Operated Vehicle mounted cameras may be used to confirm the locations and extents of sensitive benthic habitats or features. This would inform micro-routeing of submarine cable systems to avoid or minimise interactions with these features in so far as practicable. A comprehensive ES has been produced as part of the DCO application which assesses the potential impacts on benthic ecology, fish and shellfish, marine mammals and birds.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	that commitments to deliver trenchless crossings of particularly sensitive protected sites cannot be assured. The risk remains that open-cut trenching techniques may eventually be used, and irreparable damage will be done to protected and priority wildlife and habitats. This concern is based on past impacts of trenching at Pegwell Bay, when in 2018, the National Grid, in partnership with Belgian Elia Group, installed the Nemo Link interconnector cable. We also again highlight that proposals must deliver a net gain within the marine environment, ensuring that the marine section of Sea Link delivers a significant enhancement of marine habitat which delivers for a wide range of marine wildlife.		National Grid acknowledges the sensitivity of the area around the landfalls and as such the HVDC cable will be installed through Pegwell Bay by trenchless technology from the mudflats to the rear of the golf courses (namely Stoneless and St Augustine's). The Proposed Project is committed to achieving 10% Biodiversity Net Gain. Further details are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**.
Kent Wildlife Trust	KWT are extremely concerned regarding the lack of mitigation to benthic habitats, despite the Offshore Scheme passing through marine designations. With regard to Goodwin Sands MCZ, it is noted within Volume: 1 Part 4 Offshore Scheme Chapter 3 Benthic Ecology that "[…] the only feature of this designated site [Goodwin Sands] identified within the Offshore Scheme was 'subtidal sands'. This habitat is considered to be of medium value and grab samples from within the MCZ were found to have sparse fauna. Sandy habitats such as this are dynamic as they are frequently exposed to significant wave and tidal energy. Considering the low biodiversity, this habitat is considered to have high capacity to tolerate physical disturbance and so has a low sensitivity to temporary disturbance." Marine habitats move naturally with the tide and current; however, this does not justify National Grid's assessment that they can tolerate physical disturbance. More information is needed on the level of disturbance, if this involves moving sediments which will directly impact soft sand banks which are exposed and vital for seals and birds, then KWT strongly disagree with National Grid's assessment of Goodwin Sands MCZ. KWT also disagree with the statement that 'subtidal sands' have low biodiversity as sand/mud benthos are extremely important for burrowing invertebrates. Goodwin Sands MCZ is designated for the protection of Sabellaria Reefs, which are a UK BAP Priority Habitat. Within the MCZ, Kent and Essex Inshore Fisheries and Conservation Authorities (KEIFCA) have identified Sabellaria Reefs, blue mussel beds, soft corals, pink sea fans, cup corals and sponges, including a wide range of predatory fish which use the sandbanks for spawning, such as the thornback ray which use them as a nursery ground. Therefore, if the benthic ecological surveys have identified marine sites to be low in biodiversity, then there is the question around cumulative impacts from other offshore developments, such as Nemo Link. The Project will also result in the loss of NERC Habitats of Principle Importance 'communities on circalittoral rock' and 'subtidal sand and gravels'. National Grid have identified these sites as having high biodiversity and supporting communities that are likely to be more vulnerable to physical disturbance. However, it is stated within the Benthic Ecology report that these habitats are widespread in the region of the North Sea and therefore "are of low	N	Since the production of the PEIR and Statutory consultation, the Offshore Scheme has been re-routed to avoid the Goodwin Sands MCZ. This will avoid direct impacts, and reduce the impacts to the known and potential benthic receptors located within the area including *Sabellaria spinulosa* and *Mytilus edulis.* Information can be found in **Application Document 6.11 Marine Conservation Zone Assessment**. The assessment of the impacts on benthic ecology can be found in **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology**. This appraises the disturbance of the seabed (and its recoverability) and recruitment of habitat dependent species back to the location of the cable lay as having no significant effects.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	importance, and so are considered to have low sensitivity to direct loss.” KWT strongly disagree with this statement as the majority of infauna in muds and sediments are invertebrates at the base of the food web and should be considered in more detail regarding cumulative impacts. The routeing of the cable should avoid direct impacts to these important areas and scheduling works should avoid important spawning times. Overall, we would expect National Grid to mitigate against the negative impacts the Offshore Scheme will cause in the same way they are proposing to mitigate against impacts to terrestrial habitats. MCZs have the same level of protection as SSSIs and therefore we would expect the same level of effort made to avoid these habitats and as a last resort, provide adequate bespoke mitigation and compensation measures. It is also extremely discouraging that National Grid do not plan to mitigate against the direct loss and disturbance to Goodwin Sands MCZ, benthic Habitats of Principle Importance and Annex I habitats, as stated within Volume: 1 Part 4 Chapter 3 Benthic Ecology “no additional mitigation measures have been identified to mitigate impacts on benthic ecology, as none are considered necessary beyond the embedded, control and management measures.”		

Table 1.15 Fish and shellfish ecology

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Feedback Form			
Q11 Do you have any comments or issues you would like us to take into consideration regarding our marine proposals?			
Local community	Don't kill any fish and least possible disturbance to sea bed please.	N	The potential impact of the Proposed Project on fish is assessed in **Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish Ecology**. There are no significant impacts on fish. The route of the marine cable has been designed to minimise the impact on the sea bed. Pre-installation surveys will be undertaken which will include, as appropriate, the use of drop down video or remotely operated vehicle surveys to confirm the locations and extents of sensitive benthic habitats or features.
General commentary			
Local community	It seems that directional drilling will be undertaken for 1 km through a SSSI. After this a lot of damage can be done to the sea bed dragging the cable to bury it from the cable laying vessel. At this point, how can we minimize the impact of this cable? I note you consider laying the cable on the surface and creating rock beds on top of it. A question for the ecologists is, would a rock covering on the sea floor be better at promoting biodiversity in the area, particularly jelly fish, mussels and oysters. We need a method less destructive than dragging a cable behind the cable laying vessel. In addition, can the trenching at the beginning of the network also be reduced through further directional drilling?	N	**Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** provides a detailed overview of the cable installation techniques for the Proposed Project. The primary method of cable installation for the Offshore Scheme is burial to a target depth of 1-2.5 m to avoid impacts to other sea users and existing hydromorphology. The following cable laying methodologies may be used: • simultaneous cable lay and trenching/burial (SLB); and • surface cable lay followed by post lay trenching of cables/burial (PLB). SLB is becoming more widespread as installation contractors design and build their own ploughs. It has the advantage of providing immediate protection to the cable but requires the cable lay vessel (CLV) to be longer on site due to the slower speed compared to surface laying. This may become an issue in areas where weather patterns are unpredictable. It does however reduce the overall duration of lay and protection works. SLB is not being encouraged for the Proposed Project due to the nature of the seabed conditions found along the route. PLB separates the lay and protection activities, enabling the CLV to lay quickly and then move onto other operations whilst a separate spread undertakes the burial activities. This also has advantages in that a wider range of burial tools may be considered, depending on the nature of the seabed. Rate of progress for PLB is approximately 10 km - 12 km per day. Rates depend on seabed sediments and required depths of lowering. For the Proposed Project, the majority of the route is London Clay so rates would be lower than for sands and less cohesive materials. As burial of the cable is the preferred option, the Proposed Project aims to reduce the use of rock protection as far as practicable as this can pose dangers to existing sea users such as fishermen, but also change existing sensitive benthic habitats such as sand banks. The trenchless solution construction at both landfalls has been extended as far as practicable to reduce impacts to the intertidal zone. **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Processes** indicates that installation of the cable will not result in significant effects.

Table 1.16 Marine mammals

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Feedback Form			
Q11 Do you have any comments or issues you would like us to take into consideration regarding our marine proposals?			
Local community	We have seals and important wildlife in the area of natural beauty in Pegwell Bay - NO!		National Grid acknowledges the importance of Pegwell Bay to wildlife. Following consultation with Kent Wildlife Trust, marine mammal surveys of seals have been undertaken in Pegwell Bay. During these surveys, National Grid maintained contact with Kent Wildlife Trust to ensure it was targeting the correct areas. The data from these surveys has been used in the assessment in **Application Document 6.2.4.4 Part 4 Marine Chapter 4 Marine Mammals**.
Q12 What do you think about our proposed landfall at Pegwell Bay? Comments			
Local community	I am resolutely against the landfall at Pegwell Bay. As one of many examples, the proposed site is home to Kent's largest population of seals, and it is clear that the 'desktop mammal survey' conducted as a part of the project is insufficient to account for this important habitat. Kent Wildlife Trust and ecologists remain concerned that the development will impact the seal colonies living along the shore.	N	National Grid acknowledges the importance of Pegwell Bay to wildlife. Following consultation with Kent Wildlife Trust, marine mammal surveys of seals have been undertaken in Pegwell Bay. During these surveys, National Grid maintained contact with Kent Wildlife Trust to ensure it was targeting the correct areas. The data from these surveys has been used in the assessment in **Application Document 6.2.4.4 Part 4 Marine Chapter 4 Marine Mammals**.
Local community	Pegwell Bay is home to Kent's largest population of seals. Plans for Sea Link have only involved a 'desktop mammal survey' and ecologists remain concerned that the development will impact the seal colonies living along the shore. Local recording data needs to be taken into consideration. This site is part of an interconnected network of sensitive seal sites around the UK. As grey and harbour seals are highly mobile marine species, the impact of degrading or losing this key seal habitat will likely have knock on effects for seals from the SW UK to the North Sea. Seals in this area are our UK native, heritage and globally rare, speciality grey seal and European harbour seal species that already face a multiplicity of cumulative impacts from environmental and anthropogenic sources reducing their chances of survival (Gulland, Deirauf, & Whitman, 2018; Kovacs et al., 2012). These include fishery related pressures such as overfishing and depletion of prey fish stocks (Königson, 2011), live entanglement in lost and discarded fishing gear (Allen, Jarvis, Sayer, & Mills, 2012) and fatal bycatch (Cosgrove et al., 2016; Northridge, Kingston, & Thomas, 2016). These impact cumulatively in addition to other factors including climate change, habitat loss, disturbance, toxic chemical pollutants, shooting and culling (Bowen & Lidgard, 2013; Fietz et al., 2016; Nunny, Simmonds, & Butterworth, 2018; Simmonds, 2017). This vital reserve for seals must be avoided as the Kent landfall site at all costs!	N	
General commentary			
Kent Wildlife Trust	One of our survey prerequisites to National Grid and their ecologists during the site visit, and highlighted within our original response, was the need for marine mammal surveys, particularly for seals as		National Grid acknowledges the importance of Pegwell Bay to wildlife. Following consultation with Kent Wildlife Trust, marine mammal surveys of seals have been

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	the Sandwich to Pegwell Bay NNR is a seal haul-out location, supporting Kent's largest seal population which use the NNR all year round to rest, moult and breed. Therefore, it is extremely disappointing to see that "baseline conditions were established by undertaking a desktop review of published and publicly available information and through consultation with relevant organisations." It should be made evident who these "relevant organisations" are and what datasets were used as to our knowledge marine mammals in Kent are understudied and therefore, we would like to know how National Grid quantified their data. Since our meeting with National Grid on 5th December 2023 they have provided us with links to studies used for assessing the likely impacts on seals, however the links to these studies do not work and therefore we are unable to review them. From reviewing Image 4.5.2 and Image 4.5.4 within Chapter 5 Marine Mammals report, which display the harbour and grey seal population counts, we note that this data is referenced from studies undertaken by Zoological Society of London (ZSL) in 2014 and 2015 and therefore are significantly out of date. We strongly disagree with the statement "No marine mammal field surveys were undertaken as the information collected through the desktop review was considered sufficient for an assessment of the project activities." As highlighted directly to National Grid during the site meeting and within our previous response, we made our concerns regarding impacts to the known seal population at Pegwell Bay very clear, and that surveys needed to be undertaken to understand how the seal population use the NNR to prevent disturbances to the colony, including impacts to prey availability and the sand banks the colony uses for hauling-out. We are not convinced that National Grid have provided sufficient evidence to support their assessment of impacts to marine mammals.		undertaken in Pegwell Bay. During these surveys, National Grid maintained contact with Kent Wildlife Trust to ensure it was targeting the correct areas. The data from these surveys has been used in the assessment in **Application Document 6.2.4.4 Part 4 Marine Chapter 4 Marine Mammals**.

Table 1.17 Ornithology

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Feedback form			
Q1 Do you have any comments to make about the principle of reinforcing the network between Suffolk and Kent?			
Local community	Pegwell bay is an SSSI, which provides winter/summer landing/nesting sites for migrating birds. The proposed site for the land fall will cause massive disruption to the breeding or life cycle of endangered bird species.	N	National Grid recognises the importance of the English East Coast and its coastal wetlands (to include the Pegwell Bay SSSI) as being globally important for migratory waterbirds using the East Atlantic Flyway which extends from the Arctic to South Africa. The importance of the English East Coast and these wetland sites is reflected by a series of existing protected nature conservation areas, designated for their international importance, including SPAs and Ramsar Convention Wetlands of International Importance and underpinned by other national designations such as SSSIs. Detailed assessments are provided in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 3 Ecology and Biodiversity, Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity, Application Document 6.2.4.5 Part 4 Chapter 5 Ornithology and Application Document 6.6 Habitats Regulations Assessment Report**, which consider the impacts of the Proposed Project on important sites for waterbirds and waterbird populations, and thus the relevant components which contribute to the East Atlantic Flyway. National Grid is committed to trenchless construction solutions for installation of the landfall and associated onshore cabling. No open trenching will take place within the SSSI. Significant disruption will also be reduced through phasing the most potentially disturbing elements of work to avoid the bird nesting season. The commitment to a trenchless solution and a list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Q8 What do you think about our proposed landfall between Aldeburgh and Thorpeness? Comments			
Local community	Totally wrong! Natural habitat for various migratory geese and other birds in winter and aquatic birds throughout the year. Beach area special breeding ground for the Little Tern, a rare bird easily disturbed whilst nesting - danger in losing the habitat.	N	National Grid recognises the importance of the English East Coast and its coastal wetlands (to include Pegwell Bay) as being globally important for migratory waterbirds using the East Atlantic Flyway which extends from the Arctic to South Africa. The importance of the English East Coast and these wetland sites is reflected by a series of existing protected nature conservation areas, designated for their international importance, including SPAs and Ramsar Convention Wetlands of International Importance and underpinned by other national designations such as SSSIs. Detailed assessments are provided in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 3 Ecology and Biodiversity, Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity, Application Document 6.2.4.5 Part 4 Chapter 5 Ornithology and Application Document 6.6 Habitats Regulations Assessment Report**, which consider the impacts of the Proposed Project on important sites for waterbirds and waterbird populations, and thus the relevant components which contribute to the East Atlantic Flyway.
Q11 Do you have any comments or issues you would like us to take into consideration regarding our marine proposals?			
Local community	The proposed route with the inlet to land via Pegwell Bay would disturb a local nature reserve and country park renowned for rare breeds of birds.	N	National Grid recognises the importance of the English East Coast and its coastal wetlands (to include Pegwell Bay) as being globally important for migratory waterbirds using the East Atlantic Flyway which extends from the Arctic to South Africa. The importance of the English East Coast and these wetland sites is reflected by a series of existing protected nature conservation areas, designated for their international importance, including SPAs and Ramsar Convention Wetlands of International Importance and underpinned by other national designations such as SSSIs. Detailed assessments are provided in **Application**

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Document 6.2.2.2 Part 2 Suffolk Chapter 3 Ecology and Biodiversity, Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity, Application Document 6.2.4.5 Part 4 Chapter 5 Ornithology and Application Document 6.6 Habitats Regulations Assessment Report, which consider the impacts of the Proposed Project on important sites for waterbirds and waterbird populations, and thus the relevant components which contribute to the East Atlantic Flyway.
Local community	The area of the Thames estuary is an important wintering area for Red Throated Divers. The area is looking to be expanded to include the sea area inside the Thanet wind farm as a large number of Red Throated Divers occur here during the winter months.	N	The Red Throated Diver has been the subject of a separate assessment within **Application Document 6.2.4.5 Part 4 Marine Chapter 5 Ornithology**. A specific protocol has been developed for this species of bird (**Application Document 7.8 Red Throated Diver Protocol**).
Q12 What do you think about our proposed landfall at Pegwell Bay? Comments			
Local community	The previous Nemolink has left lasting damage to the saltmarsh. Yet there is no guarantee, nor effort, to avoid similar damage. Although it was stated the previous one would be underground it was trenched and the damage can still be seen. It must be guaranteed that it is all underground if it is allowed to go ahead. There should be no trenching anywhere from low water up to the other side of the RAMSAR/SSSI/nature reserve. These classifications are based on years of data and follow national and international guidelines designed to help protect valuable habitat. Why is full consideration not given to the impact on feeding and roosting birds. Golden Plover, of which there is a significant roost are easily disturbed for instance. The bird observatory has been recording the birds for over 60 years yet was not even consulted. We have not seen regular, rather than occasional observations being made. This is the only such site on the South Kent coast. If it is 1 month to set up site 4 months to drill and 1 month to take down how does this avoid significant disturbance to wildlife? There is no way of providing an alternative mudflat or saltmarsh. Waders need to feed to continue their migration or to survive the winter.	N	The Nemo Link project was a joint venture, continental interconnector in partnership with Belgian Elia. The Proposed Project is a piece of domestic transmission infrastructure owned by National Grid. National Grid is committed to a trenchless solution beneath the sensitive saltmarsh habitat at Pegwell Bay and it has not included the option of a trenched installation. At the time of the PEIR submission, bird surveys were ongoing. These surveys covered feeding and roosting birds including the golden plover. A full dataset is available, which has informed the further assessment of potential impacts, refer to **Application Document 6.2.4.5 Part 4 Marine Chapter 5 Ornithology**. Appropriate mitigation measures, informed by bird surveys conducted, have also been provided, including the consideration of seasonal restrictions and avoiding severe weather conditions. The commitment to a trenchless solution and a list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	Pagnell Bay is important to many waders - including curlews (which are becoming endangered).	N	National Grid recognises the importance of the English East Coast and its coastal wetlands (to include Pegwell Bay) as being globally important for migratory waterbirds using the East Atlantic Flyway which extends from the Arctic to South Africa. The importance of the English East Coast and these wetland sites is reflected by a series of existing protected nature conservation areas, designated for their international importance, including SPAs and Ramsar Convention Wetlands of International Importance and underpinned by other national designations such as SSSIs. Detailed assessments are provided in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 3 Ecology and Biodiversity, Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity, Application Document 6.2.4.5 Part 4 Chapter 5 Ornithology and Application Document 6.6 Habitats Regulations Assessment Report**, which consider the impacts of the Proposed Project on important sites for waterbirds and waterbird populations, and thus the relevant components which contribute to the East Atlantic Flyway.
Local community	I am resolutely against the landfall at Pegwell Bay. This area is haven for wildlife, designated as internationally important and protected by UK law.	N	National Grid recognises the importance of the English East Coast and its coastal wetlands (to include Pegwell Bay) as being globally important for migratory waterbirds using the East Atlantic Flyway which extends from the Arctic to South Africa. The importance of the English East Coast and these wetland sites is reflected by a series of existing protected nature

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	Secondly, bird species such as the ringed plover, turnstone, and red-throated diver have all been recorded at Pegwell Bay and the surrounding sites and are at risk of being displaced through disturbance. The ringed plover and turnstone are designated features for Thanet Coast and Sandwich Bay Special Protection Area (SPA). Their displacement would be a tragedy. This area has already been damaged once by National Grid. In 2018, the installation of the Nemo Link electricity cable (in partnership with the Elia Group) was carried out via the use of open-cut trenching techniques. This already resulted in irreparable damage to the salt marsh and marine habitats. Having inflicted this damage to the site once already, it would be better to leave the important natural area at peace -- especially when other landfall sites have been identified.		conservation areas, designated for their international importance, including SPAs and Ramsar Convention Wetlands of International Importance and underpinned by other national designations such as SSSIs. Detailed assessments are provided in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 3 Ecology and Biodiversity, Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity, Application Document 6.2.4.5 Part 4 Chapter 5 Ornithology and Application Document 6.6 Habitats Regulations Assessment Report**, which consider the impacts of the Proposed Project on important sites for waterbirds and waterbird populations, and thus the relevant components which contribute to the East Atlantic Flyway. The Nemo Link project was a joint venture, continental interconnector in partnership with Belgian Elia. The Proposed Project is a piece of domestic transmission infrastructure owned by National Grid. National Grid is committed to a trenchless solution beneath the sensitive saltmarsh habitat at Pegwell Bay and it has not included the option of a trenched installation. The commitment to a trenched solution is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	Pegwell Bay is a world class wetland protected under UK and EU legislation. This area is important for breeding, migrating and wintering birds all year round. Birds are easily disturbed and any works will prevent them feeding, resting or breeding. This is particularly important for lapwings, curlews, grey and golden plover, dunlin, sanderling to name but a few. There were 84 species of bird identified at Pegwell Bay in October this year by Bird Wise East Kent. The area is incredibly rich in wildlife and must be protected from this disruption. Again, no amount of mitigation can make up for the damage landfall in this area would cause.	N	National Grid recognises the importance of the English East Coast and its coastal wetlands (to include Pegwell Bay) as being globally important for migratory waterbirds using the East Atlantic Flyway which extends from the Arctic to South Africa. The importance of the English East Coast and these wetland sites is reflected by a series of existing protected nature conservation areas, designated for their international importance, including SPAs and Ramsar Convention Wetlands of International Importance and underpinned by other national designations such as SSSIs. Detailed assessments are provided in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 3 Ecology and Biodiversity, Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity, Application Document 6.2.4.5 Part 4 Chapter 5 Ornithology and Application Document 6.6 Habitats Regulations Assessment Report**, which consider the impacts of the Proposed Project on important sites for waterbirds and waterbird populations, and thus the relevant components which contribute to the East Atlantic Flyway. The Nemo Link project was a joint venture, continental interconnector in partnership with Belgian Elia. The Proposed Project is a piece of domestic transmission infrastructure owned by National Grid. National Grid is committed to a trenchless solution beneath the sensitive saltmarsh habitat at Pegwell Bay and it has not included the option of a trenched installation. The commitment to a trenched solution is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Q13 What do you think about our proposed HVDC cable route in Kent? Comments			
Local community	There is very little detail in your proposals about how these cables will actually be installed. As described above, the installation of the Nemo Link caused immense damage to the area. The proposed route for Sea Link will cause even greater damage. The additional pylons will be responsible for even more completely unnecessary and preventable bird deaths than we currently see.	N	The Nemo Link project was a joint venture, continental interconnector in partnership with Belgian Elia. The Proposed Project is a piece of domestic transmission infrastructure owned by National Grid. Wherever possible National Grid has designed the cables associated with the Proposed Project to be underground. In some places it will be necessary to install overhead lines due to consideration of a range of factors concerning engineering feasibility, environmental impact and cost. As part of the Proposed Project ES National Grid commissioned various surveys looking at the potential impacts of the overhead lines on birds. These surveys included a collision survey and a carcass survey. The assessment of avian collision risk is an annex to **Application Document 6.3.3.2.F ES Appendix 3.2.F 2023-2024 Vantage Point Survey** and the surveys are reported in **Application Document 6.3.3.2.G ES Appendix 3.2.G OHL**
Local community	This is not a suitable site, and whatever mitigation measures that are promised are not good enough or never are carried out as promised.	N	

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	The area concerned is a very well established and used migratory route for birds and additional cables/pylons will cause continuous bird deaths!		**Mortality Monitoring Report**. The Kent Onshore Route has been designed to reduce the number of towers required and the area between the lines has been kept to a minimum to help prevent birds from getting trapped. The potential impacts on birds in Kent is presented in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. Bird diverters are to be included on the new section of overhead line. Mitigation measures are detailed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Q16 What do you think about our plans to use overhead lines to connect the proposed substation into the existing Richborough to Canterbury overhead line? Comments			
Local community	Overhead cables can be lethal to birds, either when perching or flying. Pegwell Bay is an important staging post for migrating birds and they can be killed if they fly into the overhead cables.	N	As part of the Proposed Project ES National Grid commissioned various surveys looking at the potential impacts of the overhead lines on birds. These surveys included a collision survey and a carcass survey. The assessment of avian collision risk is an annex to **Application Document 6.3.3.2.F ES Appendix 3.2.F 2023-2024 Vantage Point Survey** and the surveys are reported in **Application Document 6.3.3.2.G ES Appendix 3.2.G OHL Mortality Monitoring Report**. The Kent Onshore Route has been designed to reduce the number of towers required and the area between the lines has been kept to a minimum to help prevent birds from getting trapped. The potential impacts on birds in Kent is presented in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. Bird diverters are to be included on the new section of overhead line. Mitigation measures are detailed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	The existing pylons have already created a negative impact on the local amenity as well as creating a hazard for birds, of which a significant number have been killed flying into the powerlines. This is well evidenced. This document does not make it clear that the additional pylons will be higher and it must be assumed larger and with a greater footprint as a result. Additional pylons will have a negative environmental impact as a consequence.	N	Please see the above response regarding the potential impact of the overhead lines of birds. National Grid acknowledges concerns regarding the visual impact of overhead lines which is summarised in **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual** and detailed within **Application Document 6.3.3.1.D ES Appendix 3.1.D Visual Amenity Baseline and Assessment.** Following feedback from stakeholders and the public following both Non-statutory consultation and Statutory consultation, National Grid reviewed the engineering design to remove the need for the overhead lines across the railway and the River Stour. Following feedback from stakeholders and the public following both Non statutory consultation and Statutory consultation, National Grid reviewed the engineering design to consider removing the need for the overhead lines across the railway and the River Stour. The poor ground conditions under the railway preclude the use of trenchless technology to cross from the substation to the overhead line; these would cause settlement issues for the railway line. National Grid considered locations further north from the Converter Station site towards Minster for a crossing point where the ground is more suitable, and this would introduce more trenching, ditch crossings and land take. Once across the railway, the river would still have to be crossed which proves difficult again due to the ground conditions because trenchless technology needs stable ground conditions for it to be feasible and the conditions under the river are not considered to be stable enough. Once under the river, construction of further electrical infrastructure (a smaller substation) would be required in the flood plain to connect the cables to the existing overhead line. Considering all of the engineering challenges set out above alongside the environmental impacts of a larger footprint of the construction works and the safety concerns over going under the railway, the conclusion was to use overhead lines.

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			Additionally, the location of these pylons has been refined to reduce the size of the triangular area that would be formed by the construction of pylons between the existing overhead line and the proposed substation.
Local community	Overhead lines are detrimental to birds, particularly those overwintering which are often seen in large flocks.	N	Please see above response regarding the impact of overhead lines on birds.
Local community	Birds use the river Stour to navigate so any pylons or cables crossing the river create another hazard for them. In the winter large flocks of Cormorants take off from Pegwell Bay at dusk and fly up the river to Stodmarsh to roost for the night. At dawn they return to fish out at sea. Also Swans with such a large wingspan are very vulnerable to these types of obstacles. The Minster area already has a forest of pylons running the length of the river this would just create a very dangerous potential obstacle that runs across the river.	N	Following feedback from stakeholders and the public following both Non statutory consultation and Statutory consultation, National Grid reviewed the engineering design to remove the need for the overhead lines across the railway and the River Stour. The poor ground conditions under the railway preclude the use of trenchless technology to cross from the substation to the overhead line; these would cause issues for the railway line. National Grid looked further up towards Minster for a crossing point where the ground is more suitable, and this would introduce more trenching, ditch crossings and land take. Once across the railway, the river would still have to be crossed which proves difficult again due to the ground conditions. Once under the river, it would then need to build further electrical infrastructure (a smaller substation) in the flood plain. Considering all of the engineering challenges set out above alongside the environmental impacts of a larger footprint of the construction works and the safety concerns over going under the railway, the conclusion was to use overhead lines. Of the options consulted on previously, National Grid confirm the use of full-height (approximately 50 m) lattice pylons for the connection between the proposed combined converter station/substation and the Richborough to Canterbury 400 kV overhead line. This means there would be fewer new pylons in total when compared to the low-height pylon option. Additionally, the location of these pylons has been refined to reduce the size of the triangular area that would be formed by the construction of pylons between the existing overhead line and the proposed substation. As part of the Proposed Project ES National Grid commissioned various surveys looking at the potential impacts of the overhead lines on birds. These surveys included a collision survey and a carcass survey. The assessment of avian collision risk is an annex to **Application Document 6.3.3.2.F ES Appendix 3.2.F 2023-2024 Vantage Point Survey** and the surveys are reported in **Application Document 6.3.3.2.G ES Appendix 3.2.G OHL Mortality Monitoring Report**. The Kent Onshore Route has been designed to reduce the number of towers required and the area between the lines has been kept to a minimum to help prevent birds from getting trapped. The potential impacts on birds in Kent is presented in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. Bird diverters are to be included on the new section of overhead line. Mitigation measures are detailed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	More bigger pylons to a major bird migratory route is madness! This will only act as a death trap for them. There are too many pylons there as it is! The wild bird population in the U.K is in serious decline. Pylons should be a thing of the past! Our precious landscapes should be protected. A less damaging longterm option would be to bury the cables. More pylons will mean much much more bird deaths! This is totally not acceptable!	N	Following feedback from stakeholders and the public following both Non statutory consultation and Statutory consultation, National Grid reviewed the engineering design to consider removing the need for the overhead lines across the railway and the River Stour. The poor ground conditions under the railway preclude the use of trenchless technology to cross from the substation to the overhead line; these would cause settlement issues for the railway line. National Grid considered locations further north from the Converter Station site towards Minster for a crossing point where the ground is more suitable, and this would introduce more trenching, ditch crossings and land take. Once across the railway, the river would still have to be crossed which proves difficult again due to the ground conditions

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	Beware of all the flocks of birds these pylons and overhead lines will kill! and do not use them. Even with the use of overhead line deflectors birds will not always see them or won't see them in the dark or in bad weather conditions! Many of the birds using this area are 'Red listed' and protected by the Wildlife & Countryside Act 1981. Why do the cables have to go overhead, why isn't there an underground option for here?		because trenchless technology needs stable ground conditions for it to be feasible and the conditions under the river are not considered to be stable enough. Once under the river, construction of further electrical infrastructure (a smaller substation) would be required in the flood plain to connect the cables to the existing overhead line. Considering all of the engineering challenges set out above alongside the environmental impacts of a larger footprint of the construction works and the safety concerns over going under the railway, the conclusion was to use overhead lines. Of the options consulted on previously, National Grid confirm the use of full-height (approximately 50 m) lattice pylons for the connection between the proposed combined converter station/substation and the Richborough to Canterbury 400 kV overhead line. This means there would be fewer new pylons in total when compared to the low-height pylon option. Additionally, the location of these pylons has been refined to reduce the size of the triangular area that would be formed by the construction of pylons between the existing overhead line and the proposed substation. National Grid acknowledges concerns regarding the visual impact of overhead lines which is summarised in **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual** and detailed within **Application Document 6.3.3.1.D ES Appendix 3.1.D Visual Amenity Baseline and Assessment**. As part of the Proposed Project ES National Grid commissioned various surveys looking at the potential impacts of the overhead lines on birds. These surveys included a collision survey and a carcass survey. The assessment of avian collision risk is an annex to **Application Document 6.3.3.2.F ES Appendix 3.2.F 2023-2024 Vantage Point Survey** and the surveys are reported in **Application Document 6.3.3.2.G ES Appendix 3.2.G OHL Mortality Monitoring Report**. The Kent Onshore Route has been designed to reduce the number of towers required and the area between the lines has been kept to a minimum to help prevent birds from getting trapped. The potential impacts on birds in Kent is presented in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. Bird diverters are to be included on the new section of overhead line. Mitigation measures are detailed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	I am aware there is a proposed huge investment in new high voltage pylons and overhead cables with an estimated five-fold increase in transmission capacity required between 2010 and 2050. However, this raises concerns about possible impact on bird movement, especially wildfowl. The expansion of renewable energy infrastructure required to achieve this is a challenge to wildlife conservation due to collision and electrocution risks, particularly for birds and is a proven aerial threat to those that migrate. If this development goes ahead, any Overhead Power Lines must be made more visible by having the red anti-collision markers that were on display at the Consultation Meetings. However, currently there are very few of these on existing lines which prompts the need for this to be addressed on existing cables as soon as possible thus avoiding further unnecessary bird strokes in this area. Plus, surveying should be initiated for bird deaths and regular monitoring ongoing.	N	Please see the above response with regard to the need for overhead lines and National Grid's assessment of the potential impacts of them on birds.

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	There must be no more pylons or crossed pylons creating a net effect. Pylons are a hazard to birds' flightpaths. All pylons, (including those already within the area) must have nest boxes for species such as kestrels, peregrine falcons, ravens, swift, swallows, house martins and stork as well as bats.		
Broadstairs and St Peter's Town Council	The map in this document is not clear, the colours used to show existing and new pylons are similar, but it seems to indicate there is clearly the need to add 13 new pylons and remove/refurbish 3 creating a net gain of 10, seemingly to enable overhead cables to cross the river Stour. The new pylons appear to 'fan-out', creating a type of 'funnel-shape'. There is no information explaining why this is needed instead of a single line of pylons. There is also no indication within this document as to how high these new pylons will be. The impact of the existing pylons on the area's wildlife in particular birds, is well documented. In 2023, at a short distance from the site, 179 mute swans were killed after hitting the overhead powerlines in one incident. The area and site is teeming with wildlife, much protected by the Wildlife & Countryside Act 1981 and a significant number of Red Listed birds. The new pylons would effectively create a barrier across a major migratory route, creating a 'fishing net type' scenario that birds could not avoid. None of this has been identified or addressed and unlike other most other sections of cabling the option to place underground seems not to be present.	N	A description of the proposed overhead lines is provided in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The Kent Onshore Route has been designed to reduce the number of towers required and the area between the lines has been kept to a minimum to help prevent birds from getting trapped. The potential impacts on birds in Kent is presented in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO **(Application Document 3.1**). As part of the Proposed Project ES National Grid commissioned various surveys looking at the potential impacts of the overhead lines on birds. These surveys included a collision survey and a carcass survey. The assessment of avian collision risk is an annex to **Application Document 6.3.3.2.F ES Appendix 3.2.F 2023-2024 Vantage Point Survey** and the surveys are reported in **Application Document 6.3.3.2.G ES Appendix 3.2.G OHL Mortality Monitoring Report**. The Kent Onshore Route has been designed to reduce the number of towers required and the area between the lines has been kept to a minimum to help prevent birds from getting trapped. The potential impacts on birds in Kent is presented in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. Bird diverters are to be included on the new section of overhead line. Mitigation measures are detailed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO **(Application Document 3.1**)
Local community	The Ash Levels/Minster Marshes/Stour Valley is an extensive and important wildlife corridor. The addition of more power lines will result in more bird deaths. Currently there are no-anti-collision markers on the existing mass of power lines in this corridor and last week 7 Mute Swans were found dead under power lines west of Richborough Castle. Suggest you look at what has been added to the lines around the Welney/Ouse Washes in Cambridgeshire area to stop Swans and Cranes being killed. A report was conducted about bird deaths from the power lines at Dungeness power station area over several years - available on request.	N	The Kent Onshore Route has been designed to reduce the number of towers required and the area between the lines has been kept to a minimum to help prevent birds from getting trapped. The potential impacts on birds in Kent is presented in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. As part of the Proposed Project ES National Grid commissioned various surveys looking at the potential impacts of the overhead lines on birds. These surveys included a collision survey and a carcass survey. The assessment of avian collision risk is an annex to **Application Document 6.3.3.2.F ES Appendix 3.2.F 2023-2024 Vantage Point Survey** and the surveys are reported in **Application Document 6.3.3.2.G ES Appendix 3.2.G OHL Mortality Monitoring Report**. The Kent Onshore Route has been designed to reduce the number of towers required and the area between the lines has been kept to a minimum to help prevent birds from getting trapped. The potential impacts on birds in Kent is presented in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. Bird diverters are to be included on the new section of overhead line. Mitigation measures are detailed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	Pretty much every year I find casualties that have collided with the existing overhead power lines this is a proven issue and adding more especially in this position will massively increase the risk. if you really have to use pylons and are unable to run them underground and bridge over rivers then I really want to see decent	N	The Kent Onshore Route has been designed to reduce the number of towers required and the area between the lines has been kept to a minimum to help prevent birds from getting trapped. The potential impacts on birds in Kent is presented in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**.

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	deflectors on the lines that will work day, night and in the foggy we regally get. I also want to see nesting platforms on the pylons for birds such as peregrine Falcons, Ravens and storks. this can be done and is being done elsewhere in the world in collaboration with Omnia Italica.		As part of the Proposed Project ES National Grid commissioned various surveys looking at the potential impacts of the overhead lines on birds. These surveys included a collision survey and a carcass survey. The assessment of avian collision risk is an annex to **Application Document 6.3.3.2.F ES Appendix 3.2.F 2023-2024 Vantage Point Survey** and the surveys are reported in **Application Document 6.3.3.2.G ES Appendix 3.2.G OHL Mortality Monitoring Report**. The Kent Onshore Route has been designed to reduce the number of towers required and the area between the lines has been kept to a minimum to help prevent birds from getting trapped. The potential impacts on birds in Kent is presented in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. Bird diverters are to be included on the new section of overhead line. Mitigation measures are detailed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	There is already a serious issue with birds colliding with the existing overhead powerlines. Adding even more, especially in the 'migration superhighway' between Pegwell Bay and Minster Marshes, will have a disastrous impact on bird life. The spiral style bird flight divertors National Grid has displayed at the public consultation meetings are significantly less effective than the flapper type in preventing bird collision with power lines, particularly at night and during fog which is a regular feature of this low-lying landscape. National Grid needs to do more investigation into identifying and deploying the most effective solutions to reduce bird deaths caused by high voltage power lines. The proposals should seek to reduce the number of pylons as much as possible and run cabling underground and/or bridge over rivers. As per international best practice, all pylons should be constructed with nesting platforms to encourage birds such as peregrine falcons, ravens and storks.	N	The Kent Onshore Route has been designed to reduce the number of towers required and the area between the lines has been kept to a minimum to help prevent birds from getting trapped. The potential impacts on birds in Kent is presented in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. As part of the Proposed Project ES National Grid commissioned various surveys looking at the potential impacts of the overhead lines on birds. These surveys included a collision survey and a carcass survey. The assessment of avian collision risk is an annex to **Application Document 6.3.3.2.F ES Appendix 3.2.F 2023-2024 Vantage Point Survey** and the surveys are reported in **Application Document 6.3.3.2.G ES Appendix 3.2.G OHL Mortality Monitoring Report**. The Kent Onshore Route has been designed to reduce the number of towers required and the area between the lines has been kept to a minimum to help prevent birds from getting trapped. The potential impacts on birds in Kent is presented in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. Bird diverters are to be included on the new section of overhead line. Mitigation measures are detailed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). National Grid recognises the importance of the English East Coast and its coastal wetlands (to include Pegwell Bay) as being globally important for migratory waterbirds using the East Atlantic Flyway which extends from the Arctic to South Africa. The importance of the English East Coast and these wetland sites is reflected by a series of existing protected nature conservation areas, designated for their international importance, including SPAs and Ramsar Convention Wetlands of International Importance and underpinned by other national designations such as SSSIs. Detailed assessments are provided in **Application Document 6.2.4.5 Part 4 Chapter 5 Ornithology and Application Document 6.6 Habitats Regulations Assessment Report**, which consider the impacts of the Proposed Project on important sites for waterbirds and waterbird populations, and thus the relevant components which contribute to the East Atlantic Flyway. Although the assessment concludes no significant impact even in the absence of mitigation, mitigation has been included in the form of bird diverters on the new section of overhead line. Further details can be found in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity and Application Document 6.6 Habitats Regulations Assessment Report**.
Local community	A recent survey by the local RSPB group identified these birds just on one day in December: Male Goosesander, Peregrine falcon, Merlin, 500-1000 fieldfare, 3 Bar-tailed Godwit, 6 Curlew, 23 Skylark, 6 Redshank, 2 Gadwal, 2 Tuffed Duck, 2 Marsh Harrier, 3 Buzzards, Great crested Grebe,	N	The Kent Onshore Route has been designed to reduce the number of towers required and the area between the lines has been kept to a minimum to help prevent birds from getting trapped. The potential impacts on birds in Kent is presented in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**.

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	100+ Starling, 4 Coots, Moorhen, 20+ linnet, Stonechat, Reedbunting, 3 Grey Heron, 20+ Lapwing, 300-500 mixed gulls, B.H.G, Herring Gull, G.B.B, Blackbird, 3 pied wagtail, 20+ Stock Dove, Green woodpecker, 2 Ringnecked Parakeet, 100+ Cormorant, Magpie, Carrion crow, 10 + chaffinch, 20+ Teal, 20+ Greylag Geese, 2 Mute Swan, 20+ House Sparrow, Woodpigeon, Redwing, Common Snipe, Song Thrush. Many of these are endangered and would be adversely affected by these proposals. The proposals should seek to reduce the number of pylons as much as possible and run cabling underground and/or bridge over rivers. As per international best practice, all pylons should be constructed with nesting platforms to encourage birds such as peregrine falcons, ravens and storks.		As part of the Proposed Project ES National Grid commissioned various surveys looking at the potential impacts of the overhead lines on birds. These surveys included a collision survey and a carcass survey. The assessment of avian collision risk is an annex to **Application Document 6.3.3.2.F ES Appendix 3.2.F 2023-2024 Vantage Point Survey** and the surveys are reported in **Application Document 6.3.3.2.G ES Appendix 3.2.G OHL Mortality Monitoring Report**. The Kent Onshore Route has been designed to reduce the number of towers required and the area between the lines has been kept to a minimum to help prevent birds from getting trapped. The potential impacts on birds in Kent is presented in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. Bird diverters are to be included on the new section of overhead line. Mitigation measures are detailed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Q20 Do you have any other comments about Sea Link to give that you have not previously mentioned?			
General commentary			
Local community	I have been bird watching in this area for over 11 years. The Minster Marshes are part of a vital wildlife corridor that connects from the nature reserve at Pegwell Bay (SSSI) through the old Richborough Railway track (SSSI) at the side of the wind turbine to Minster Marshes and beyond into the Stour valley. It is disturbing to see that you plan to expand beyond the Richborough Energy Park boundary onto the marshes. Also worrying is that the Battery storage facility plans to demolish the wind turbine that has been the nesting site of Ravens for the past two years. A bird that has only recently returned to breed in the area. A bird that Ramsgate is named after! The wind turbine is also a popular roosting site for a pair of Peregrine falcons. These areas have a large variety of wildlife many of them endangered. Including Turtle Dove, Nightingale & Cuckoo. Not far from the proposed Converter site location is as far as I know the only Heronry and Egretry in Thanet. This is where our Pegwell Bay Grey Herons and Little Egrets breed. The Converter site building is apparently going to cover the size of seven football pitches and be 30 metres high. Higher than the heronry itself with the addition of pylons and cables across the river.	N	National Grid recognises the importance of the English East Coast and its coastal wetlands (to include Pegwell Bay and Minster Marshes) as being globally important for migratory waterbirds using the East Atlantic Flyway which extends from the Arctic to South Africa. The importance of the English East Coast and these wetland sites is reflected by a series of existing protected nature conservation areas, designated for their international importance, including SPAs and Ramsar Convention Wetlands of International Importance and underpinned by other national designations such as SSSIs. Detailed assessments are provided in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 3 Ecology and Biodiversity, Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity, Application Document 6.2.4.5 Part 4 Marine Chapter 5 Ornithology and Application Document 6.6 Habitats Regulations Assessment Report**, which consider the impacts of the Proposed Project on important sites for waterbirds and waterbird populations, and thus the relevant components which contribute to the East Atlantic Flyway. National Grid is committed to a trenchless solution beneath the sensitive saltmarsh habitat at Pegwell Bay and it has not included the option of a trenched installation. This commitment is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Kent Wildlife Trust	We understand that some ecological surveys such as breeding, wintering and intertidal surveys for birds have been undertaken during the 2022 – 2023 seasons. We note that during these surveys, dunlin and sanderling were recorded in large numbers and peak counts for both species exceeded the 1% Great Britain national thresholds. Ringed plover, turnstone and red-throated diver were recorded in much smaller numbers than the original SPA/Ramsar counts, however are comparable to the latest Pegwell Bay BTO Wetland Bird Survey (WeBS) data.	N	The application for development consent is accompanied by an ES which will contain the full non-breeding bird reports undertaken in 2022-23 and 2023-24 and the breeding bird reports undertaken in 2023 and 2024. These surveys do cover Pegwell Bay and do include maps showing distribution of birds recorded. The potential impacts on birds in Kent is presented in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity, Application Document 6.2.4.5 Part 4 Chapter 5 Ornithology and Application Document 6.6 Habitats Regulations Assessment Report**.

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	From the data collected, we would expect to see maps showing the locations and movements of species to understand how they use Pegwell Bay NNR. Currently, no survey data maps/plans have been provided within the PEIR, therefore it is difficult to gauge what areas of the NNR are most important and should be protected from direct impacts.		
Kent Wildlife Trust	It is noted that in the preliminary assessment of cumulative impacts, that ecological receptors, particularly relating to loss of habitat and disturbance to birds, would be significant. However, detailed mitigation has not yet been provided and therefore we cannot assess these impacts and proposed mitigation in detail.	N	Meetings have been held with Kent Wildlife Trust in which the impacts of the Proposed Project on designated and undesignated biodiversity have been discussed. As part of the ES, National Grid has undertaken an extensive programme of environmental surveys (not available at the time of Statutory Consultation) including for breeding and non-breeding birds, reptiles, invertebrates, badger, aquatic wildlife, riparian mammals, dormice and plants. The timing of works has been considered, and the Proposed Project will avoid certain types of work within breeding and/ or wintering seasons depending on which is the most sensitive in a particular location. An assessment of impacts on breeding birds and non-breeding birds has been undertaken, informed by surveys, noise modelling information and other data. Minimising impacts on Pegwell Bay is one of the main reasons for traversing the saltmarsh and upper mudflat using a trenchless construction solution. Mitigation measures for the Proposed Project can be found in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Kent Wildlife Trust	We are also concerned over the lack of information and survey effort regarding the invertebrates within the mudflats. As stated within our previous response, a healthy invertebrate community supports the structure and function of the habitats within the SPA, as well as providing food for many species of importance. We strongly urge that invertebrate surveys of the coastal habitats are undertaken to assess the cumulative impacts this will have on wildlife and the SPA.	N	**Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology** addresses the potential impact of the Proposed Project on the mudflats. This Chapter concludes that there are no significant effects.
Kent Wildlife Trust	One of our main concerns is the direct loss of 13.6ha of FLL for the Thanet Coast and Sandwich Bay SPA/Ramsar. It has been identified within the PEIR that a flock of 700 golden plover were recorded during a survey within the agricultural field the converter and substations are proposed to be built. This number of golden plover equates to more than 1% of both the SPA population and the BTO WeBS counts. It is understood that National Grid plan to “offset” this loss of FLL by converting arable land along the river corridor and enhancing the Lower Stour Wetlands Biodiversity Opportunity Area (BOA). At this stage, is it unknown on the specific location and details of the proposed mitigation/compensation site and therefore we cannot comment on its suitability.	N	Meetings have been held with Natural England where the approach to addressing loss of functionally-linked land for golden plover has been discussed at length. Various strategies have been discussed with Natural England. Options, including the possibility of creating new wetland south of the River Stour have been explored, but technical challenges identified in the course of discussions led to an alternative approach being pursued (discussed and agreed in principle with Natural England) to instead enhance an area of arable land close to the coast for non-breeding golden plover.
Kent Wildlife Trust	The proposed enhancement of the Lower Stour Wetlands BOA is also being considered to comply with Biodiversity Net Gain (BNG). KWT welcome the inclusion of BNG, however we wish to point out that any legislative mitigation, such as mitigation for designated sites and protected species, cannot provide net gain, as they can	N	National Grid is providing 10% Biodiversity Net Gain over and above any on-site habitat mitigation that will be delivered to address impacts on designated sites or protected species. Meetings have been held with Natural England where the approach to addressing loss of functionally-linked land for golden plover has been discussed at length. Various strategies

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	only be considered as providing no net loss. Whilst enhancements to the Lower Stour Wetlands BOA has the potential for improving BNG, we remain unconvinced that sufficient evidence has been provided to demonstrate that it would provide adequate mitigation and compensation for the loss of FLL and therefore risks the integrity of Thanet Coast and Sandwich Bay SPA/Ramsar. We urge that a detailed EcIA of FLL is provided before the DCO stage, so consultees have the opportunity to review and assess the impacts and mitigation/compensation.		have been discussed. The possibility of creating new wetland south of the River Stour has been explored but technical challenges were identified in discussion with hydrologists and Natural England with keeping it sufficiently wet. Therefore, an alternative approach has been pursued (discussed and agreed in principle with Natural England) to instead enhance an area of arable land close to the coast for non-breeding golden plover.
Kent Wildlife Trust	The overhead cable route is suitable for a variety of birds such as birds of prey, heron, swans, geese and white stork, which would be at risk to bird strikes. We understand that bird strikes have occurred after the installation of overhead cables for Nemo Link, despite these cables being installed with “bird deterrents”. It is noted within the PEIR regarding bird collision risk that “impact assessment is ongoing, but standard mitigation is available that would reduce impact.” Taking into account the knowledge of bird strikes even with “bird deterrents” on the existing overhead cables, KWT are not convinced that this can be adequately mitigated, especially due to the lack of survey effort to identify the flight paths of bird species.	N	As part of the Proposed Project ES National Grid commissioned various surveys looking at the potential impacts of the overhead lines on birds. These surveys included a collision survey and a carcass survey. The assessment of avian collision risk is an annex to **Application Document 6.3.3.2.F ES Appendix 3.2.F 2023-2024 Vantage Point Survey** and the surveys are reported in **Application Document 6.3.3.2.G ES Appendix 3.2.G OHL Mortality Monitoring Report**. The Kent Onshore Route has been designed to reduce the number of towers required and the area between the lines has been kept to a minimum to help prevent birds from getting trapped. The potential impacts on birds in Kent is presented in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. Bird diverters are to be included on the new section of overhead line. Mitigation measures are detailed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
CPRE Kent	While the Government’s draft National Policy Statement EN-5 acknowledges that many birds are killed or injured by flying into overhead power lines, pylons carrying such lines near the coast pose a particular danger in spring and autumn, when many thousands of birds migrate to and from the UK. They are also notably hazardous near rivers, between bodies of water, close to arable fields used by grazing wildfowl and of course where they lie across flight paths used by swans, geese, ducks, gulls and waders, among other birds. The potential for casualties and fatalities increases with birds that leave their daytime feeding grounds and fly to nocturnal roosting areas. The coming together of so many factors at the site of the proposed Sea Link converter station on Minster Marshes, where National Grid is suggesting running a double line of pylons over the River Stour to join the Richborough-Canterbury pylon route, is potentially catastrophic for birdlife. Just two to three miles away, Sandwich and Pegwell Bay National Nature Reserve covers an estuary on the coast. It is a nationally important site for bird migration, evidenced by the establishment of Sandwich Bay Bird Observatory. Many of the migratory birds arriving at the estuary fly up the Stour to inland sites across the UK – what they would face should National Grid’s scheme at Minster be approved is effectively a ‘fishnet’ of pylons and power lines with near-certain disastrous effects that would not be quantifiable due to the location over a river. It isn’t just migrating birds that would be negatively affected by the pylons and power lines. If permitted, they would cross a grass	N	As part of the Proposed Project ES National Grid commissioned various surveys looking at the potential impacts of the overhead lines on birds. These surveys included a collision survey and a carcass survey. The assessment of avian collision risk is an annex to **Application Document 6.3.3.2.F ES Appendix 3.2.F 2023-2024 Vantage Point Survey** and the surveys are reported in **Application Document 6.3.3.2.G ES Appendix 3.2.G OHL Mortality Monitoring Report**. The Kent Onshore Route has been designed to reduce the number of towers required and the area between the lines has been kept to a minimum to help prevent birds from getting trapped. The potential impacts on birds in Kent is presented in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. Bird diverters are to be included on the new section of overhead line. Mitigation measures are detailed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). National Grid acknowledges the ecological sensitivity of Minster Marshes and Pegwell Bay. A detailed impact assessment is provided in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity, Application Document 6.2.4.5 Part 4 Marine Chapter 5 Ornithology and Application Document 6.6 Habitats Regulations Assessment Report**. The impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. National Grid recognises the importance of the English East Coast and its coastal wetlands (to include Pegwell Bay) as being globally important for migratory waterbirds using the East

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	meadow that has not been cultivated for 20 years and has a wealth of birdlife – enhanced by wetland scrapes created in 2018 for wintering waterfowl under Higher Level Stewardship, part of the Environmental Stewardship scheme. This area is functionally linked to Sandwich and Pegwell Bay NNR and has a critical role in hosting waterfowl forced from that site by high tide or bad weather. Bordering the Sandwich Bay to Hacklinge Marshes SSSI, it comprises one of the last unspoilt stretches of a heavily developed district where waterfowl can rest and feed without disturbance. To effectively destroy it by running lines of pylons and power lines over it is environmentally irresponsible and, in our view, unacceptable. Upstream of the Minster site is the environmentally rich Stour Valley, which includes Stodmarsh NNR. Many birds commute between the estuary and Stodmarsh on a near-daily basis – again the hazard posed by the proposed pylons at Minster on their route is unacceptably high. One of the species known to be most at risk from pylon bird strike is mute swan – and one of the worst incidents in the UK occurred less than two miles away at Monkton in January 2003, when at least 177 birds were killed by flying into power lines. Large numbers had been feeding on arable land before in the evening flying to nearby waterbodies, whether nature reserves or farm reservoirs, to roost.		Atlantic Flyway which extends from the Arctic to South Africa. The importance of the English East Coast and these wetland sites is reflected by a series of existing protected nature conservation areas, designated for their international importance, including SPAs and Ramsar Convention Wetlands of International Importance and underpinned by other national designations such as SSSIs. In thematic meetings National Grid has been discussing with Natural England proposals for mitigating the loss of functionally linked habitat for golden plover, as well as for mitigating any disturbance effect on the nearby SSSI and ensuring no significant bird strike results from the new section of overhead line.
CPRE Kent	According to the Electricity Act 1989, National Grid has environmental responsibilities that include: - - - Schedule 9 preservation of ecological resources. Section 38 and Schedule 9 – duty to have regard to the desirability of… conserving flora, fauna and geological or geophysical features of special interest. Doing what it reasonably can to mitigate any effect on… any such fauna. We believe that National Grid would be negligent in relation to the Electricity Act were it to propose overhead lines at Minster and no other options, when it is aware there are other deliverable options that are better for the environment. National Policy Statement EN-1 says in paragraph 3.7.10 "… in most cases, there will be more than one technological approach by which it is possible to make such a connection or reinforce the network (for example, by overhead line or underground cable) and the costs and benefits of these alternatives should be properly considered as set out in EN-5 before any overhead line proposal is consented". We are not convinced this has been done. The NPS's EN-5 (current and draft) requires National Grid to assess risk of bird strikes and to consider whether the risk has been appropriately mitigated. Alternatives to overhead lines must be presented for consultation for stakeholders and the Planning Inspectorate to be able to determine the risk levels of each.	N	As part of the Proposed Project ES National Grid commissioned various surveys looking at the potential impacts of the overhead lines on birds. These surveys included a collision survey and a carcass survey. The assessment of avian collision risk is an annex to **Application Document 6.3.3.2.F ES Appendix 3.2.F 2023-2024 Vantage Point Survey** and the surveys are reported in **Application Document 6.3.3.2.G ES Appendix 3.2.G OHL Mortality Monitoring Report**. The Kent Onshore Route has been designed to reduce the number of towers required and the area between the lines has been kept to a minimum to help prevent birds from getting trapped. The potential impacts on birds in Kent is presented in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. Bird diverters are to be included on the new section of overhead line. Mitigation measures are detailed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Wherever possible National Grid has designed the cables associated with the Proposed Project to be underground. In some places, however, such as south of the River Stour, it will be necessary to install overhead lines due to consideration of a range of factors concerning engineering feasibility, environmental impact and cost.

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	The current EN-5 states: “2.7.1 Generic biodiversity effects are covered in Section 5.3 of EN-1. However, large birds such as swans and geese may collide with overhead lines associated with power infrastructure, particularly in poor visibility. Large birds in particular may also be electrocuted when landing or taking off by completing an electric circuit between live and ground wires. Even perching birds can be killed as soon as their wings touch energised parts.” Given all of the above, it is difficult to envisage a worst place to site overhead pylons and power lines than that suggested at Minster. National Grid has an environmental responsibility that it would not be fulfilling were it to progress with this scheme in its current form. Given the clear detrimental impacts of using overhead pylons in terms of environmental and landscape harms, along with what must only be a modest cost increase of undergrounding the short section that’s to go overhead, surely the significant benefits of undergrounding must prevail?		
Local community	Going ahead with this badly thought out plan anywhere along this bit of coast would undermine all the conservation work that has been carried out over many years in building precious wildlife habitats. Bird migration will be disrupted to this winter sanctuary for many species of wading birds and ducks, Bitterns, Marsh Harriers - including endangered species. Nearby Minsmere Bird reserve will be badly affected.	N	National Grid recognises the importance of the English East Coast and its coastal wetlands as being globally important for migratory waterbirds using the East Atlantic Flyway which extends from the Arctic to South Africa. The importance of the English East Coast and these wetland sites is reflected by a series of existing protected nature conservation areas, designated for their international importance, including SPAs and Ramsar Convention Wetlands of International Importance and underpinned by other national designations such as SSSIs. Detailed assessments are provided in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 3 Ecology and Biodiversity, Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity, Application Document 6.2.4.5 Part 4 Marine Chapter 5 Ornithology and Application Document 6.6 Habitats Regulations Assessment Report**, which consider the impacts of the Proposed Project on important sites for waterbirds and waterbird populations, and thus the relevant components which contribute to the East Atlantic Flyway.
Suffolk Wildlife Trust	The importance of this site (Suffolk landfall location) for both breeding and wintering birds means that timing construction to avoid impacts to birds will be very challenging as there is only a short window where disturbance can be avoided. Significant impacts to bird populations on the Suffolk coast will likely be unavoidable at this landfall location, despite the mitigation proposed in the Preliminary Environmental Impact Report. These include timing works for the brief window between breeding and winter seasons; however, we note that this period can overlap in some years, with early wintering birds arriving while breeding birds are still present. We further note that this timing is proposed “when practicable”, suggesting that it will not always be possible. Therefore, the assessment, “Preliminary magnitude - Negligible with mitigation in place”, should be extended to include a magnitude for when this mitigation measure is not feasible. The Preliminary Environmental Information Report states that assessment work has progressed to differing degrees for different technical assessments and that mitigation measures have not all been defined or designed. This appears to include measures to ensure no significant hydrological impact on water levels in RSPB	N	Impacts from construction of the onshore cable on the RSPB Reserve, Leiston-Aldeburgh SSSI and Sandlings SPA have all been considered in the design, construction methods and programme for the Proposed Project. This assessment has been discussed with Natural England, Suffolk Council and East Suffolk Council. Significant disturbance is to be ensured against by a combination of construction methods (adopting a trenchless construction solution rather than open cut trenching), technical mitigation (noise fencing), moving the construction compound further from the SPA than it was identified at Statutory consultation, and phasing the most potentially disturbing elements of work in that area to avoid the bird nesting season. Detailed investigation has been undertaken into the feasibility of a trenchless construction solution under RSPB North Warren without affecting surface hydrology or leading to frac out and this is reported in the ES. This has been confirmed to be feasible. All of the potential effects identified in the PEIR have been subject to detailed assessment, presented in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity, Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity, Application Document 6.2.4.5 Part 4 Marine Chapter 5 Ornithology and Application Document 6.6 Habitats Regulations Assessment Report**, which consider the impacts of the Proposed Project on important sites and the bird habitats within them.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	North Warren nature reserve, for which little information on the mitigation measures is provided. Given the ecological importance and sensitivity of this wetland site, the design of these mitigation measures must be provided, along with detailed evidence to support an assessment of their likely effectiveness and risk of failure and published for scrutiny prior to the submission of any DCO application. We believe that despite the information now provided in the Preliminary Environmental Information Report, the uncertain outcomes of mitigation measures and the preferred trenchless crossing method mean that we must assume that there may be long-term significant damage to this nationally important wildlife site from this development. This will have wider implications for breeding and wintering birds on the Suffolk Coast, as RSPB North Warren forms a part of a network of wetland sites along the Suffolk coast which support declining bird species.		
RSPB	There is potential for construction-related disturbance to birds which use the marshes identified within the Suffolk route corridor. Wintering White-fronted Geese prefer the area north of the footpath which crosses RSPB North Warren roughly east, whilst breeding waders are found either side of the footpath and wildfowl are likely to be present across the whole marsh. The presence of a construction compound just to the west of the site has potential to result in significant noise and visual disturbance to SSSI features. The proposed route west of North Warren passes through habitat that supports Woodlark (and therefore may have a functional linkage with the Sandlings SPA) and also supports breeding Turtle Dove and Nightingale. As explained in Table 2.3.15 of PEIR Vol. 1, Part 2, Chapter 3, Ecology and Biodiversity, the proposed cable corridor to the west of RSPB North Warren passes through areas of importance for Woodlark and Nightjar. These species are both features of the Sandlings SPA and Woodlark is listed under Schedule 1 of The Wildlife and Countryside Act. Given the number of breeding records of Woodlark in close proximity to the onshore works, we are concerned by the statement in the Table that “there will be temporary loss of up to approximately 116 ha of potentially suitable foraging habitat within 2 km of the SPA” and that this is not considered significant. Further information is required to show how this potential impact will be minimised, with mitigation proposed if needed. The cable corridor also passes through areas which may support Turtle Doves. This species is on the Birds of Conservation Concern (BoCC) Red List due to its dramatic decline and the RSPB has been working with partners and land managers through Operation Turtle Dove to try to halt this decline through improvements to breeding and foraging habitats. Due to the fragile state of the breeding population, it is important that impacts on key habitats for these species (including scrub and mature hedgerows) are avoided and	N	Impacts from construction of the onshore cable on the RSPB Reserve, Leiston-Aldeburgh SSSI and Sandlings SPA have all been considered in the design, construction methods and programme for the Proposed Project. This assessment has been discussed with Natural England, Suffolk Council and East Suffolk Council. Significant disturbance is to be ensured against by a combination of construction methods (adopting a trenchless construction solution rather than open cut trenching), technical mitigation (noise fencing), moving the construction compound further from the SPA than it was identified at Statutory consultation, and phasing the most potentially disturbing elements of work in that area to avoid the bird nesting season. Detailed investigation has been undertaken into the feasibility of a trenchless construction solution under RSPB North Warren without affecting surface hydrology or leading to frac out and this is reported in the ES. This includes a refinement of the assessment of the area of habitat affected. The assessment concludes that there will be no effects of trenchless construction on surface features and negligible risk of frac out within the reserve. All of the potential effects identified in the PEIR have been subject to detailed assessment, presented in provided in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 3 Ecology and Biodiversity, Application Document 6.2.3.2, Application Document 6.2.4.5 Part 4 Marine Chapter 5 Ornithology and Application Document 6.6 Habitats Regulations Assessment Report**, which consider the impacts of the Proposed Project on important sites and the bird habitats within them. Mitigation measures appropriate to the magnitude of the identified impacts are detailed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).

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	minimised as far as possible, as reinstatement through replanting of young trees after up to 5 years is likely to mean that the habitat would not be sufficiently mature to support breeding Turtle Doves for some time beyond this. Reduction and/or mitigation of this impact is also likely to be beneficial for breeding Nightingale. We also note that the sandy, acidic soils in parts of this section of the cable corridor make the area potentially suitable for Stone-curlew. Stone-curlew are amber listed on BoCC and listed under Schedule 1 of the Wildlife and Countryside Act. Presence of this species should be considered in any areas of suitable acidic grassland or arable farmland, with particular consideration given to the potential for colonisation of any areas of bare ground created during the construction of the cable route. Surveys and mitigation may be required in order to avoid impacts on this species.		
RSPB	We are also concerned about the impact of new pylons across the Stour on flying birds moving between designated sites and functionally linked land. This concern is recognised by National Grid: "At this stage of the Proposed Project, the potential for operational period collision risk cannot be dismissed, associated with the new section of overhead powerline and species travelling to Stodmarsh SPA/Ramsar" (Paragraph 3.3.8.17 of the PEIR Vol. 1, Part 3 Kent Onshore Scheme, Ch. 3 Ecology and Biodiversity). We seek further detail and clarity about how impacts would be avoided or minimised in the Stour and Minster Marshes area, as well impacts of light pollution on wildlife there. There are substantial areas of farmland, including habitat managed for wildlife, in this area that are important for Red-listed birds and others, including land around the proposed converter station site. These farms are managed sympathetically for declining wildlife and have produced impressive results: some examples include a thriving Grey Partridge Perdix perdix population, breeding Nightingales Luscinia megarhynchos and Long-eared Owls Asio otus, as well as wintering Curlews and Lapwings. Some land is part of Operation Turtle Dove8 - with Turtle Dove Streptopelia turtur successfully breeding in recent years. There are also ongoing habitat enhancement efforts such as creating scrapes for Lapwings Vanellus vanellus. The work local farmers are undertaking for wildlife there is increasingly valuable given the widespread declines of British farmland and woodland birds, and it is important that Sea Link does not impede these efforts. Survey work undertaken by Sea Link must be sure to capture the extent of the bird fauna in this area and to incorporate data from the long-running bird studies, such as bird ringing, the landowners have overseen.	N	As part of the Proposed Project ES National Grid commissioned various surveys looking at the potential impacts of the overhead lines on birds. These surveys included a collision survey and a carcass survey. The assessment of avian collision risk is an annex to **Application Document 6.3.3.2.F ES Appendix 3.2.F 2023-2024 Vantage Point Survey** and the surveys are reported in **Application Document 6.3.3.2.G ES Appendix 3.2.G OHL Mortality Monitoring Report**. The Kent Onshore Route has been designed to reduce the number of towers required and the area between the lines has been kept to a minimum to help prevent birds from getting trapped. The potential impacts on birds in Kent is presented in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. Bird diverters are to be included on the new section of overhead line. Mitigation measures are detailed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
RSPB	The RSPB is particularly concerned about the disturbance and displacement impacts of construction, installation, maintenance and decommissioning of the subsea high voltage cable (HVDC) on red-throated diver in the Outer Thames Estuary SPA.	N	In discussion with Natural England, National Grid has committed to a seasonal restriction (01 November – 31 March) for offshore cable burial activities in the Outer Thames Estuary SPA and a seasonal restriction (01 January – 31 March) for landfall cable installation activities at the Suffolk landfall in Aldeburgh. The assessment presented in the ES reflects this seasonal restriction.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	Our concern is reinforced by the Secretary of State's recognition in the East Anglia ONE North (EA1N) and East Anglia TWO (EA2) Decision Letters of a likely "adverse effect on integrity … in relation to alone and in-combination impacts on red-throated diver from displacement/disturbance, a qualifying feature of the Outer Thames Estuary SPA". As PINS also noted in the Sea Link Scoping Report (para. 5.3.3), the Outer Thames Estuary SPA "qualifying features include species such as red-throated diver which are known to be vulnerable to disturbance and which could be affected by construction and maintenance activities". We consider that the preliminary assessment (at 4.6.9.6/Table 4.6.14, PEIR Volume: 1 Part 4 Offshore Scheme Chapter 6 Ornithology (PEIR 1/4/6)) that red-throated diver has only "a medium sensitivity to disturbance from anthropogenic activities such as shipping and offshore wind farms during construction, maintenance and decommissioning" may underestimate the level of sensitivity of the species to those impacts. Furthermore, notwithstanding what are described as the "temporary, short-term nature of the construction, maintenance and decommissioning works", the preliminary assessment that the "temporary" displacement of red-throated diver during construction is "not significant" is also likely to be an underestimate of the actual impacts. This flaw in the preliminary assessment follows through into the assessment of intra-project cumulative effects because by categorising the displacement of red-throated diver during construction as "not significant", stage 2 of the intra project cumulative effects assessment (Table 4.11.6, PEIR Volume: 1 Part 4 Offshore Scheme Chapter 11 Offshore Scheme Intra-Project Cumulative Effects) is avoided.		

Table 1.18 Marine archaeology

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Feedback form			
Q11 Do you have any comments or issues you would like us to take into consideration regarding our marine proposals?			
Local community	The Nautical Archaeology Society is pleased to see that this project is taking marine heritage assets into account at this early stage of the process and would welcome the opportunity to comment on future archaeological works. We applaud your planned marine corridor for recognising areas of archaeological importance. You state that you will use trenchless crossing techniques in Sandwich and Pegwell Bays. Please note that as well as having scientific and environmental significance, this is an area of high archaeological interest with a high concentration of known and unknown wrecks. It is imperative that detailed surveys and geophysical sensing by experienced and qualified archaeologists are undertaken to identify heritage assets on and below the seabed and foreshore prior to trenching taking place.	N	National Grid acknowledges this comment. As part of the ES that accompanies the DCO application, National Grid has undertaken as assessment of the potential effects on marine archaeology to include physical disturbance activities causing direct damage and/or loss of heritage receptors on and below the seabed, and physical disturbance activities causing changes to hydrodynamic and sedimentary regimes leading to sediment reduction on the seabed and scour, causing adverse indirect effects on seabed heritage receptors. Furthermore, the assessment has considered works that would change the setting of a heritage receptor and character of the historic seascape. These assessments have been undertaken using archaeological specialists in line with recognised good practice guidance documents. The results of the assessment are found in **Application Document 6.2.4.6 Part 4 Marine Chapter 6 Marine Archaeology**. A number of sources of primary and synthesised information were consulted for the assessment which are contained in **Application Document 6.3.4.6.A ES Appendix 4.6.A Marine Archaeological Technical Report**. The assessment did not identify any potential significant adverse effects of the Proposed Project on marine archaeology.
Local community	The society has a longstanding involvement with the maritime heritage in Sandwich Bay and has developed an extensive network comprising local individuals and groups with an interest in maritime archaeology located in the Bay. We would welcome the opportunity to work with National Grid and its contractors to enable them to take an active role in the ongoing community archaeology of the area as part of their corporate social responsibility. There are many opportunities to show the work of the National Grid in a positive light and show how through their marine planning process they can contribute positively to the heritage asset. This would help to ensure positive community relations throughout the course of the project. We are well set up to assist with this aspect of the project should you be in need of such services. The Nautical Archaeology Society support your stated community engagement methods and offer our assistance for engaging with heritage and community archaeology groups and individuals in the Sandwich and Pegwell Bay area. Your project overview document states that mitigation and offsetting are key components of your work. Due to the high concentration of marine heritage in the Sandwich and Pegwell Bay areas, we strongly suggest a community archaeology co-created project to mitigate any heritage asset impact and to foster good community relations. The NAS are well placed to assist with this if required and would welcome the opportunity to discuss this further.	N	National Grid acknowledges these comments and welcomes your support of their community engagement methods. Further details about this are set out in **Application Document 5.1.5 Appendix D Statement of Community Consultation**. National Grid supports the delivery of community benefits associated with transmission infrastructure, and already has a number of established programmes which deliver this. National Grid is waiting for the Government's position on the provision of community benefits associated with transmission infrastructure. This will determine its future approach.
Local community	There is a mention of "avoidance" of potential sites of archaeological importance or marine life at sea but I can't see any	N	National Grid can confirm that embedded measures such as sensitive routeing and siting of infrastructure and temporary works have been integral in reducing the marine archaeological effect of the Proposed Project. The results of the impact assessment on

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	real evidence of how this has been considered. This is worrying given how vulnerable so much of our marine life is.		marine archaeology can be found in **Application Document 6.2.4.6 Part 4 Marine Chapter 6 Marine Archaeology**. Further marine environment assessments are set out in **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment, Application Document 6.2.4.5 Part 4 Marine Chapter 5 Ornithology** and **Application Document 6.2.4.2 Part 4 Marine Chapter 3 Benthic Ecology and Application Document 6.11 Marine Conservation Zone Assessment**. The mitigation hierarchy has been applied to lessen effects where possible, with the Offshore Scheme being re-routed to completely avoid the Goodwin Sands MCZ. As such, no direct impacts will occur.
Q12 What do you think about our proposed landfall at Pegwell Bay? Comments			
Local community	Destruction to nature and disturbance to shipwrecks.	N	As part of the ES that accompanies the DCO application, National Grid has undertaken as assessment of the potential effects on marine archaeology to include physical disturbance activities causing direct damage and/or loss of heritage receptors on and below the seabed, and physical disturbance activities causing changes to hydrodynamic and sedimentary regimes leading to sediment reduction on the seabed and scour, causing adverse indirect effects on seabed heritage receptors. Furthermore, the assessment has considered works that would change the setting of a heritage receptor and character of the historic seascape. These assessments have been undertaken using archaeological specialists in line with recognised good practice guidance documents. Receptors comprise known and potential marine paleogeographic sites and prehistoric finds; known and potential maritime and aviation features in a marine context; and intertidal and coastal heritage receptors (including known and potential paleogeographic sites and prehistoric finds, historic terrestrial, marine and aviation features). This includes shipwrecks. The results of the assessment are found in **Application Document 6.2.4.6 Part 4 Marine Chapter 6 Marine Archaeology**. A number of sources of primary and synthesised information were consulted for the assessment which are contained in **Application Document 6.3.4.6.A ES Appendix 4.6.A Marine Archaeological Technical Report**. The assessment did not identify any potential significant adverse effects of the Proposed Project on marine archaeology.
Local community	There is a high concentration of marine heritage in the Sandwich and Pegwell Bay areas. As long as heritage assets are not impacted, or the risk identified and appropriately mitigated for, then the NAS consider the proposal appropriate and proportional.	N	
General commentary			
Goodwin Sands Conservation Trust	Our Background The Goodwin Sands Conservation Trust was formed in 2018 following Dover Harbour Board's application for a marine aggregate extraction licence for the Goodwin Sands. The charity's stated objectives are to conserve, protect and improve the natural and historic environment of the Goodwin Sands and the safe anchorage of The Downs for the benefit of the public in perpetuity. Overview The area of sea off Pegwell Bay on the east Kent coast is bordered to the north by the cliffs of Thanet and to the east by the Goodwin Sands. Up until the 15th century Sandwich boasted a large harbour capable of anchoring hundreds of ships (see attached map). This harbour encompassed the area that is now proposed for	N	National Grid acknowledges welcomes this broader contextual information relating to Goodwin Sands and its significance for marine archaeology. Information on the assessment of the Proposed Project on marine archaeology is contained in **Application Document 6.2.4.6 Part 4 Marine Chapter 6 Marine Archaeology**.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	development by National Grid at Minster Marshes, Ebbsfleet, St Augustine's, Stonelees and Sevenscore. When the harbour started silting up in the early 1500s the fleets moved their anchorage into The Downs, the expanse of calm water lying between the Goodwin Sands and the East Kent foreshore. Despite being a safe anchorage, storms and errors of navigation led to thousands of ships foundering in these waters, leaving behind a wealth of maritime archaeology found nowhere else in the world. Wessex Archaeology has described the Goodwin Sands as 'archaeologically extraordinary' as they hold the highest density of shipwrecks in UK waters, if not the world (source: National Importance and Marine Assets – The Goodwin Sands and the Farne Islands, Wessex Archaeology March 2015). Over 2,000 shipwrecks have been recorded in the waters around the Goodwins including in Pegwell Bay and north towards Ramsgate, but the real number is probably twice this. The area contains seven Protected Wrecks and one Scheduled Monument – the highest density of heritage assets in UK waters. There are also several score of military aircraft crash sites and the remains of their aircrew scattered around the area and at least seven sunken submarines. There is therefore high potential for Underwater Cultural Heritage (UCH) - shipwrecks, sunken submarines and military aircraft crash sites to be located along the proposed cable route - and for shipwrecks to be present on the land identified for development. The map on page 119 of the Scoping Report (attached) shows about 70 sites recorded by the UK. Hydrographic Office together with 18 from the National Marine Heritage Record (NMHR) lying along the proposed cable route – although it seems that only three of the latter are separate sites. Since some of these could prove to be historically important any development in this archaeologically sensitive area must ensure that both known and unknown maritime heritage assets are not detrimentally impacted – both on land and underwater.		
Goodwin Sands Conservation Trust	Geophysical surveys Please confirm that the following geophysical surveys were undertaken to protect our Underwater Cultural Heritage • Magnetometer • Side Scan Sonar • Sub Bo_om Profiler • Mul` Beam Echo Sounder Please clarify who interpreted the geophysical survey results.	N	No geophysical surveys were conducted by Wessex Archaeology. Sidescan sonar, Multibeam Echo Sounder, magnetometer and sub-bottom profiler surveys were undertaken by MMT in 2021. See PEIR report Appendix 4.7.A pages 15 - 18 for the technical specifications and pages 42 – 52 for the results. Additional survey data obtained in 2024 included sidescan sonar, Multibeam Echo Sounder, magnetometer and sub-bottom profiler surveys undertaken by Next Geo and a gradiometer survey of Pegwell Bay obtained by SEP Hydrographic. The results of the archaeological assessment of this data will be presented within the DCO application. Wessex Archaeology conducted an archaeological assessment of all the marine geophysical data. This is outlined in section 6.4 of **Application Document 6.2.4.6 Part 4**

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	What are their qualifications and experience in interpreting geophysical data? Our previous experience with Wessex Archaeology has shown that their skills in analysing geophysical data can be unreliable. For instance, they analysed the survey data for Dover Harbour Board's 2016 marine aggregate extraction licence and misidentified several important sites, including a crashed WWII bomber complete with unexploded bombs - which they described as a 'seafloor disturbance'. Two other sites identified by Wessex as being of no archaeological importance later turned out to be remains of crashed WWII aircraft. Parts of a steam ship were also missed. These are just the sites of which we are aware.		**Marine Chapter 6 Marine Archaeology**. This assessment was undertaken by leading offshore experts, following good practice and guidance. As is the nature of remote sensing surveys, geophysical assessments identified geophysical anomalies at the time of the survey which can subsequently be further investigated by ground truthing methodologies resulting in further discrimination; in some instances, towards greater archaeological significance, in others lesser.
Goodwin Sands Conservation Trust	Underwater Cultural Heritage (UCH) on Land. There is no evidence from the project documents that geophysical surveys have been carried out to identify the presence of any Underwater Cultural Heritage remaining on land, for which there is high potential. Please confirm what geophysical surveys have been carried out to detect the presence of UCH in both the land proposed for development and the route of the onshore cable.	N	As above, see PEIR report Appendix 4.7.A pages 15 - 18 for nearshore technical specifications. Figure 4.7.A.1 in Appendix 4.7.A (Marine Archaeological Technical Report) shows the extent of the marine geophysical survey area extending into Pegwell Bay. For the DCO application, a gradiometer survey was undertaken by SEP Hydrographic in 2024. The results of which have been integrated into the ES chapter and accompanying technical report and draft WSI. National Grid are planning a UXO survey in 2026 within the Order Limits. Geophysical survey was undertaken as part of the terrestrial archaeological assessment in areas where the scheme would involve open trenching, areas of significant disturbance, and areas where access could be agreed. This was followed by evaluation trenching in areas where impacts were predicted to be most significant, with geophysical anomalies as well as blank areas targeted. The results are included in **Application Document 6.3.3.3.D ES Appendix 3.3.D Geophysical Survey Report; Application Document 6.3.3.3.F ES Appendix 3.3.F Archaeological Evaluation Trial Trenching Report (Draft)**, and the data collected was incorporated in the baseline (**Application Document 6.3.3.3.A ES Appendix 3.3.A Cultural Heritage Baseline Report**), as well as the assessment **Application Document 6.2.2.3 Part 3 Kent Chapter 3 Cultural Heritage**.
Goodwin Sands Conservation Trust	Written Scheme of Investigation (WSI) 1. In the Written Scheme of Investigation (WSI) Wessex has identified 41 anomalies along the Kent portion of the proposed cable route - 26 A1 sites and five A3 ones. However, the map on the Scoping Report shows at least 70 UKHO sites. Please clarify the inconsistency in the number of sites identified. 2. Wessex has listed 26 sites as A1 and five as A3 plus a further ten sites they decided not to include. Please clarify why these ten sites have been excluded from the WSI. Please clarify why none of the sites have been listed as A2. For reference: A1 = anthropogenic origin of archaeological interest	N	The marine geophysical study area is constrained to the extents of the sidescan sonar dataset within the wider Offshore Scheme Scoping Boundary. The UKHO data search was undertaken for an area that included the whole of the Offshore Scheme Scoping Boundary, much of which was not covered by geophysical data (as is standard practice), and the results were incorporated into the Scoping Chapter for Marine Archaeology. See PEIR report Appendix 4.7.A page 11 for clarification and Figure 4.7.A.1. The WSI uses a more refined development area (Offshore Scheme Boundary) and only seabed features that may be impacted by the Proposed Project will be addressed and included, hence the 41 sites given Archaeological Exclusion Zones (AEZs). AEZs are determined on a project-by-project basis, based on a range of factors including data quality, interpreted type of site, how well constrained the site boundaries are, potential for burial of associated material, and confidence of interpretation. They are not applied universally as a standard size, and so will vary from project to project as appropriate. Seabed features identified from UKHO records and located beyond the extent of the marine geophysical survey area have been given appropriately sized AEZs (see Table 4.7.B.2 in the WSI Sea Link PEIR Volume 2 Appendix 4.7.B Written Scheme of

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	A2 = uncertain origin of possible archaeological interest A3 = historic record of possible archaeological interest with no corresponding geophysical anomaly 3. Wessex Archaeology recommends the following Archaeological Exclusion Zones (AEZs): • 25m radius around debris fields • 25m– 50m radius around a wreck of a dangerous wreck • 100m radius around recorded wrecks BUT On the Thanet Offshore Windfarm project, Wessex set AEZs of 50m – 200m around anomalies they considered to be either shipwrecks or anomalies of medium archaeological potential (source: Thanet Offshore Wind Farm WSI Ref: 60071.03 March 2018) AND On National Grid's Interconnexion France-Angleterre 2 (IFA2) project (WSI also by Wessex Archaeology) they set AEZs of between 50 m – 100m around detected anomalies depending on significance and 150m radius AEZs around known wrecks (source: IFA2 Offshore WSI ref: 116350.01 July 2017) Please clarify the inconsistency in the size of proposed AEZs between Sea Link and the other two similar projects (all WSIs have been written by Wessex Archaeology). In his letter of 10th March 2020 (see attached), Professor Dave Parham FSA MCIfA, Professor in Maritime Archaeology at Bournemouth University recommended that AEZs of at least 150m radius should be seen as a minimum for any anomaly. Please confirm that 150m radius AEZs will be placed around all anomalies. Potential landfill requirement since the proposed site of the new converter station and substation is flooded on a regular basis, we presume that the area will have to be infilled by a height of several metres. Please confirm whether there is any intention to use marine aggregate extracted from the Goodwin Sands for any landfill.		Investigation. The size and extent of the AEZs recommended for the Proposed Project have been refined following the additional marine geophysical surveys undertaken in 2024 and the Technical Report will be updated with the results of these additional surveys, submitted as part of the DCO application. The landfill requirements for the Proposed Project have not been finalised but there is no intention to extract any material from Goodwin Sands.
Goodwin Sands Conservation Trust	Mitigation If National Grid are to proceed with this proposal, we would suggest a substantial donation is made towards funding maritime archaeology in the area by way of mitigation. This is notwithstanding the fact that adequate measures should be taken to protect our Underwater Cultural Heritage.	N	The Proposed Project acknowledges these suggestions for mitigation measures and will maintain ongoing discussions on this matter with relevant stakeholders. The EIA process is responsible for establishing the baseline environmental condition of the Proposed Project area, which then determines the mitigation that National Grid must put in place. This is then discussed with the relevant statutory advisory services. With regard to the feedback of the local community described in this report, this has been provided to and read by the environmental specialists who are responsible for determining the mitigation measures to be put in place, and is actively being considered within the relevant Management Plans to be provided to the Main Works Contractors'.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Goodwin Sands Conservation Trust	The primary mitigation methodology of dealing with cultural heritage is to avoid any site or geophysical anomaly detected. Such avoidance is guaranteed by the use of an Archaeological Exclusion Zone (EZ) (CE 2010 4.1.1) which normally includes the site or geophysical anomaly itself, plus a buffer zone situated around the periphery of the site or anomaly. Industry guidance states that the position, extent and design of an AEZ should take into account all available information including geology, hydrology and sediment transport and should extend around the boundaries of the asset rather than around a centre-point within the site (COWR|E 2OO7 7.2.2). This does not appear to have occurred in the case of the Goodwin Sands. The WSI supplied merely provides a 2Sm buffer around each anomaly which has been given a single geographical centre-point and no attempt has been made to define the exact spread of the material that has been detected. A number of anomalies have been detected over multiple survey lanes which may suggest that they extend beyond the single point. A 25m buffer around would result in a circle of 50m radius. This would not appear to be in proportion with the size of sites that may be present within the dredge area. Even relatively small vessels commonly exceed 25m: a 19th century Thames barge, a relatively small vessel, could easily exceed this size and early'1gth century East lndiamen such as the Britannia, as yet undiscovered but known to have been lost in the vicinity, were over 50m long. Late 19th century sailing vessels often exceeded 60m in length. Many \ A//ll aircraft had wingspans in excess of 30m (Avro Lancaster, B17 Flying Fortress, He 177, B24 Liberator and Short Sunderland, the latter of which had a wingspan of almost 35m and most of these types suffered multiple losses in the broader geographical area within which the dredge area lies. Any wreck site that would result from the loss of one of these types of aircraft would in all probability considerably exceed the area covered by a circle 2Sm in radius. Indeed, given the huge density of shipping and aircraft known to have been lost in the area and the dynamic nature of the Sands themselves, that can completely cover wrecks as large as the East lndiaman Admiral Gardenerand the third rate HMS Stirting Casile, both over 45m in length, it is not improbable that those anomalies detected may be the relatively small, exposed remains of much larger features. This does not appear to have been considered when setting the AEZs. Other infrastructure projects undertaken in areas where similar densities of known losses and where sites of comparable sizes were expected have used much larger AEZs. The lnterconnexion France-Angleterre Z (lFA2) project conducted by National Grid for example, used AEZs between 50m and 100m for detected anomalies depending on significance and 150m around known wrecks. tr/y experience of excavating ships oi the size of the Britannia would	N	Locations of known marine archaeological interest/value within the marine environment will be avoided by all marine vessels by the implementation of appropriately sized Archaeological Exclusions Zones (AEZs). No works that could impact the seabed will be undertaken within the extent of an AEZ during the construction, operation and maintenance, or decommissioning phases of the Offshore Scheme. AEZs may be amended (enlarged, reduced, moved or removed) because of further data assessment or archaeological field evaluation and must be undertaken in consultation with the Archaeological Curator, Historic England. The locations and extents of all recommended AEZs are presented in the Outline WSI (**Application Document 7.5.5 Outline Offshore Overarching Written Scheme of Investigation (OWSI**). The 2000 numbers gazetteer within the draft offshore WSI submitted for PEIR were for sites located within the boundary of the Offshore Scheme draft Order Limits but that were not covered by the geophysical survey data. As the extent of these sites on the seabed is not known, the AEZs were generated on a site-by-site basis based on available information from secondary sources. Table 4.7.B.2 in the WSI: Sea Link PEIR Volume 2 Appendix 4.7.B Written Scheme of Investigation. Sites identified within the geophysical survey data received 7000 numbers and where the extent of the feature could be ascertained, then the AEZ was provided around the buffer of the feature extent. Further geophysical survey data was acquired in 2024 and this data will be integrated into the ES chapter and updated technical report and updated draft WSI for DCO application.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	indicate that significant material can be found as far as 45m from the main wreck site making a radius of 150m a minimum.		

Table 1.19 Shipping and navigation

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Feedback form			
Q11 Do you have any comments or issues you would like us to take into consideration regarding our marine proposals?			
Local community	Estuary Services provide a critical infrastructure service of boarding and landing marine pilots for the Port of London, Medway and Ramsgate. Close marine traffic management will need to be coordinated during the construction phase to avoid service disruption, particularly around the Tongue pilot diamond and Tongue anchorages with consideration to guard zone requirements to facilitate works/anchor spreads and shipping/pilot vessels for the Thames estuary. It would appear that there will be a number of pre-existing cable crossings (Thanet Offshore export/Nemo) close to the Kent landfall and we're also aware of a planned telecom cable in consultation from Joss Bay (Broadstairs, Kent) to Belgium.	N	National Grid acknowledges the feedback and thanks you for your comments. As part of the Proposed Project EIA, National Grid undertook an assessment of the potential impacts on shipping and navigation, **Application Document 6.2.4.7 Part 4 Marine Chapter 7 Shipping and Navigation**. The assessment recommended the establishment of communication plans with clear protocols to ensure effective communication and coordination between all relevant shipping and navigation stakeholders. During construction and operation, National Grid will develop a well-coordinated communication strategy, and proactive planning of operations, to ensure safe and efficient operations with minimal disruption to shipping and navigation.
Ramsgate Port	Will the cable pass to the east of RA buoy in the Ramsgate compulsory pilotage area? When is crosses the Thanet offshore windfarm will mats be used? If so will it lessen the depth of water there? Currently about 5.7m - 7.2 above Datum. Currently Ramsgate has no commercial ferry operator. Please be aware that this might change. Will the cable laying effect the passage of ferries in and out of Ramsgate?	N	National Grid is able to confirm that the cable route will pass to the east of the RA buoy. At the Thanet offshore wind farm the water depth will not reduce by more than 5%. Comments regarding the status of Ramsgate and commercial ferry operations is acknowledged. National Grid will seek to maintain dialogue with the Port in order to identify and address any changes in circumstance. **Application Document 6.3.4.7.A ES Appendix 4.7.A Navigational Risk Assessment** considers the potential effects of the Proposed Project on ferry movements at Ramsgate.
Local community	How will inspection and maintenance take place in one of the busiest shipping lanes in the world plus entry to estuary to London?	N	The cable system installation is designed such that a regular maintenance regime is not required to maintain the integrity of the cable. However, monitoring may indicate that localised lengths along the cable may require maintenance. Cable repairs may be required at any time however these are expected to be rare. During the operational lifetime of the cable a number of inspections to examine integrity are foreseen. This is expected to take place annually via ROV/autonomous operated underwater vehicle in the early stages of the operation moving to every 2 – 5 years once suitable functional/operational stability is established. Impacts on shipping lanes are covered in **Application Document 6.3.4.7.A ES Appendix 4.7.A Navigational Risk Assessment**.
Local community	How will inspection and maintenance of the sea cable be carried out and will this interfere with shipping lanes?	N	
Local community	You don’t understand the problems you will encounter when crossing the River Stour. The river has a right of navigation which cannot be taken away. During recent upgrades to the overhead line which required two bridges being constructed and a desire from your contractors to fence of areas restricting access to construction staff in a belief that river traffic could be diverted and use an alternative route.	N	Impacts on navigation are covered in **Application Document 6.3.4.7.A ES Appendix 4.7.A Navigational Risk Assessment**. National Grid has had and will continue to maintain ongoing dialogue with key stakeholders on matters relating to the river, including the Environment Agency and the local authorities.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	Our Boat club currently has approx. 250 members with vessels moored in the upper reaches of the river around Grove Ferry with some navigating to the sea so requiring unrestricted access. This is something which depends on which season works are planned. Bridges having at less 4mtr airdraft, notice being given when stringing works are being carried out, involving the other boat yacht clubs on the river so everyone is aware of any restrictions in the right of navigation.		

Table 1.20 Commercial fisheries

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Feedback form			
Q11 Do you have any comments or issues you would like us to take into consideration regarding our marine proposals?			
Local community	Disruption to fishing industry.	N	The potential impacts on the fishing industry are assessed in **Application Document 6.2.4.8 Part 4 Marine Chapter 8 Commercial Fisheries**. This assessment concludes that there will be no significant effects on the fishing industry, taking into account fishing rights and grounds. National Grid will maintain ongoing dialogue with Fisheries liaison officers and other appropriate representatives.
Local community	What will be the impact on the local small-scale fishing community their livelihood and working habitat?	N	
Local community	Fishing rights and grounds need to be taken into consideration when construction takes place.	N	
Local community	Disturbance to breeding fish.	N	The potential impacts on the fish are assessed in **Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish Ecology**.
Local community	If the marine proposals can be combined with marine conservation measures, such as no trawling areas.	N	National Grid cannot condone fishing over its assets due to the potential risks to vessel operators and to the cables, which are of critical national importance and if damaged could result in implications for the UK transmission system and security of supply. As such, it advises that vessel operators follow the longstanding maritime guidance regarding the avoidance of demersal trawling (and anchoring) in the vicinity of subsea cables. Specifically, this guidance includes the Mariner's Handbook (P100) 12th Edition (UKHO, 2020), all Admiralty charts, and the recent Marine Guidance Note (MGN) 661 published by the Maritime and Coastguard Agency (MCA). National Grid do, however, recognise that that some fishing may still occur over its subsea cable assets, either inadvertently or at the discretion of individual vessel operators, acknowledging that there is not a statutory exclusion zone. As such, the subsea cables will be suitably designed and protected to reduce the risk of them being damaged by fishing activity as far as is practicable. In the first instance this will be through burial, then through external protection where necessary. Where external protection is used, this will be designed in accordance with best-practice and industry guidance to minimise snagging risks in so far as practicable. As built surveys of the cables will also be conducted, and their positions (including locations of external protection) will be reported to the UKHO and Kingfisher for inclusion on Admiralty and KIS-ORCA charts. These details will also be shared with relevant fisheries stakeholders There will be temporary loss of fishing grounds during survey work and installation activities, as such they work with the fishing industry to put in place management and conservation measures to mitigate this disruption.
Q20 Do you have any other comments about Sea Link to give that you have not previously mentioned?			
Local community	How are areas of cable fishing protected from trawler fishing?	N	The cable installation and protection methods are explained in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The cable burial depth is outlined and secured in the Deemed Marine Licence DCO Schedule 16.
General commentary			
Thanet Fishermen's Association	The TFA wrote to Sea Link in February 2023 setting out our key. The letter raises the point of fishing over cables and refers to bottom drift netting and trawling. The reason this was raised is because Sea Link had classed bottom drifting as mobile gear and elected to treat this method the same way as trawling, meaning it would not be	N	National Grid acknowledges this feedback.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	included in any disruption agreements and would be dealt with during surveys via COLREG's. Bottom drift gear is very light and is in contact with the seabed when fishing, but has minimal ground penetration. During bottom drifting, the gear is not fixed to the vessel and up to 6 fleets drift across the seabed, making it very different to trawling in how it acts and in its sensitivity. While disruption agreements are not a part of the PEIR, this is relevant because bottom drifting is a vital passive fishing method for the Thanet Fishermen, and others in the Outer Thames, and the points raised below highlight that the impact on bottom drifting specifically has not been considered fully.		
Thanet Fishermen's Association	TFA/Kent fishing data We have looked through the PEIR volume 1, part 4, chapter 9 and can only find reference to static netting and drifting. It is not made clear that bottom drifting is a main method used and that the gear makes contact with the seabed, hence the concern around seabed condition pre and post cable laying. We have not seen reference to the concerns raised about the sensitivity of this method when any ground disruption might occur from cable laying, PLGR, cable crossings or redundant cable cutting. The current position of Sea Link on bottom drifting and fishing over cables resulted in a disagreement on how TFA would proceed, this included data gathering from Thanet Fishermen. At 4.9.3.3 it states that 'Fishers from the majority of ports adjacent to the Cable Route were represented, with consultees from the regional IFCAs providing representation encompassing those unable or unwilling to engage at the time; non-UK stakeholders from the EU were also included in consultations. Topics discussed included, but were not limited to, vessel details, fishing effort (including location of grounds relative to the cable route), gear specifications, seasonality, and target species.' At the time of consultation, TFA Fishermen were not willing to share large amounts of data due to disagreements on fundamental differences of opinion on bottom drifting and fishing over cables. In figure 4.9.A.6.13 through to figure 4.9.A.6.16 there is almost no Kent fishing data shown, presumably meaning none was gained from the KEIFCA either. The small amount of Kent data, shown in red on figure 4.9.A.6.14 (Fishing ground for static nets as identified through consultation) was given to Sea Link by TFA to specifically show bottom drift ground directly on the cable route, not static netting grounds. The charts were sent in to show the importance of these strips of ground and to highlight ground that could be bottom drifted on the route, not to show the extent of bottom drift grounds and clearly not showing any static netting ground. The distinction between these two different methods is important because they target different grounds and are affected in different ways by changes to the seabed. It is	N	The inclusion of bottom drift netting was also raised through regulator comments on the PEIR. Bottom drift netting is now included in the ES, and a key consideration in determining the potential for significant effects to occur. **Application Document 6.2.4.8 Part 4 Marine Chapter 8 Commercial Fisheries** concludes there to be potential for moderate effects (significant) on static gear fisheries during construction, operation, and decommissioning phases, relating to the Proposed Project. Additional mitigation has therefore been included to reduce this potential impact, and ensure early and regular consultation with fishers are upheld, with the aim of ensuring the fishing communities' views are heard in a timely manner, allowing the development to take an informed approach moving forward. **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology** appraises the disturbance of the seabed (and its recoverability) and recruitment of habitat dependant species back to the location of the cable lay as having no significant effects. The technical report that accompanies the ES chapter has been updated to include distinct bottom drift netting data which has informed the updates to the assessment since PEIR.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	also important to understand that when bottom drifting, the gear is shot across the tide and not along it as with static netting. Without proper consideration of bottom drifting, any assessment of sensitivity and magnitude and the impact on the Thanet fleet is incorrect.		
Thanet Fishermen's Association	Cable Crossings/Cable protection We are aware that the Sea Link cable route will cross multiple other cables which will include BT Mercator, Q&E telecom, Neuconnect interconnector, Gridlink interconnector, Thanet Offshore Windfarm, Nemo Interconnector, Britned Interconnector and numerous others, all of which have dealt with Thanet Fishermen's Association. How these cable crossings, and any other sections where the cable needs external protection, are dealt with will potentially have a direct impact on any bottom drift ground that the cable route dissects. Up to 13.2km of external protection such as rock berm, concrete mattress, rock bags etc are mentioned near the start of the document, but later under preliminary sensitivity on page 33, it states that up to 13.2km of berms at a 3:1 gradient are planned to prevent fishing gear snagging. A 3:1 rock berm will stop any bottom drifting occurring and is obviously a major concern to TFA. The type of protection that is used can make a significant difference to whether the ground can be fished again by certain methods and TFA continuously asks that consideration is given to each crossing/protection area to minimize the loss of ground. Similar issues occurred with the Nemo cable which passed through drift ground, but having added frond mats to the cable protection, these have since been drifted over. On the chart we provided showing where TFA vessels fish, we consider there will be between 6 and 10 cable crossings, depending when Sealink is laid, but we have not been able to find a chart in the Commercial Fisheries chapter showing where cable protection will be used in order that we can see which fishing grounds might be affected.	N	Communication between developers regarding cable crossings, post installation surveys, and ongoing consultation with the fishing community regarding cable protection design are mitigation measures included in **Application Document 6.2.4.11 Part 4 Marine Chapter 11 Inter-Project Cumulative Effects**; particularly with consideration of snagging risk to bottom drift net fisheries. Regarding the 1:3 ratio of berms placed at crossings locations, **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** states that where specialised structures may be required, an alternate design may be co-engineered by the 3rd Party Asset Owner and National Grid. Nemo Link was also raised in regulator feedback as a learning point for this development. As states above, consultations with the fishing community on the design of cable protection will be ongoing.
Thanet Fishermen's Association	Redundant cable removal We have not seen reference to redundant cable removal and how cable cut ends are dealt with. Redundant cables can have a significant effect on how the ground can continue to be fished, depending on how they are dealt with. We have recently had significant problems with the BT Mercator cable, where cut ends were connected to concrete blocks and put back on the seabed, closing the ground to drifting until the problem was solved.	N	**Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** states that an initial decommissioning plan (including potential redundant cable removal) will be written once the final route and installation methodology is engineered by the Contractor post submission. This will be in accordance with all applicable legislation, best practice guidance and Shoreline Management Policies at the time of compilation. However, as decommissioning of the cable will be many decades into the future, regulatory requirements and industry best practice may change. This initial decommissioning plan will be updated throughout the life of the Proposed Project in preparation for the eventual decommissioning of it. When decommissioning comprises cable removal, the recovered cables/cable sections would be disposed of in accordance with the relevant waste stream management regulations at the time of decommissioning. In light of the previous issue noted, it is expected that these events and any others will inform future best practice and legislation.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Thanet Fishermen's Association	Preliminary Assessment of Effects TFA has a number of concerns about the assessment of effects, but these are largely due to the lack of information or assessment on bottom drifting. The temporary loss of ground is common in this area as there are so many cross-sector projects, but the cumulative effect of multiple temporary or permanent ground closures must be considered when assessing displacement. Depending on the year that cable laying is undertaken there will need to be consideration for other projects and how they are also closing access to grounds for the Fishermen in the same area, this will affect the assessment of displacement.	N	The impact of multiple projects in the area on commercial fisheries is assessed in **Application Document 6.2.4.11 Part 4 Marine Chapter 11 Inter-Project Cumulative Effects**.
Thanet Fishermen's Association	On page 41 under Operation phase, National Grid states it does not condone demersal fishing taking place over cables and goes on to say 'Furthermore, vessels are expected to follow Mariner's Handbook, MCA, and admiralty chart guidance, avoiding the immediate location of the cable. This will result in permanent loss of localised fishing grounds to trawlers.' There are currently no trawlers in TFA, though this may change at any time, but there are trawlers from Whitstable who fish the middle section of the route. There is currently no law stopping fishermen trawling over cables. The Telegraph Act states a Fisherman cannot wilfully damage a cable but does not say he cannot fish or trawl over a cable. The assessment of this permanent loss of ground to trawlers is then briefly considered as medium but is later reduced to not significant due to the availability of other fishing grounds. The sheer volume of cables in this area means that if the Sealink position were applied and trawling was not allowed over cables it would be the demise of the trawling industry. We consider this position on trawling over cables should not be part of the impact assessment because it is an opinion of Sea Link, which TFA strongly disagrees with, and not a law. We are also conscious that a statement like this means discussions on mitigation for this fishing method are less likely, which takes us back to how cables are protected and crossings are covered. This position on demersal fishing again highlights our concern that bottom drifting has been classed as mobile gear by Sea Link. We accept that the document states that consultation is ongoing but want to make sure that engagement on all of the concerns and mitigations above are recognised now, prior to final decisions being made. Our response is brief and has been quickly put together as we were not aware of the deadline on comments until a couple of days ago. We ask that TFA is engaged on all the points of concern and is given the opportunity to have input on decisions that will affect our vessels, including cable protection, redundant cable cut ends, fishing over cables and trawl and bottom drift surveys.	N	This statement has been updated in the ES, acknowledging that no legislation or private powers currently exists which prevent access to the area where cables will be buried and / or protected, and referencing the key guidance highlighted in this response. The permanent loss of fishing grounds for all fisheries, including trawlers, has been considered and updated in **Application Document 6.2.4.8 Part 4 Marine Chapter 8 Commercial Fisheries** and, with commitment to additional mitigation, have been deemed to have minor significance. Additionally, a preliminary assessment of the cumulative impacts of multiple cable routes have been appraised in **Application Document 6.2.4.11 Part 4 Marine Chapter 11 Inter-Project Cumulative Effects**. Additional mitigation measures include commitment to ongoing and timely consultation with the fishing community, including the design of cable protection, and cumulative effects, highlighting bottom drift nets as a key consideration. This will provide an opportunity for Thanet Fishermen's Association to discuss the topics raised. The ES has been updated to ensure clarity that drift nets are classified as static gear, and assessed as such. Additional reference and consideration has been made and to their movement while soaking.

Table 1.21 Climate change

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Feedback form			
Q1 Do you have any comments to make about the principle of reinforcing the network between Suffolk and Kent?			
Local community	The positions chosen land based are impacting many habitats both in Suffolk and in Kent at Pegwell and Minster Marshes which will be severely impacted. There is a Climate Change and Ecological Crisis the 2 are intrinsically linked the proposed does not deal with the infrastructure implications for flora and fauna. Mitigation, Biodiversity Net Gain and translocation of species cannot replace the damage caused by the converter construction at Minster Marshes that is a reality. Also the Environment Agency own flood risk maps show this area could be severely impacted by 2050 so it seems insane to build a converter in such a vulnerable location.	N	A climate change risk assessment is included within **Application Document 6.2.5.1 Part 5 Combined Chapter 1 Climate Change**. This assessment includes an assessment of climate change risks (including flooding) in accordance with the Institute of Environmental Management and Assessment good practice guidance for climate change risk assessments in Environmental Impact Assessments. A separate, more detailed flood risk assessment has been conducted within **Application Document 6.8 Flood Risk Assessment**. The flood risk assessment involves detailed modelling and assessment, and accounts for the impacts of climate change on flooding. The link between climate change and ecology is recognised. Through the EIA process, National Grid has developed mitigation measures to offset the impact on terrestrial ecology. The Proposed Project is committed to achieving 10% Biodiversity Net Gain. Further details are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**.
Q17 Anything else? Comments			
Local community	I appreciate that you have to consider your shareholders when making these plans and so will be planning for the most cost effective way to achieve this. However, there are more important considerations than money: especially now when so much of our wildlife is under threat. Minster Marshes are a very special place and should not be disrupted in this way. Also as I have already commented, the cost to your shareholders will be enormous as when this area becomes flooded it will all have been a complete waste of their money. The Climate Change Risk and Impact Assessment for Kent (June 2020) predicts that in less than 20 years the sea will have risen by 0.29 m and by 0.8m in less than 40. Further it also states that rainfall will have increased by up to 20% in the winter by 2040. These projections are already on the conservative side as we all know that global warming is happening exponentially quicker than anticipated. This site will become unusable by you and further it will add to the flooding that will occur.	N	A climate change risk assessment is included within **Application Document 6.2.5.1 Part 5 Combined Chapter 1 Climate Change**. This assessment includes an assessment of climate change risks (including flooding) in accordance with the Institute of Environmental Management and Assessment good practice guidance for climate change risk assessments in Environmental Impact Assessments. A separate, more detailed flood risk assessment has been conducted within **Application Document 6.8 Flood Risk Assessment**. The flood risk assessment involves detailed modelling and assessment, and accounts for the impacts of climate change on flooding.
Local community	I don't think there is anything else that needs to be in or discarded as the proposals are very detailed and do highlight the importance of Sea Link to national infrastructure and is important to UK's key commitments to reach Net Zero and have a low carbon economy for 2040/2050.	N	National Grid acknowledges this comment and thanks the respondent for the support.
Q20 Do you have any other comments about Sea Link to give that you have not previously mentioned?			
Local community	Is money making obfuscating a strategic plan for the future of the grid? There seems to be a mismatch in the rhetoric and speed for net zero. Projects seem to be springing up without due consideration of the air traffic control (my words) to land them all by 2030. The rush to net zero without an overall spatial strategy, particularly in East Anglia, looks like a Heath Robinson approach. I feel that the national conversation on energy infrastructure must	N	National Grid acknowledges this feedback but it is not possible for them for give regard to comments made about Government policy. National Grid's duties and obligations involve balancing the need to be economic and efficient, whilst also having regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. Efforts to minimise the impacts of the Proposed Project are therefore embedded within the design.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	include the many other harms in its pursuit. Where is the conversation that includes how net zero pollutes too. Where in the supply/value chain are the polluting climate harms and human rights in the manufacture (cables), transportation of products, and the scarcity of materials in the pursuit of net zero. Where is the bigger picture impact of chasing our UK net zero goals - the need for speed driving poor decision making and bad projects.		National Grid has listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised these impacts onshore and offshore where possible. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce environmental impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. The reasoning behind the selection of the location and the alternatives considered is set out in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**. The Proposed Project Environmental Statement has been produced in line with guidance and legislation, following extensive consultation with key stakeholders and survey work to inform avoidance, mitigation or (where necessary) habitat compensatory provision requirements.
General commentary			
Local community	Wetlands are known to be highly effective forms of carbon capture, needing to be extended to meet climate change targets. It is perverse to destroy wetlands in the name of "green" electricity.	N	National Grid has a duty to balance the need to be economic and efficient, whilst also having regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. As such, National Grid is rigorously assessing the Proposed Project's impact on designated sites and the environment, adhering to the "mitigation hierarchy" by avoiding, minimising, restoring and offsetting impacts. A climate change risk assessment is included within **Application Document 6.2.5.1 Part 5 Combined Chapter 1 Climate Change,** while the assessment is provided in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity** considers the effect of the Proposed Project upon habitats within this area. Where land perceived to be of value is lost as a result of new permanent infrastructure this needs to be balanced with the Proposed Project needs case, which will help the UK with British Energy Security Strategy 'Security of Supply' and with helping the UK to meet its Net Zero target to reduce carbon emissions. National Grid acknowledges the respondent's concerns about the potential impacts of the Proposed Project and is committed to developing a Proposed Project that takes account of the feedback received during the course of consultation to avoid or minimise as far as possible and to mitigate the significant effects of the construction and operation phases. The Proposed Project is committed to achieving 10% Biodiversity Net Gain. Further details are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**.
RSPB	The RSPB believes that climate change poses the greatest threat to wildlife and people that we face today. Decarbonising the UK's energy sector will be vital in the fight against dangerous climate change and switching to renewable sources of energy is essential to achieving this goal. The RSPB is therefore supportive of renewable energy projects (and associated works required to the network) providing adverse impacts on wildlife and habitats can be avoided through careful siting and design. Currently, however, protected wildlife sites are threatened by damage from a range of energy projects in Suffolk, including Sizewell C and several National Grid infrastructure projects. We need Government, National Grid and OFGEM to work together to develop a more strategic approach to the planning of energy projects to enable a response to the energy	N	National Grid as part of its submission has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and local communities (see **Application Document 7.10 Coordination Document**). National Grid has engaged with other project developers, seeking to identify opportunities for co-ordination whilst maintaining its obligations to facilitate network connection agreements by providing the required network reinforcement. In doing so, National Grid acknowledges the respondent's concerns about the potential impacts of the Proposed Project and is committed to developing a Proposed Project that takes account of the feedback received during the course of consultation to avoid or minimise as far as possible and to mitigate the significant effects of the construction and operation phases. The Proposed Project is committed to achieving 10% Biodiversity Net Gain. Further details are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	and climate crisis that helps us to achieve a ‘nature friendly net zero’.		The effects of the Proposed Project and the other projects planned in Suffolk are considered together in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.

Table 1.22 Combined effect of Proposed Project

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Feedback form			
Q1 Do you have any comments to make about the principle of reinforcing the network between Suffolk and Kent?			
Local community	I strongly oppose the proposed location of the Sea Link converter station and associated infrastructure at Minster Marshes. The site's proximity to several protected marine environments, including Special Protection Areas (SPAs), Special Areas of Conservation (SACs), Ramsar sites, and a National Nature Reserve, raises significant concerns about the potential harm it could inflict on the delicate ecosystems within these areas. The construction activities would undoubtedly disrupt the natural habitats of numerous wildlife species, many of which are protected under the Wildlife and Countryside Act 1981, including endangered and Red List species. Moreover, the site adjoins the Minster Marshes SSSI, a strip of land teeming with diverse wildlife, putting its delicate balance at risk. The proposed site falls within an area that has already undergone considerable development related to power generation, including the Battery Plant and Grid Stability Plant, and the Nemo link project, which resulted in the construction of a converter station and associated infrastructure on the nearby Richborough Power Station site. This string of large-scale developments has already had a detrimental impact on the biodiversity of the region, necessitating careful consideration of the cumulative effect of these projects and any future ones. The proposed site's susceptibility to flooding and its long-term vulnerability to sea-level rise further compound the environmental concerns. The proposed infrastructure could exacerbate these risks, potentially jeopardizing the site's stability and posing a threat to the surrounding environment. While I recognize the importance of decarbonization and the need to facilitate the efficient distribution of renewable energy, I believe that alternative sites, such as brownfield areas, should be explored as more suitable locations for the Sea Link converter station and associated infrastructure. Additionally, Modular Offshore Grid options warrant thorough consideration. The absence of information regarding the evaluation of alternative sites and the evidence used to select Minster Marshes raises questions about the thoroughness of the planning process. In conclusion, I firmly oppose the proposed location of the Sea Link converter station and associated infrastructure at Minster Marshes due to the site's proximity to protected marine environments, its proximity to an already impacted area, its susceptibility to flooding, and the lack of consideration of alternative sites. I urge the planning authorities to reconsider this decision and prioritize the protection of the environment while pursuing decarbonization and renewable energy goals.	N	National Grid acknowledges the ecological sensitivity of Minster Marshes and Pegwell Bay and recognises the statutory designations mentioned in the feedback. A detailed impact assessment is provided in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. The marine impacts of the Proposed Project are assessed in **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment**. National Grid acknowledges that the Proposed Project, together with other planned projects in the area, may have cumulative impacts and as such has undertaken a complete assessment of potential cumulative impacts in **Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects**. A detailed flood risk assessment has been conducted within **Application Document 6.8 Flood Risk Assessment**. The flood risk assessment involves detailed modelling and assessment, and accounts for the impacts of climate change on flooding. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. National Grid has listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised these impacts onshore and offshore where possible. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce environmental impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. The reasoning behind the selection of the location and the alternatives considered is set out in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Q2 What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously? Comments			
Local community	We have told you again and again that a substation in Friston is not acceptable. In addition to not listening to the public and our local politicians you have now rerouted your landing point and coming across Leiston Road on your way to Friston. Your suggested landing area is in the middle of AONB and has nature reserves on it and should not be allowed to be dug up. In addition, it is a large draw for tourists with several bird viewing platforms so you would not only disturb nature but also the local economy. Leiston road is not suitable for heavy traffic or machinery either from the Aldeburgh side (narrow road and roundabout) or from Aldringham as the road cannot take this traffic without properties along the road being damaged by movement in the ground (sand soil), Are you planning to pay for all the damage in our properties? It is quite clear that a more suitable landing is by Sizewell as that area is already disturbed, coordinate with EDF.	N	The effects arising from the Suffolk Onshore Scheme on the AONB are outlined within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. This includes reference to the statutory purpose of conserving and enhancing natural beauty as set out in the assessment considering the published Natural Beauty indicators and the relevant AONB indicators to landscape and visual matters. A complete assessment of socio-economics effects, including tourism, has been undertaken. This is set out in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. The chapter concludes that there are no anticipated significant effects as a result of the Proposed Project. **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport,** informed by surveys and modelling, demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network. The reasoning behind the selection of the location and the alternatives considered is set out in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**. In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure.
Local community	My comments relate to the Suffolk plans. The area is largely covered by an AONB and already has one nuclear power plant, very soon it will almost certainly have another. With a third decommissioned nuclear plant also a blight on the landscape. These plans will have a strong and unwanted ecological effect not only on the AONB but also SSSIs. A further concern is heavy and plant machinery using the few narrow access roads that exist, which are also used by school buses and families. Furthermore, I understand that brownfield sites exist in Essex which would be better suited to house this infrastructure.	N	
Q7 What do you think about our proposed HVDC cable route in Suffolk? Comments			
Local community	A high voltage direct current cable connection of approx. 10km in length between the proposed converter station near Saxmundham and a transition joint bay approximately 900m inshore from a landfall point is not needed if other solutions were developed. There will need to be haul roads, workers compounds/parking, areas for spoil and equipment access to dig the trench across rural, farm land with residential properties in an area of tranquillity, dark skies and important habitats. This will negatively affect wildlife, the environment, people's lives and our tourism economy. The joint bay has been located immediately adjacent to the Area of Outstanding Natural Beauty and North Warren RSPB reserve which should be protected from development.	N	The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. The need case for the Proposed Project has identified that connection is required within the Sizewell area, therefore delivery outside of this area would not fulfil the network reinforcement requirement that the Proposed Project is intended to provide. The reasoning behind the selection of the location and the alternatives considered is set out in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**. National Grid is in discussion with the RSPB and Natural England (as well as the Suffolk Councils) regarding the route of the HVDC cable and the location of the joint bays and the high importance of the RSPB reserve and the AONB is noted. This is a major reason why the reserve will be traversed through trenchless methods.
Local community	This cable route would not be needed if other solutions were developed. North Warren RSPB reserve should be protected from development. I see the joint bay has been located immediately adjacent to the Area of Outstanding Natural Beauty! The cable route will require haul roads, parking areas, workers compounds.	N	A complete assessment of the impacts on agriculture in Suffolk has been undertaken. This is set out in **Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils**. National Grid is committed to conserving and enhancing the natural beauty of the landscape, including a dark skies policy pertaining to use of lighting on new infrastructure. The effects of the Proposed Project have been assessed and carefully considered in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual and**

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	The trenches will go across rural, farm land in an area of tranquility and wildlife habitats. All of this will greatly affect people's lives and the important tourism economy. The local people will be greatly affected by all of the above.		**Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. The mitigation hierarchy has been applied to lessen effects where possible. During construction, contractors will be required to adhere to **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** and develop their own task-specific management plans. These plans will help the control and management of any nuisance such as air and noise during construction. Furthermore, **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk** is provided to help mitigate any potential impacts. This document includes construction traffic management measures that will be implemented in support of the Proposed Project, to avoid any adverse impacts on the surrounding networks during the construction phase.
Q10 What do you think about our proposed landfall between Aldeburgh and Thorpeness? Comments			
Local community	This is totally unacceptable in an area of Outstanding Natural Beauty, SSSI, part of the North Warren RSPB nature reserve and internationally important for our tourism economy, enjoyed by everyone for their mental and physical health and well-being. This option has been discounted by other developers. It is of great concern that you claim that up to three projects could use this area for landfall.	N	National Grid is in discussion with the RSPB and Natural England (as well as the Suffolk Councils) regarding the route of the HVDC cable and the location of the joint bays and the high importance of the RSPB reserve and the AONB is noted. This is a major reason why the reserve will be traversed through trenchless methods. A complete assessment of socio-economics effects has been undertaken. This is set out in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. The chapter concludes that there are no anticipated significant effects as a result of the Proposed Project. The health and safety of the public, local communities and employees is central to everything that National Grid does. Throughout the development of the proposals, National Grid have carefully evaluated the potential impacts of the Proposed Project on health and wellbeing, and where appropriate identified means of mitigating any impacts. Health and wellbeing impacts are assessed in **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing and Application Document 6.2.3.11 Part 3 Kent Chapter 11 Health and Wellbeing**. National Grid acknowledges that the Proposed Project, together with other planned projects in the area, may have cumulative impacts and as such has undertaken a complete assessment of potential cumulative impacts in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. Mitigation measures are listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	This proposed landfall route is entirely unsuitable. It will cause irreparable damage to the seashore, the AONB and the RSBP reserve. The narrow roads between Aldeburgh and Thorpeness, and Aldeburgh and Leiston are entirely unsuitable for this level of development. The much-loved walkway along the disused railway line will be closed and irreparably damaged. This route hosts hundreds and hundreds of visitors at all times of the year. Added to this devastation for residents and visitors is the mindless destruction of wildlife habitats. We are told the wildlife will return but this is not born out by the evidence. The other projects have not selected this option but Sea Link still try to convince us that all three projects might collaborate!	N	The potential impacts of the Proposed Project on the AONB and North Warren Nature Reserve are acknowledged. The assessment of effects on the AONB is set out within **Application Document Part 2 Suffolk Chapter 1 Landscape and Visual,** and the effects on the North Warren site in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. The mitigation hierarchy has been applied to lessen effects where possible. An initial ground investigation survey has been undertaken to provide information to confirm the viability of a trenchless solution for the landfall at this location. This construction solution will minimise potential impacts on terrestrial biodiversity and the AONB. A complete assessment of socio-economics effects has been undertaken. This is set out in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics,**

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Recreation and Tourism. The chapter concludes that there are no anticipated significant effects as a result of the Proposed Project. Further details on coordinated construction will emerge in due course, as National Grid maintains ongoing dialogue with other developers. However, these other projects are outside the control of National Grid. Details of how the Proposed Project it has coordinated with other projects are contained in **Application Document 7.10 Coordination Document**.
Q14 What do you think about our proposed converter station and adjacent substation near Minster? Comments			
Local community	The proposed location for the converter station and adjacent substation is a very poor choice. The planned site is Grade 2 Agricultural Land – very good quality. Protecting the UK's ability to produce our own food to avoid reliance on imports is crucial and the location currently produces in excess of 110 tons of wheat a year which will be lost if this land is compulsorily purchased. In addition, the site is a haven for wildlife and supports a unique biodiversity. The convertor station and associated construction will not only cause immense damage to the local ecosystem during its lengthy construction but will also have a long-term impact which will be nothing short of disastrous. The massive construction will not only affect wildlife through its sheer mass but the pylons, light pollution, noise pollution and electromagnetic fields will all adversely affect this fragile landscape. The flood risks do not appear to have been considered. In the short term, this will impact Southern Water's ability to expand its sewage treatment operations which will be critical to deal with the additional load created by the expansion of housing in Thanet. The proposed construction will inevitably create massive amounts of 'run-off', even with mitigating measures such as a green roof. A large part of the marshes will no longer soak water up because the vast area of the building will mean there will be nowhere for the rainwater to go. According to Climate Central forecasts, this site will be underwater by 2050. This will necessitate building additional flood defences near the proposed cable landing site at Pegwell Bay and in Sandwich Town to stop the River Stour breaking its banks, as it has already done on several occasions. Creating holding lakes or underground tanks will be of little use as the area is already just above sea level and saturated most of the year. We were not provided with modelling of this, or an assessment of how it would affect surrounding areas and buildings as well as the village of Minster itself.	N	A complete assessment of the impacts on agriculture in Suffolk has been undertaken. This is set out in **Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils**. The Proposed Project is also committed to achieving 10% Biodiversity Net Gain. Further details relating to the ecology assessment are contained in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. Further details regarding Biodiversity Net Gain are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**. Lighting impacts are included within the Proposed Project ES in **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**. The potential for noise impacts as a result of the Proposed Project are assessed in **Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration**. In the UK there are exposure limits in place to protect against EMF effects. Those exposure limits have been set independently by an international commission of scientists who carefully review all the research which has investigated EMF and health effects. There have been over four decades of research looking into whether EMFs can cause health effects, and there are no established effects below the exposure limits. All of National Grid's electricity equipment is designed to produce EMFs below the limits set by the Government that are in place to protect us all. This will be fully and publicly documented in the DCO submission. A detailed flood risk assessment has been conducted within **Application Document 6.8 Flood Risk Assessment**. The flood risk assessment involves detailed modelling and assessment, and accounts for the impacts of climate change on flooding. National Grid is aware of Southern Water's requirements and is maintaining ongoing dialogue with them about the potential impacts of the Proposed Project upon its assets in terms of ongoing maintenance, future needs and access to the waste water treatment works.
Q20 Do you have any other comments about Sea Link to give that you have not previously mentioned?			
Local community	I am extremely concerned that the decision-makers will not listen to the responses of local people and take them seriously enough to halt these proposals and explore other options that will be significantly less harmful to the environment and the local	N	National Grid has carefully considered all feedback submitted in response to its pre-application public consultations when developing its plans. Throughout the development of the proposals, it has sought to show how feedback has informed the development of the plans. For example, the Project Overview Document published as part of the Statutory

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	communities. We are the ones that will have to live with up to 12 years of a significant increase in traffic, noise, light, pollution and then the resulting eyesore, with its accompanying noise and light pollution, dominating the landscape for generations to come. Wildlife will be destroyed, ecosystems destroyed, the tourism trade will reduce, and the scheme offers no meaningful employment options so the community will lose on every level if this goes ahead. I am not averse to progress - this proposed scheme does not feel like progress, it feels like a small rural community being beaten into submission by large corporations that want to make their jobs easier. There are other alternatives that would save the country money and would have far less impact on the environment and the local community and I would urge the decision makers to explore these and make a reassessment of this scheme.		consultation specifically addresses how feedback had informed changes to its plans, whilst the Non-Statutory Consultation Report published at this consultation considers in further detail feedback received to the Non-statutory consultation. This Consultation Report provides a detailed analysis of feedback received to National Grid's pre-application public consultations on the Proposed Project, along with how this feedback informed the development of its plans. The alternatives considered are addressed within **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered and Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. National Grid has undertaken a full and complete assessment of the potential impacts of the Proposed Project as evidenced in the suite of ES documents that accompany the DCO application. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce ecology and biodiversity impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. Referral should be made to the following documents regarding the issues mentioned in the feedback: • **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual;** • **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual;** • **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality;** • **Application Document 6.2.3.8 Part 3 Kent Chapter 8 Air Quality;** • **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration;** • **Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration;** • **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport; and** • **Application Document 6.2.2.7 Part 3 Kent Chapter 7 Traffic and Transport.** It is anticipated that around 30% of the construction phase jobs would be taken by local workers.
Local community	The proposed Sea Link project's sheer scale and scope will undoubtedly inflict a negative impact on the surrounding environment, particularly the unique biodiversity and the highly valued marine and SSSI habitats. The documentation fails to acknowledge this crucial aspect, raising concerns about the project's environmental impact assessment.	N	National Grid has undertaken a full and complete assessment of the potential impacts of the Proposed Project as evidenced in the suite of ES documents that accompany the DCO application. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce ecology and biodiversity impacts and effects through the process of design development, and by embedding measures into

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	The transportation of construction materials alone will pose significant ecological harm. The initial surveying and borehole activities have already damaged access roads, hedgerows, fields, grasslands, and scrubland, disrupting the natural habitats of wildlife that are not accustomed to such disturbances. The anticipated four-year construction period will involve the creation of temporary construction areas to accommodate the plant and construction materials. These areas, along with the associated roadways, will undoubtedly cause widespread damage beyond the project's footprint, jeopardizing the delicate balance of the ecosystem. Once displaced, wildlife is unlikely to return to these disturbed areas. The massive earthmoving operations and material handling during construction will generate noise, dust, and light pollution, further disrupting the ecosystem and creating an environment incompatible with the survival of many wildlife species. The increased traffic, both during and after construction, will also exacerbate the adverse effects on the local environment. The lack of a comprehensive mitigation plan to address the projected environmental impacts, particularly the displacement and potential loss of wildlife, raises serious concerns about the project's sustainability. The document fails to provide a clear picture of how the existing wildlife will be able to survive the construction phase and the long-term operation of the Sea Link project.		the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. An extensive programme of environmental surveys has been undertaken including for breeding and non-breeding birds, reptiles, invertebrates, badger, riparian mammals, dormice and plants. A rigorous impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. The Proposed Project is also committed to achieving 10% Biodiversity Net Gain. Further details relating to the ecology assessment are contained in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity and Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. Further details regarding Biodiversity Net Gain are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**. The potential impacts of the construction phase in relation to noise, dust and traffic generation and light pollution are considered in **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration, Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality, Application Document 7.5.1.1 Construction Traffic Management and Travel Plan – Suffolk and Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**, while National Grid is committed to conserving and enhancing the natural beauty of the landscape, including a dark skies policy pertaining to use of lighting on new infrastructure. Related mitigation measures are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). The EIA process is responsible for establishing the baseline environmental condition of the Proposed Project area, which then determines the mitigation that National Grid must put in place. This is then discussed with the relevant statutory advisory services such as Natural England, Historic England and the Environment Agency. The Proposed Project environmental specialists are responsible for determining the mitigation measures to be put in place, and mitigation is actively being considered within the relevant Management Plans to be provided to the Main Works Contractors'.
General commentary			
Local community	The choice of the area to the East of Saxmundham for the construction of the converter station (possibly up to three converter stations, currently) seems to have been made to achieve maximum visual impact. The site is elevated and the 26-metre-high converter station(s) will therefore be a widely visible eyesore that will degrade the attractiveness of the area to tourists. Concrete will render large parts of these fields impermeable to water, causing a flood risk to the surrounding area. This is not a brownfield site; there will be a substantial loss of Grade 1 arable land. NG's proposals are predicated upon the construction of the substation proposed at Friston. The Friston site was itself recognised as being unsuitable for the Scottish Power Renewables	N	National Grid's duties and obligations involve balancing the need to be economic and efficient, whilst also having regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. When assessing potential options for the location of new infrastructure, National Grid sought to minimise impacts on the most sensitive areas, including the Suffolk and Essex Coast and Heaths National Landscape. Potential impacts of the converter station on the visual amenity and landscape are set out within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. National Grid's landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section of the ES. Mitigation includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting and has been designed in collaboration with relevant stakeholders.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	(SPR) substation proposals by the Examining Authority. It is widely felt locally that over the last five years we have been subjected to a process of manipulation and obfuscation by NG and SPR with the objective of obtaining consent for the construction of the Friston substation. This substation is a Trojan horse used to justify a series of further projects, including Sealink. In short, the proposed Saxmundham site will have serious detrimental effects on the local landscape, economy and people, and is itself based on the ill-conceived selection of Friston as the site for the substation. It is a compounding of errors by which NG and SPR profit while the people of East Suffolk pay. The proposals include a landfall between Aldeburgh and Thorpeness. This delicate coastline is important to wildlife and includes the RSPB North Warren nature reserve. Wildlife habitat will be degraded by disturbance. The sediments here are fragile and may be damaged by drilling. The proposals appear careless of these risks. The Sea Link proposals include a HVAC cable route from the Friston substation to Saxmundham, and a HVDC cable route to just North of North Warren RSPB reserve. The construction of these will be environmentally damaging and disruptive to traffic, especially as they will broadly coincide with cable corridor construction by SPR.		Furthermore, the ES sets out the environmental considerations, including landscape and visual considerations, which have informed the siting and outline design of the proposed Converter Station. The design of this structure, in terms of the building form and the external materials, will be developed alongside consultation and stakeholder feedback. A Design Code for the building will be provided with the application for development consent. The Design Code will provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and will seek engagement with local design panels to further inform the design and development process. A detailed flood risk assessment has been conducted within **Application Document 6.8 Flood Risk Assessment**. The flood risk assessment involves detailed modelling and assessment, and accounts for the impacts of climate change on flooding. The judicial review challenges at the Friston Substation have been rejected by the London Court of Appeal. An initial ground investigation survey has been undertaken to provide information to confirm the viability of a trenchless solution for the landfall at this location. This construction solution will minimise potential impacts on terrestrial biodiversity and the AONB.

Table 1.23 Habitat screening regulations

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
General commentary			
Local community	I am aware that National Infrastructure Projects such as Sealink can sometimes override predicted impacts on European sites, if considered to be of great enough importance. However, there is an important clause in the Habitats Regulations legislation, underpinning the SPA and SAC designations: the first derogation test, which states there must be no other feasible alternative solutions that would cause less or no damage to this or other European sites. A famous precedent for this law was set by the Dibden Bay Enquiry in 2004, which rejected the proposal for a port on the grounds that there were suitable alternatives elsewhere. One possible feasible alternative solution to the current Sealink proposal would be to build an offshore grid connection and make landfall at a less damaging location, potentially with existing terrestrial infrastructure that could be adopted, such as at Bradwell or the Isle of Grain. NG seem not to have recognised the need to fully explore the feasible alternatives to the chosen route. They risk this becoming a very protracted and expensive planning process if they do not fully explore these alternatives, which will be counter-productive for the UK and its net zero energy target. I therefore strongly disagree with the current landfall and routeing options, and the overall principle of bringing Sealink onshore in Suffolk, to connect with the existing electricity network at Friston, where wildlife sites of European importance are very likely to be impacted. I recommend that an offshore grid alternative is fully explored so that energy can be fed directly from offshore wind farms and interconnectors, into areas where this electricity is most needed, thereby circumventing the requirement for Sealink.		**Application Document 6.6 Habitats Regulations Assessment Report** provides an assessment of the likely significant effects of the Proposed Project on internationally important wildlife sites such as Special Areas of Conservation, Special Protection Areas and Ramsar sites. In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. National Grid has listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised these impacts onshore and offshore where possible. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce environmental impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. Reasoning behind the connection location for the Proposed Project has been addressed within **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered and Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.

Table 1.24 Marine conservation zone assessment

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Feedback form			
Q11 Do you have any comments or issues you would like us to take into consideration regarding our marine proposals?			
Local community	I am extremely concerned that the marine proposals include running the cable through the protected area of Margate Long Sands Special Area of Conservation (SAC). This area supports Annex I habitats, which are protected under European Law, and it should therefore not be disturbed with the cable. I am also concerned about the extent to which this level of development may cause irreversible habitat loss to Goodwin Sands which is in a Marine Conservation Zone (MCZ) and supports diverse epifauna such as Sabellaria Reefs, a priority habitat and blue mussel beds.	N	Margate and Long Sands SAC is 3 km west of the Offshore Scheme. A detailed routeing and siting study was undertaken to ensure the complete avoidance of the Annex 1 habitat features in this SAC. Since the production of the PEIR and Statutory consultation, the Offshore Scheme has been re-routed to avoid the Goodwin Sands MCZ. This will avoid direct impacts, and reduce the impacts to the known and potential benthic receptors located within the area including *Sabellaria spinulosa* and *Mytilus edulis.* Information can be found in **Application Document 6.11 Marine Conservation Zone Assessment**.
Local community	How can a national infrastructure project be developed to ignore protected areas such as the Outer Thames Estuary SPA, Thanet Coast and Sandwich Bay SPA, Thanet Coast and Sandwich Bay RAMSAR, Sandwich and Pegwell Bay NNR, Sandwich to Hacklinge Marshes SSSI? These sites are protected for good reason, i.e. their importance to the environment, providing a safe haven and habitat for wildlife, including redlisted species. Thanet Coast is an internationally designated Special Area of Conservation with Pegwell Bay Nature Reserve being in the nationally designated Marine Conservation Zone. What does this mean? If not that these areas should be preserved and cared for because they are environmentally important. Grey and common seals rest on sandbanks in the Stour estuary. These are protected mammals in the UK and under the EU Habitats directive Conservation of Seals Act 1970 and Conservation of Offshore Marine Habitats and Species Regulations 2017. These would be severely disturbed by any works in this area. Why can't the marine proposal be sited alongside already existing shipping lanes to avoid disruption to these protected and fragile ecosystems? Consideration of the former Kingsnorth Power Station site for the Converter station must surely restrict the marine impact as the cable would not then be required to pass through these protected marine zones.	N	National Grid has recognised the importance of statutory designated sites in its assessments of potential impacts of the Proposed Project. Further details are contained in to **Application Document 6.11 Marine Conservation Zone Assessment, Application Document 6.2.4.4 Part 4 Marine Chapter 4 Marine Mammals, Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity and Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. The Offshore Route has been sited to avoid sensitive receptors in the marine environment wherever possible. Drop Down Video or Remotely Operated Vehicle mounted cameras may be used to confirm the locations and extents of sensitive benthic habitats or features. This would inform micro-routeing of submarine cable systems to avoid or minimise interactions with these features in so far as practicable. In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. This includes the old power station at Kingsnorth. The main alternatives to the Proposed Project are outlined in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**.
Local community	At sea I understand there is risk to a Marine Conservation Zone at Goodwin Sands where fish use the area as a spawning and nursery grounds. The offshore cable will impact habitats, associated with Margate Long Sands which is a Special Area of Conservation. I would have thought anyone at the National Grid would not want to come within miles of these areas, not so close as to risk causing a major problem	N	Margate and Long Sands SAC is 3 km west of the Offshore Scheme. A detailed routeing and siting study was undertaken to ensure the complete avoidance of the Annex 1 habitat features in this SAC. Since the production of the PEIR and Statutory consultation, the Offshore Scheme has been re-routed to avoid the Goodwin Sands MCZ. This will avoid direct impacts, and reduce the impacts to the known and potential benthic receptors located within the area including *Sabellaria spinulosa* and *Mytilus edulis.* Information can be found in **Application Document 6.11 Marine Conservation Zone Assessment**.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Q12 What do you think about our proposed landfall at Pegwell Bay? Comments			
Local community	The offshore cable will impact European protected Annex I habitats, likely associated with Margate Long Sands Special Area of Conservation (SAC). The development has the potential to cause irreversible habitat loss to Goodwin Sands which is in a Marine Conservation Zone (MCZ) and supports diverse epifauna such as Sabellaria Reefs, a priority habitat and blue mussel beds. The sandbanks are also important spawning and nursery grounds for species such as thornback rays.	N	There will be no impacts of the Proposed Project on Margate Long Sands SAC. Since the production of the PEIR and Statutory consultation, the Offshore Scheme has been re-routed to avoid the Goodwin Sands MCZ. This will avoid direct impacts, and reduce the impacts to the known and potential benthic receptors located within the area including *Sabellaria spinulosa* and *Mytilus edulis.* Information can be found in **Application Document 6.11 Marine Conservation Zone Assessment**.
General commentary			
CPRE Kent	As a countryside-focused charity, our expertise and therefore principal concerns are naturally land-oriented. We, however, note the significant concerns being raised by those environmental and NGO counterparts who do have more of a marine focus. In particular, we note and endorse the comments of Kent Wildlife Trust, which again points to the fact that the cable is planned through the protected area of Margate Long Sands Special Area of Conservation (SAC), which supports Habitats Protected under European Law. We would also agree that the development clearly has the potential to cause irreversible priority habitat loss to Goodwin Sands, which is in a Marine Conservation Zone (MCZ). We also note its comments regarding damage to Sabellaria Reefs, a priority habitat, and blue mussel beds.	N	There will be no impacts of the Proposed Project on Margate Long Sands SAC. Since the production of the PEIR and Statutory consultation, the Offshore Scheme has been re-routed to avoid the Goodwin Sands MCZ. This will avoid direct impacts, and reduce the impacts to the known and potential benthic receptors located within the area including *Sabellaria spinulosa* and *Mytilus edulis.* Information can be found in **Application Document 6.11 Marine Conservation Zone Assessment**. The Nemo Link project was a joint venture, continental interconnector in partnership with Belgian Elia. The Proposed Project is a piece of domestic transmission infrastructure owned by National Grid.

Table 1.25 Alternative solutions

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Feedback form			
Q1 Do you have any comments to make about the principle of reinforcing the network between Suffolk and Kent?			
Local community	National Grid must look to brownfield sites, not greenfield sites if they must build converter stations and their infrastructure. I do support 'Green Energy' but not at the expense of our wildlife and biodiverse environments. We have a biodiversity crisis as well as a climate one. Why not use brownfield site Kings North on the Hoo Peninsula? Or any other brownfield site? Why not put the converter station on a platform out at sea? What other sites were considered and why were they unsuitable?	N	Potential impacts on wildlife in Kent are contained in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity** and impacts relating to climate change are considered in **Application Document 6.2.5.1 Part 5 Combined Chapter 1 Climate Change.** In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. National Grid has listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised these impacts onshore and offshore where possible. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce environmental impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;**

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			• **Application Document 7.13 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
Local community	The network needs reinforcing between Suffolk and Kent, however the choice of Friston and Saxmundham for sub-station and converter station is completely flawed. The obvious choice for the infrastructure is Sizewell where the overhead lines originate and where work will shortly be undertaken on a 3rd nuclear power plant. All of the electrical infrastructure for Sealink, Lionlink and Scottish Power should be kept in one power generating centre, namely Sizewell, and central government should be banging heads together in order to facilitate such an outcome. National Grid were originally meant to be using the cable route from Bawdsey to the electrical sub-station in Ipswich, and this still strikes me as a preferable alternative to concreting over attractive agricultural land in the middle of the countryside. The argument against Bawdsey was that somehow the wrong cables had been laid, but as the cable route already exists, why not use it / enhance it / upgrade it for these latest developments.	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. As part of the DCO submission, National Grid has prepared **Application Document 7.10 Coordination Document**. This document provides an overview of the coordination efforts to date, including details of ongoing coordination activities in the design stages, proposed approaches to coordination in the forthcoming DCO application process and throughout the delivery phases of the related projects. Bawdsey is the landfall location for the East Anglia ONE and East Anglia TWO offshore windfarms. This location has not been assessed as a potential option for the Proposed Project and is not referenced in the Strategic Options Report or the Corridor Preliminary Routeing and Siting Study. The underground HVDC cable route will not materially change the rural character of the area in which it will be located, while the Proposed Project's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.13 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
Local community	I reject all of the Sea Link, as well as Scottish Power, proposals as the much better solution is to take all this infrastructure offshore. This would the easier for all those involved, so quicker and therefore cheaper with the vastly reduced impact on the environment and communities. Sea Link should consolidate its energy infrastructure offshore with the energy from the wind farms such as EA1/EA2 and take the power directly to where it will be used in London/South East. The landfall and onshore infrastructure should be at a brownfield site (e.g. Bradwell). This is the same transmission	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	network being executed by Belgium, Holland and other leading European wind power countries.		cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. National Grid has listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised these impacts onshore and offshore where possible. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce environmental impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.13 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
Q2 What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously? Comments			
Local community	Previous feedback requested alternative option to use brown field sites or an offshore solution and this wasn't incorporated. National Grid has ignored concerns at all stages of previous consultation. Local MP has suggested alternative Brownfield sites and this has been ignored.	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network.
Local community	It is essential from a delivery perspective as well as an environmental and sustainability perspective that the proposals requiring the erection of large numbers of new pylons and or new converter station(s) and or substation(s) are located on 'brownfield land' and as close as possible to National Grid's existing (high-voltage) assets and existing corridors. There are significant amounts of available brownfield land in the required scale that could be utilised throughout the area of interest.	N	It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	In some instances similar utility infrastructure uses are already present. In our opinion sites/land with these characteristics should be utilised in the first instance. Brownfield land is available in sufficient scales to accommodate the required converter and substation land take plus the additional land inevitably required during the construction phase.		German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. National Grid has listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised these impacts onshore and offshore where possible. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce environmental impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.13 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
Q3 What do you think about how our proposal to connect not the existing network via the proposed Friston substation? Comments			
Local community	Use on offshore grid and take the power ashore on a brownfield site in an industrial area, close to where it is needed.	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. National Grid has listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised these impacts onshore and offshore where possible. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce environmental impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.13 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
Local community	Should be in the Thames Valley where the power is needed.	N	The use of sites outside of East Suffolk does not resolve the needs case/network boundary issues as outlined in sections 4 and 5 of the Project Background Document. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.13 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
Q4 What do you think about our proposed HVAC cable route in Suffolk? Comments			
Local community	A High voltage alternating current (HVAC) underground cable of approximately 1.7km in length between the proposed Friston substation and the proposed Converter station (near Saxmundham)	N	Where National Grid has a converter station which changes the energy from DC to AC, they then need to connect it back to their system at the nearest AC substation. There is no alternative network which could accommodate the high levels of energy (circa 2 gigawatts) that this Proposed Project seeks to deliver.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	would not be needed if the power could be transmitted via the existing network.		
Q5 What do you think about our proposed converter station, including its proposed location? Comments			
Local community	It is not the right location. The converter station would not be needed if alternative solutions are developed.	N	HVDC is the most efficient solution where power needs to flow in either direction depending on transmission faults between the Kent and the Sizewell area. To have a HVDC system, converter stations are required.
Q7 What do you think about our proposed HVDC cable route in Suffolk? Comments			
Local community	It looks like National Grid propose to bring a HVDC cable ashore from the offshore windfarms between Aldeburgh and Thorpeness, then dig a trench to lay the cable in to just outside Saxmundham to your proposed converter station and then dig another trench to the proposed Friston substation with a HVAC cable. Then from Friston substation another HVDC cable will be installed back to the coast and along a single marine corridor down to Kent. If an offshore converter station was installed near the windfarms just like they are on the other side of the North Sea, Sea Link could take the cable from the offshore converter station direct to Kent, saving destroying this lovely part of Suffolk coast and cost at the same time.	N	The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. The need case for the Proposed Project has identified that connection is required within the Sizewell area, therefore delivery outside of this area would not fulfil the network reinforcement requirement that the Proposed Project is intended to provide. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.13 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
Q11 Do you have any comments or issues you would like us to take into consideration regarding our marine proposals?			
Local community	A marine solution is the only answer to this problem. The subsea high voltage direct current cable could be extended up to the North Norfolk coast to facilitate connection of other offshore installations off of that coast, thus obliterating the need for a new 120km run of high voltage pylon through Norfolk, Suffolk and Essex, which is widely opposed by the local authorities, local population and local MPs!	N	The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for the Proposed Project. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;**

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			• **Application Document 7.13 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
Local community	The proposed 130km of subsea high voltage direct current cable running between the landfalls at Suffolk and Kent is an interesting given Kent already has a Nemo cable and so the question needs to be asked why this infrastructure could not have included a 'future proof' element to ensure cables were laid at the same time where they cross over and so reducing the additional impact on our much protected, marine environment. In addition, there seems to have been no consideration of: • The possibility of an off shore converter, as they are doing off the coast of Belgium where new technologies are being developed that will future proof their supply and which would limit the impact on land or • The use of the old power station site at Kingsnorth, near Rochester on the Hoo Peninsula, a brown field site that would enable connection to the National Grid and reduce the length of subsea high voltage direct current cable needed.	N	The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for the Proposed Project. Due to the different timescales of the Proposed Project and the Nemo project, coordination reflected in this comment was not possible. In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.13 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Local community	Our marine life need to be protected as well as our wildlife on land. Using the old power station site at Kingsnorth on the Hoo Peninsula, which is a brown field site would surely be a better option as it would enable connection to the National grid and reduce the amount of high voltage subsea cable needed.	N	The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for the Proposed Project. In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.13 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
Local community	Makes no sense to go around Kent in to Pegwell, you're using more cable than needed and destroying more of the ocean than you need to. Go straight from Margate for example or Cliftonville where there is already an eyesore of a sewage works which pollutes the sea so a substation won't make any difference next to it.	N	
Local community	It would make more sense to run the Kent end of the cable from the Isle of Grain as there is a large brown site where the old power station was. If you worked with the German link both cables could be run from here to a point out at sea where they could spur off to their intended locations. This would at least go some way towards saving some natural habitat. Have you ever considered platforms at sea to house these buildings and be more like the Belgiums.	N	
Local community	If a connection is needed? I wonder if this is so then the route seems sensible as there is a landfall location in Cliffsend already and this should be utilised. If this is not possible there is a large area along in Sandwich, formally the Pfizer site which is unused and could be easily regenerated for the converter station. It is close to the existing substation network and so connection is easier. Green marshland should not be used.	N	
Sandwich Town Council	The Sea Link Project provides no evidence that it has considered the possibility of other options such as: - An offshore converter, such as is being utilised off the coast of Belgium where new technologies are being developed that will future proof their supply and which would limit the impact on land, or - The use of the old power station site at Kingsnorth, near Rochester on the Hoo Peninsula. This option would reduce the length of subsea high voltage direct current cable needed. - The Dungeness site has also not been considered as an option in the evidence presented in the consultation documentation.	N	National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. There is insufficient space at the Richborough Power Station site and at Dungeness for a converter station. National Grid has listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised these impacts onshore and offshore

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			where possible. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce environmental impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.13 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
Q12 What do you think about our proposed landfall at Pegwell Bay? Comments			
Local community	I am sceptical of this location and I wonder if the north coast of Thanet has been considered, particularly just west of Minnis Bay?	N	Information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.13 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
Q13 What do you think about our proposed HVDC cable route in Kent? Comments			
Local community	Why don't you put it across the old Manston Airport?	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. The SoS for Transport has granted a DCO for works to reopen Manston Airport primarily as an international freight airport so the site is not an option. Further information is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;**

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			• **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.13 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
Q14 What do you think about our proposed converter station and adjacent substation near Minster? Comments			
Local community	Could it not be moved closer to the Sandwich business park which was once Pfizer?	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.13 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
Local community	Why has no consideration been given to the existing Richborough Power Station site for the location of the substation? As well as this site there are other existing and some unused industrial sites closer to the proposed landfall sites.	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. There is insufficient space at the Richborough Power Station site for a converter station. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.13 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
Q17 Anything else? Comments			

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Local community	National Grid do not appear to have given enough consideration to looking for alternative sites in the area which may also provide access to the National Grid. In Suffolk several sites were considered but in Kent only one. National Grid should widen their consideration of suitable sites and look for a site near existing commercial development, brown field sites or green field sites that will have less impact on the local environment, wild life and landscape before deciding on the site they are now proposing.	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.13 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
Local community	While I fully understand the need for increased energy provision and increased energy security, for all the reasons given above I do not agree with, and do not believe that it is sustainable, to build a converter building on this ecologically important marshland. I know that other options have been suggested, such as an offshore platform or a site on the Isle of Grain. However, I am pragmatic and realise that NGET are already a long way down the path of this project and have already spent a lot of time and money exploring their options and consulting with statutory organisations. I also understand that there are time pressures to complete this project in order for the UK to meet its net zero targets. Therefore, my suggestion is to utilise a site that NGET have already considered, namely Site B. Site B was discounted because the terrestrial route between landfall at North Foreland and the converter station was deemed too problematic. Ideally this should be looked at again applying some lateral thinking and circumnavigating the perceived problems. Failing that, I would like to put forward a suggestion that Site B is reinstated as the primary option but using the landfall at Pegwell Bay instead of North Foreland. I must emphasise that I still do not support the landfall at the sensitive Pegwell Bay site but if this Sea Link project is given the go ahead I believe this proposal could be preferable to building on the Minster Marshes. The underground terrestrial cables could be extended across farmland towards Monkton village, staying South of the airport, and then cross under (or over) the A299 to site B.	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. While there are technical challenges associated with delivery of a converter station for each option in Kent (as acknowledged in in the comments), **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022),** explains the assessment process. This study concludes that Richborough Energy Park and Richborough Port are located within Area A which provides an opportunity to site the converter station within an area adjacent to similar infrastructure or industrial land uses. Part of the Sandwich Bay to Hacklinge Marshes SSSI extends into this area but converter station siting could avoid this designation. Part of this area is within the flood zones 2 and 3 but there are opportunities to site a converter station outside of these zones. The network connection point (Richborough substation) is located within this area therefore minimising the length of HVAC connection back to the network. There is one designated site within Area B (a Scheduled Monument) located immediately adjacent to the south of the A299. The area contains Manston Business Park, Columbus Avenue Industrial Estate, and an area with larger scale agricultural buildings. Manston airport is located to the southeast. Whilst the existing development in this area is not related to energy there are opportunities to site a converter station adjacent to these other industries. Area B is located further from the network connection point at Richborough substation and development of a converter station site in this area would require approximately 5km of HVAC connection. When considering all receptors, constraints and opportunities the preferred converter site option area for the Richborough Substation connection point is converter site option Area A. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in:

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	Site B is much higher above sea level than the Minster marshes, and therefore not at risk of flooding. When I made this suggestion at one of the consultation meeting there was some initial interest shown. However, one representative remarked that, due to the mass of the converter station, it would appear too prominent in this raised location. That one remark seemed to shut down the conversation, but I do think that this solution deserves more investigation. There are many large industrial units on or near site B, such as Thanet Earth and Manston Industrial Park, so I am sure that, with careful screening and some of the mitigating design options outlined in the Converter Station design booklet the building would not appear too prominent. The Minster marshes site would need to be built up an estimated 3m to bring the converter station above the water table level, just as the battery plant next door has had to do. So, if there is a problem with the height of the converter at site B, perhaps the ground could be excavated to a depth of 3 metres or more to mitigate it. A converter at Site B would also be able to hook up to the exiting overhead lines which run close by. I believe this is an option worth considering.		• **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.13 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
Q19 Do you have any other comments about how we could deliver environmental mitigation and enhancement (such as hedgerow creation, native tree planting or funding local wildlife groups) as part of our proposals?			
Local community	You need to pay attention to the feedback. Many viable alternatives have been made. You now need to study these properly and you will then be better informed. There is no sense in blindly forging ahead without fully assessing the alternative options proposed by public feedback. There are no constraints to your moving the project to a hub and grid offshore. It has been achieved by other energy projects and is the only conceivable solution for the future.	N	National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. National Grid has listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised these impacts onshore and offshore where possible. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce environmental

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.13 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
Q20 Do you have any other comments about Sea Link to give that you have not previously mentioned?			
Local community	I have lived in this area for many years and was very disappointed by the recent Sea Link consultation. It did not take into account the suggestions from last year's non-statutory consultation regarding offshore options and brownfield landfalls. I am in favour of offshore wind energy, but not the current misguided plans for the associated onshore infrastructure. The cumulative impact of these plans will devastate Nationally protected environmental areas, bring roads to a standstill and destroy the local tourism economy with the loss of jobs for many years. A better solution for consumers involves an offshore grid approach, taking wind energy offshore, closer to where it is needed in London and the South East, going onshore at Brownfield sites, e.g. Bradwell-on-Sea, Isle of Grain, Tilbury, etc. There would be no need for Sea Link if pilot tests were considered taking power directly closer to where it is needed, e.g. East Anglia One North and East Anglia Two pooling their energy with LionLink taking the power to Bradwell-on-Sea. I support a pause to allow for a review of all proposed East Anglian transmission infrastructure and a fully costed cost-benefit analysis for an integrated offshore grid.	N	National Grid Electricity Transmission (the Proposed Project), North Falls (Offshore Wind Farm) and Five Estuaries (Offshore Wind Farm) have been working together to explore the potential for offshore coordination as part of the Offshore Transmission Network Review (OTNR) “Early Opportunities” workstream. The projects, acting together in a consortium led by North Falls, were awarded funding by the Department of Energy Security and Net Zero (DESNZ) through the Offshore Coordination Support Scheme (OCSS) in December 2023. On 28 March 2024, the consortium submitted a high-level feasibility study that formed the first step of the grant funding agreement. The study assessed the feasibility of a coordinated offshore connection specifically: the capital costs; building blocks; construction and commissioning methodologies and overall programme associated with a coordinated solution. The Secretary of State for Energy Security and Net Zero has reviewed this study, amongst other information and has decided not to grant further funding to the consortium. The feasibility study identified that coordination is technically feasible however, it also identified: • an increase in capital costs of up to £890 million; • constraint costs associated with an outage on the Proposed Project of over £500 million; and • a programme delay for North Falls and Five Estuaries of up to five years. Given the significant extra costs and the negative impact on the delivery timeline of connecting more renewables to the UK energy system, especially considering the government's commitment to quadruple offshore wind and fully decarbonise the UK's electricity system by 2030, the consortium supports the Secretary of State’s decision and will not be further pursuing a coordinated offshore connection. As part of the DCO application, National Grid has undertaken an inter-project cumulative impacts assessment for any potential of cumulative or in-combination effects,

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			Application Document 6.2.2.13 Part 2 Suffolk Inter-Project Cumulative Effects and Application Document 6.2.3.13 Part 3 Kent Inter-Project Cumulative Effects.
Local community	You have failed to consider the obvious solution of an offshore grid. This could have an 2GW offshore converter station allowing AC from the wind farms (and potentially Sizewell C) to be converted into DC for onward distribution to areas of high electricity usage via an offshore cable. The technology exists and TenneT Nederland are a key player. Why despoil a unique environment in coastal East Suffolk when there is a viable alternative solution?	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. This includes the old power station at Kingsnorth. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. National Grid has listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised these impacts onshore and offshore where possible. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce environmental impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.13 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. Flooding concerns are noted. **Application Document 6.8 Flood Risk Assessment** has been informed by information on historical and recent flooding incidents in the locality. The Proposed Project has engaged with the Environment Agency regarding the
Local community	I would like to see National Grid prove that they are a green, environmentally responsible company by providing serious brown field alternatives for their reinforcing of the network project. They should not just take the path of least resistance. We must be joined up when thinking of our future. Achieving net zero cannot be at the expense of the environment. This is needed for human health and well being as much as moving away from using fossil fuels. The two go hand in hand. Just because Minster marshes have similar constructions in the surrounding area encroaching on the land doesn't mean that it is right to add more. This particular area has lost so much of its green spaces and is in need of regeneration in this respect, not more building. Richborough has already lost a nature reserve. Thanet only makes up 2% of the area of Kent and already it has been tasked with building 9% of Kent's required house building. A converter station of this magnitude just cannot be sustained in this area.	N	
Local community	I am very concerned about the area chosen as once destroyed it can never be replaced, would feel more at ease if fully explained why any other sites have not been considered and tested: could an offshore converter not be considered like in Belgium, surely in another few years this site will need to be expanded which is not possible at location chosen also by 2050 the converter station would be underwater according to scientific proposals for flood levels! There is also the brownfield site of the old power station site at Kingsnorth, near Rochester.	N	

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			proposed works within areas prone to flooding and has agreed a flood risk mitigation strategy. The mitigation measures are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** secured through Requirement 6 of Schedule 3 of the draft DCO **(Application Document 3.1**).
General commentary			
Local community	Why have you not considered an offshore/brownfield solution? In your option selection process, you have failed completely to justify at the outset the selection of a landfall and converter station in Suffolk. Para 3.1.6 of your Strategic Option Report sets out where the power is needed, and the following sections 3.2 and 3.3 set out quite clearly how the 'NETS SQSS' defines performance parameters in discrete transmission systems, and detail the surplus of power expected to be generated above local needs in the Suffolk transmission systems. Figure 3.1 on page 23 of the report inadvertently demonstrates the oddity of bringing still more locally unnecessary (and unwanted) power to the region, and then transferring it out again, rather than looking for ways to bring it more efficiently to the areas where it is needed. If there were a way of doing exactly that, then Sealink would be unnecessary; and if this way involved working as our interconnector partners in Belgium and Holland and Denmark and Germany are working, then so much the better, surely? Experience to build on. If avoiding Suffolk entirely and building a strategic network offshore through the construction of a Modular Offshore Grid could be done without delaying the outputs of Sealink (such as they are), and without risking the destruction of greenfield and ecologically/environmentally sensitive sites by making a combined landfall at a brownfield site closer to the relevant transmission system, then that too would surely be a Good Thing? And finally, if it could be done for less money that would be, surely, an advantage to the taxpayer and the consumer? Or even if it could be done for not much more money, since economic efficiency should be '..considered on an equal footing..' with environmental and community impacts, and even the Electricity Act of 1989 asks applicants for connections to '…have regard to the desirability of preserving natural beauty, of conserving flora, fauna and geological or physiographical features of special interest and of protecting sites, buildings and objects of architectural, historic or archaeological interest; and …do what [they] reasonably can to mitigate any effect which the proposals would have on the natural beauty of the countryside or on any such flora, fauna, features, sites, buildings or objects…..' So my request to NGET is to please explain clearly in its next steps exactly why the only options that have been considered for public comment exclude all those options which our neighbouring	N	National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. Similarly, in developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the available brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce ecology and biodiversity impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. National Grid have listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised these impacts onshore and offshore where possible. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;**

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	countries, our government (in the ONTR/HND) and local communities and their elected representatives are anxious to see tested.		• **Application Document 7.13 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
Campsea Ashe Parish Council	Like most affected neighbouring PC's, Campsea Ashe opposes all onshore elements of Sea Link and Lion Link (& Nautilus). These projects do not generate renewable energy or improve energy security, they create no long term employment but will cause widespread environmental damage and pose a further risk to the local tourism industry, a key part of the local economy. Furthermore, with the feasible option of a Modular Off-shore Grid (MOG) solution, as has already been demonstrated by our European neighbours, it seems not logical to pursue an option that would create such massive impacts in such a small geographical area.	N	National Grid acknowledges your objection to the Proposed Project. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.13 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce ecology and biodiversity impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. An ES has been prepared and submitted as part of the DCO application (see Volume 6 of the DCO submission). With regard to the impact on tourism, details are contained in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. This chapter concludes that there are no likely significant effects on tourism as a result of the Proposed Project. It is anticipated that around 30% of the construction phase jobs would be taken by local workers.

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			Mitigation measures are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	I would like to inquire whether any offshore alternatives have been considered in the planning stages of this project. Offshore energy solutions, if strategically implemented, can offer several advantages, including minimized environmental impact, reduced visual disturbance, and a more efficient use of resources. Exploring offshore alternatives may present a more sustainable and responsible long-term solution. I urge you to consider the long-term consequences of the Sealink proposal and thoroughly explore alternative, environmentally friendly options, such as offshore wind farms. Investing in sustainable energy solutions that prioritize the well-being of our communities and ecosystems will contribute to a cleaner and more responsible energy future.	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. This includes Bradwell. The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for the Proposed Project. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. National Grid has listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised these impacts onshore and offshore where possible. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce environmental impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;**
Local community	Why has there been no offshore assessment? As mentioned above, why are our European neighbours going down the offshore route? They will also be needing cost-effective proposals so it would not appear that case that offshore would be more expensive. What about brownfield sites such as Bradwell, or in the Thames Estuary where there is already a vast amount of industrialisation. There would be no need for Sea Link if pilot tests like East Anglia One North and East Anglia Two pooled their energy to LionLink and took the power to Bradwell.	N	

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			• Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered; • Application Document 7.13 Coordination Document; and • Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.

Table 1.26 Design

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Feedback form			
Q2 What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously?			
Local community	Confirmation that all of the excavated trench will be reinstated to ground level and topsoiled and allowed to return to its original natural condition, any trees that are removed are replaced with new trees but not necessarily in their original location.	N	National Grid confirms that this is the case. All trenches will be reinstated to ground level, topsoil replaced and new tress will be planted as part of the Biodiversity Net Gain programme.
Local community	Coming ashore between Thorpeness and Aldeburgh seems the least disruptive, compared to the Sandlings north of Thorpeness. Friston substation needs more work; still too high. Needs to be sunk so hardly visible from ground level. Convention station near Saxmundham also needs to be sunk to below ground level. Can all the work that is being done combine with other projects so there is less destruction across our coastline?	N	With regard to sinking Friston Substation, National Grid has assessed the ground conditions at the proposed site and they are not suitable to allow this to occur. National Grid are looking at how to keep the size as small as possible. Similarly, ground conditions are not amenable to fully sinking the converter station. Excavation of a vast amount of material is also an issue here. Where possible, National Grid is looking at cutting into the slope to provide a small a footprint as possible. The topographical features of the site will be harnessed in the design. As part of the DCO submission, National Grid has produced a report which provides an overview of its coordination efforts to date, including details of ongoing coordination activities in the design stages, proposed approaches to coordination in the forthcoming DCO application process and throughout the delivery phases of the related projects (**Application Document 7.10 Coordination Document**).
Q3 What do you think about our proposal to connect into the existing network via the proposed Friston Substation?			
Local community	The transmission lines are already there. The proposed site is in a good rural location - provided adequate access roads are provided.	N	National Grid acknowledges this comment and thanks the respondent for the support.
Q4 What do you think about our proposed HVAC cable route in Suffolk? Comments			
Local community	The cable should be constructed using horizontal direct drilling not surface trenching.	N	For the HVAC cable route, a trenchless construction solution is not the preferred option as it will require a wider swathe and larger construction compounds. Instead the installation will be ducted which will allow the trenches to be opened and backfilled quicker than a direct buried solution. The commitment to a trenchless solution is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Q5 What do you think about our proposed converter station, including its proposed location? Comments			
Local community	Can it be sunk to ground level?	N	Ground conditions at the site for the converter station are not amenable to fully sinking it. Excavation of a vast amount of material is also an issue here. Where possible, National Grid is looking at cutting into the slope to provide a small a footprint as possible. The topographical features of the site will be harnessed in the design.
Q10 Is there anything further you would like us to take into consideration when developing our proposals in Suffolk?			
Local community	Your literature keeps mentioning how big the converter station and transition joint bays are, but I cannot find any information on the width and depth of the trenches? I read Sealink require a three cable duct and other projects could require an additional eight cable ducts for their HVDC cables, so what is the total width and depth of this trench? When DC cables are carrying current in the same direction they cannot be laid side by side, as the magnetic field pushes them apart, so they will have to have a certain distance between them, this distance will increase the total width of the cable trench, so I	N	The HVDC cables in the marine environment will be bundled together; however, it is anticipated in the terrestrial environment, there will be a degree of separation for thermal efficiency and ease of maintenance. National Grid will be installing 2 HVDC cables in a trench approximately 2.3 m wide and 1.5 m deep. The project description is provided in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.

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	can only imagine the total width of a duct with 11 cables would be around the width of a four lane carriageway or wider? Strange you omit this information from your literature.		
Local Community	You have provided no detail on the following: (1) service roads, etc. (future needs of sites). (2) heights and scales of buildings (these structures cover areas and will be seen from space). (3) what the works will look like entail, spoil heads, junction structures, etc. The level of detail is very poor and not satisfactory when assembling a development proposal of such scale.	N	A large amount of information regarding the Proposed Project was provided during the Statutory consultation, as follows: • a summary newsletter (Section 7 of **Application Document 5.1.6 Appendix E Statutory Consultation**) outlining how members of the public could get involved in the consultation, including dates and times of public exhibitions, webinars and 'Ask the Expert' sessions, locations of where more detailed information about the proposals can be found (including both physical and virtual locations), how to submit feedback and the contact details for the Proposed Project team; • a Project Overview Document (Section 4 of **Application Document 5.1.6 Appendix E Statutory Consultation**) which gave a comprehensive overview of the Proposed Project, its various components and where to find more detailed information and contact the Proposed Project team. The document was written in non-technical language; • a condensed version of the Project Overview Document (Section 13 of **Application Document 5.1.6 Appendix E Statutory Consultation**) intended to concisely summarise and explain the background to the Proposed Project and proposals. This document was intended to have a read-time of less than 10 minutes; • an Options Selection and Design Evolution Report (**Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)**) which was a report outlining the development of the Proposed Project and the rationale behind each component; • Non-Statutory Consultation Report (Section 1 of **Application Document 5.1.4 Appendix C Non-Statutory Consultation**) which is a report presenting the results of the Non-statutory consultation that took place between 24 October and 18 December 2022. The report presents the feedback received and how National Grid had regard to the feedback; • a Feedback Form (Section 8 of **Application Document 5.1.6 Appendix E Statutory Consultation**) which had both open and closed questions designed to gain the thoughts and feedback on the Proposed Project. The Form was split into sections for Suffolk, Offshore, Kent and General; • consultation banners (Section 15 of **Application Document 5.1.6 Appendix E Statutory Consultation**) which were used during public information events. These were designed to provide an overview of key components of the Proposed Project and assist the understanding of the Proposed Project during consultation events. An audio version of the banners was made available; • plans and drawings were produced and made available on the Proposed Project website. Paper copies could be requested at no cost; and • a non-technical summary of the PEIR (Section 16 of **Application Document 5.1.6 Appendix E Statutory Consultation**) which summarises the environmental information and the results of the preliminary assessments of any likely significant effects of the Proposed Project, along with proposed mitigation

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			measures. The full PEIR was available to view on the Proposed Project website and paper copies of the PEIR could also be requested. Since the end of the Statutory consultation, National Grid has prepared an Environmental Statement which contains a complete description of the Proposed Project.
Local community	Any cable routeing should be using Horizontal Directional Drilling for all areas listed on SSSI, AONB and other protected classifications. It would not be acceptable to use open-cut, trenching technique in these protected areas.	N	Where cables are routed through sites with statutory designations, National Grid will employ trenchless solutions. It acknowledges that there will be a temporary impact until the trench is fully reinstated and any planting established. The impact on statutory designations is contained in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual and Application Document 6.2.2.2 Part 2 Suffolk Ecology and Biodiversity**. Mitigation measures and the commitment to a trenchless solution are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	I do not know what "kiosks" will look like - will they be intrusive? If so, all the more reason to locate the cable close to existing roads, Sizewell, and pylons. Why spoil the unspoilt?	N	Kiosks will be the only above-ground infrastructure associated with the cable routes. At each cable joint bay there would be an above ground kiosk, which would be used to monitor and occasionally test the underground cables. For the Proposed Project, it is likely that there would be two HVAC circuits each containing three cables, there would be a joint bay per circuit wherever cables need to be jointed and a kiosk per joint bay. Generally, the joint bays for the circuits would be aligned so that they are roughly in the same location, therefore in each of these locations you would expect to see two above ground kiosks, one for each circuit. These are non-intrusive and generally sited near roads and field boundaries. The complete project description is contained in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
Q11 Do you have any comments or issues you would like us to take into consideration regarding our marine proposals?			
Local community	There appears to be a depressing lack of future-proofing in terms of offshore links to current and likely future windfarms. I understand the 2GW limitation - but that suggests that the current plans should incorporate the facility for (or at least facilitate the future implementation of) a second (duplicate) line allowing for future offshore links.	N	National Grid Electricity Transmission (the Proposed Project), North Falls (Offshore Wind Farm) and Five Estuaries (Offshore Wind Farm) have been working together to explore the potential for offshore coordination as part of the Offshore Transmission Network Review (OTNR) “Early Opportunities” workstream. The projects, acting together in a consortium led by North Falls, were awarded funding by the Department of Energy Security and Net Zero (DESNZ) through the Offshore Coordination Support Scheme (OCSS) in December 2023. On 28 March 2024, the consortium submitted a high-level feasibility study that formed the first step of the grant funding agreement. The study assessed the feasibility of a coordinated offshore connection specifically: the capital costs; building blocks; construction and commissioning methodologies and overall programme associated with a coordinated solution. The Secretary of State for Energy Security and Net Zero has reviewed this study, amongst other information and has decided not to grant further funding to the consortium. The feasibility study identified that coordination is technically feasible however, it also identified: • an increase in capital costs of up to £890 million; • constraint costs associated with an outage on the Proposed Project of over £500 million; and • a programme delay for North Falls and Five Estuaries of up to five years. Given the significant extra costs and the negative impact on the delivery timeline of connecting more renewables to the UK energy system, especially considering the government's commitment to quadruple offshore wind and fully decarbonise the UK's

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			electricity system by 2030, the consortium supports the Secretary of State's decision and will not be further pursuing a coordinated offshore connection.
Local community	I have no problems with the marine proposals, but I think it is important that the cables are kept away from the wind farms as future development of the wind farms may be key to reach Net Zero so, keep that in mind when building and laying the cable near wind farms especially the 'London' wind farm.	N	National Grid acknowledges and thanks you for your comment. Details of the selection of the cable routes are contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)**.
Sandwich Heritage Harbour	We would comment that the sub surface presence be buried deep enough to be clear of craft capable of navigating in the area.	N	National Grid confirms that the target depth for marine cables will be 1-2.5 m. In line with Maritime and Coastguard Agency guidance, it is not planned to reduce the existing navigable water depth by more than 5% along any section of the cable (with respect to Chart Datum). It is therefore expected that under-keel clearance is only reduced at a very small number of locations, which are anticipated to be located close to the shore.
Q12 What do you think about our proposed landfall at Pegwell Bay?			
Local community	This is the best location from an environmental and cost perspective based on all the publicly available information.	N	National Grid acknowledges this comment and thanks the respondent for the support.
Local community	Low environmental impact at landfall the cable will be below the mudflats and buried under the roadway.	N	National Grid acknowledges this comment and thanks the respondent for the support.
Local community	It is in an area that already has industrial sites and is away from housing and wildlife areas.	N	National Grid acknowledges this comment and thanks the respondent for the support.
Q13 What do you think about our proposed HVDC cable route in Kent? Comments			
Local community	Needs underground cables.	N	National Grid confirms that the HVDC cables in Kent are underground from the landfall at Pegwell Bay to the converter station.
Local community	There is also very little detail in your proposals about how these cables will actually be installed. As described above, the installation of the Nemo Link caused immense damage to the area. The proposed route for Sea Link will cause even greater damage as it is so much longer. The additional pylons will be responsible for even more completely unnecessary and preventable bird deaths than we currently see because of the right angle effect of the proposed new lines. If the birds are flying parallel to the lines, which they can learn to do – they will now by caught by the crossing lines.	N	National Grid acknowledges the sensitivity of the area around the landfall and as such the HVDC cable will be installed through Pegwell Bay by trenchless technology from the mudflats to the rear of the golf courses (namely Stoneless and St Augustine's). This approach does not require the removal or topsoil or subsoil and minimises disruption at the surface. The commitment to a trenchless solution is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). As part of the Proposed Project Environmental Statement, National Grid commissioned various surveys looking at the potential impacts of the overhead lines on birds. These surveys included a collision survey and a carcass survey. The Kent Onshore Route has been designed to reduce the number of towers required and the area between the lines has been kept to a minimum to help prevent birds from getting trapped. The potential impacts on birds in Kent is presented in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**.
Local community	This cable route impacts on the environment and there is no clear indication as to how the underground cables will be put in place. Also, how it will cross the road and through St Augustine's golf course.	N	National Grid will employ a trenchless solution for the HVDC cable route and this includes construction under St Augustine's golf course and the A256. There are multiple techniques available with the choice of technique being dependent on the ground conditions and the parameters of the cable installation required. All techniques typically involve drilling under the obstacle and installing a duct or tunnel opening through which the cables can be pulled. The commitment to a trenchless solution is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Q14 What do you think about our proposed converter station and adjacent substation near Minster? Comments			

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Local community	The height of the station is huge- 26 metres. If possible, enlarge the footprint and reduce the height and select a green colour like the Thanet waste buildings close by.	N	The building will be designed where possible to sit within the landscape. It is not possible from an engineering perspective to increase the footprint of the building and decrease the height. The potential impacts of the Proposed Project with regard to the landscape are considered in **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	This will place two large structures very close to each other. Are there plans to reduce the impact of the substation by using a design that is similar to the one proposed for the converter station (on page 22).	N	
Q15 We have identified several design approaches for the converter station. Which approach(es) would you like to see explored at later design stages?			
Local community	I feel unable to select a 'design approach' because they are not to scale and not in context of the actual location, so do not give an accurate indication of how a horizontal view would look. In addition, it would have been helpful to give an aerial view of the various 'design approaches' again in the contact of the location and to scale. This needs addressing.	N	National Grid acknowledges that the design approaches given were not backed up by detailed design drawings. Views were sought over the architectural design approaches for both the Suffolk and Kent converter stations. National Grid are still in the process of considering feedback on this topic which will inform the detailed design approach within its DCO application (**Application Document 7.12.2 Design Principles – Kent**). The design contractor(s) will be required to follow the specific design codes and principles within this document.
Local community	It is difficult to comment on the design approaches for the converter station given this seems to be an inappropriate question to ask at this stage. A great deal more detail is therefore needed regarding the exact location, size and scope of the entire project and in the context of its location, 3D views would help. As a result, I feel unable to answer this question	N	
Local community	I think all the buildings should be underground.	N	It is not possible to accommodate all of the infrastructure underground due to the ground conditions and the nature of the technology being used in the at the Converter Station. The potential impacts of the Proposed Project with regard to the landscape are considered in **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	I feel very strongly that regardless of the design the buildings must have a living roof, and maybe the option of adding colour. There are many, many benefits to living roofs plus they are extremely low maintenance. They will help the pollinators and help to manage run-off during rain which is going to be a real issue if you plan to build here.	N	National Grid acknowledges this comment and thanks you for your interest in the Proposed Project. National Grid is still in the process of considering feedback on this topic which will inform the detailed design approach within its DCO application.
Local community	I understand that solar panels in the roofs are subject to restrictions due to NG not being allowed power generation except where it can be used in the buildings it is generated from, but there must be some way to make the buildings self-sufficient in energy production? From discussions with your engineers, I understood that bunding could only be a few inches high, and that due to the nature of the land, it would not be possibly to dig into the soil to any great extent. Therefore, my preferred option of a truly green roof, sunken building, with blended colouring, will not be possible. I am against	N	National Grid is working to ensure that the buildings are as energy efficient as possible, utilising all available technologies, while remaining within the parameters of the operational licence. National Grid are still in the process of considering feedback on this topic which will inform the detailed design approach within its DCO application. **Application Document 7.12.1 Design Principles – Suffolk** and **Application Document 7.11.1 Design Approach Document - Suffolk** provide information on the objectives of the design process for the Proposed Project including the Saxmundham Converter Station.

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	any building on the marshes site, as I do not belief it can be performed without destroying the local ecosystem.		
Local community	My default position is that I do not want a huge converter station, sub-station and all the accompanying roads, hardstanding and paraphernalia on the Minster marshes, I believe that there are other options which are much less harmful to this rare terrain which is home to so much wildlife. With that caveat, and if we do have to accommodate this monstrosity, please make sure that it as least conspicuous and least harmful to the environment and the wildlife as possible. A curved grass roof would help the pollinators, bunding would help to reduce the perception of size. Alternatively, appropriate use of colour to break up the mass and match to the surroundings. Screening with trees, either painted on the building and / or avenues of real trees. Any hardstanding such as parking spaces and roads should be constructed using permeable or semi-permeable materials wherever possible to allow rainwater absorption. Care should be taken to divert and attenuate rainwater runoff from the roof and elsewhere.	N	National Grid acknowledges your concerns. As part of the DCO application a comprehensive ES will be submitted which assesses the potential impacts of the Proposed Project on a wide variety of parameters. The potential impacts of the Proposed Project with regard to the landscape are considered in **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**. With regard to wildlife, **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity** considers the potential impact of the Proposed Project. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). National Grid will seek to minimise the impacts of the building. A set of Design Principles for the building is provided with the application for development consent (**Application Document 7.12.2 Design Principles – Kent**). The Design Principles will provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. National Grid will continue to engage with relevant stakeholders throughout the development of the Converter Station site design and in establishing masterplanning principles and is engaging with local design panels to further inform the design and development process. The Converter Station site will be designed in accordance with current guidance around management of surface water run off on the site itself and use of Sustainable Drainage Systems.
Local community	The structures built on the old Richborough Power Station site are of no architectural merit, resembling a cheap industrial unit using all coloured corrugated (i presume aluminium sheeting) the construction also has a short limited life. The new converter station should have some architectural merit because its' position is further away from the industrial zone and encroaching into Minster Marshes. Flat roof areas should be pitched to the maximum to allow green roofs (sedum) traditional pitched roofs should incorporate traditional finishes that reflect the marshes area. (Slate, copper to provide longevity to the building. The main structural steelwork frame should have elegant facades of hand made brick.	N	National Grid acknowledges this comment and thanks you for your interest in the Proposed Project. National Grid are still in the process of considering feedback on this topic which will inform the detailed design approach within its DCO application (**Application Document 7.12.2 Design Principles – Kent**). The design contractor(s) will be required to follow the specific design codes and principles within this document.
Q16 What do you think about our plans to use overhead lines to connect the proposed substation into the existing Richborough to Canterbury overhead line? Comments			
Local community	Is there no way the overhead lines could be routed underground?	N	Alternative options have been extensively assessed and while there may be perceived visual benefits associated with use of underground cables, on balance, overhead lines involve less impact on the marshes during construction and over the lifetime of the asset.
Local community	All new power lines should be ducted underground.	N	
Local community	Overhead cables will have an adverse effect on the environment, wildlife and landscape and will cross an area designated an SSSI. The increase in the number of pylons is undesirable and the change in direction will potentially affect the flight of wild fowl and wading	N	As part of the Proposed Project ES, National Grid commissioned various surveys looking at the potential impacts of the overhead lines on birds. These surveys included a collision survey and a carcass survey. The assessment of avian collision risk is an annex to **Application Document 6.3.3.2.F ES Appendix 3.2.F 2023-2024 Vantage Point Survey** and the surveys are reported in **Application Document 6.3.3.2.G ES Appendix 3.2.G OHL**

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	birds using nearby land taken out of agriculture to improve the environment for them. Underground cables are preferable but the need to avoid having structures on Ash Levels and outside the flood plain is understood. The powerline already crosses the River Stour to the west so a river crossing could be avoided if a site on the north side of the river further west could be found for the substation such as near to the existing Minster water treatment works. Alternatively a river crossing could be avoided if power lines are run west north of the river and east onto the Energy Park land. This would also mean that a longer length of the power line and more pylons could be removed from Ash Levels and because the powerlines will not need to turn so sharply, fewer towers are likely to be needed.		**Mortality Monitoring Report**. The Kent Onshore Route has been designed to reduce the number of towers required and the area between the lines has been kept to a minimum to help prevent birds from getting trapped. The potential impacts on birds in Kent is presented in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. Mitigation measures are detailed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of **Application Document 3.1 draft Development Consent Order**. Moving the OHL north of the river was considered during the optioneering process for this part of the Proposed Project, however, National Grid were advised by the project ornithology specialists that this could increase risks to the local bird population and move the OHL closer to sensitive receptors within Minster itself, along with further construction activity on the Ash Levels.
Q26 Do you have further comments about our materials, consultation process or any suggestions for how we can improve our consultation?			
Local community	How wide and deep are the cable trenches?	N	The typical width and depth for the cable trenches is 2.3 m and 1.5 m respectively, see **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** for further information.
General commentary			
Local community	Firstly the converter station just beyond Saxmundham with a height of 26 metres could easily become an eyesore. It needs to be built in an excavated hollow, minimising visual intrusion and enclosed by extensive mature tree planting. I think this would be geologically feasible if combined with local stream realignment.	N	The ES sets out the environmental considerations, including landscape and visual considerations, which have informed the siting and outline design of the proposed Converter Station. However, it is not possible to construct it in an excavated hollow due to the nature of the technology used, operational requirements and ground conditions. Details of the assessment are contained in **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Kent Wildlife Trist	It is understood that National Grid plan to use trenchless techniques such as HDD for Sea Link, however we are not convinced that there is enough evidence to support these claims. Within Appendix 1.4.F Outline Schedule of Environmental Commitments and Mitigation Measures it states, “at the Kent Landfall, the preferred installation method is a trenchless technique that will drill beneath the ground surface to avoid the need to trench the cables through the saltmarsh.” We wish to remind National Grid that they previously “committed” to trenchless techniques for the Nemo cables, however used open-cut trenching across the saltmarsh instead, damaging the bank at the back of the lagoon which was never restored. This has changed the flow of water throughout the area, altering the vegetation structure and integrity of the saltmarsh. KWT need more reassurance that National Grid can commit to trenchless techniques. If trenchless methods cannot be used, it is essential that National Grid review their alternative routes again, as	N	The Proposed Project has committed to making landfall using a trenchless technique. The commitment to a trenchless solution is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). The Nemo Link interconnector is a joint venture between National Grid Interconnector Holdings Limited, a subsidiary company of the UK’s National Grid Plc, and the Belgian Elia group which is a separate entity to National Grid Electricity Transmission. While the Proposed Project does make landfall in Pegwell Bay, National Grid have committed to the aforementioned trenchless technique to go beneath the sensitive saltmarsh habitat. It has undertaken two campaigns of marine surveys which have included geophysical and geotechnical surveys which have covered the marine route (see Appendix A of **Application Document 7.3 Design Development Report**). National Grid has also undertaken intertidal surveys at each landfall which included phase I and phase II surveys to characterise intertidal habitats and species. These can be found in **Application Document 6.3.4.2.C ES Appendix 4.2.C Intertidal Surveys 2023**. The potential impact of the Proposed Project in relation to noise and vibration is considered in **Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration**. Commitment GH02 in **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** includes for the provision of a Foundation Works Risk Assessment,

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	the rationale for choosing route K1 was that trenchless techniques could be used. We also note that open-cut trenching is proposed along ditches and watercourses. Commitments to using trenchless techniques should include all sensitive ecological areas and not be restricted to designated sites. The impacts using trenchless techniques also need to be addressed, such as breakout of drilling fluids, noise and vibrations. We would still expect to see measures made to mitigate against these risks and impacts. Overall, we feel the commitments made within the Outline Schedule of Environmental Commitments and Mitigation Measures fall short on ensuring designated sites and important ecological habitats are protected.		where required in areas proposed for trenchless crossings. This will be undertaken in accordance with Environment Agency guidance and will include the risk of drilling fluid loss. This is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	The impact of the landfall between Thorpeness and Aldeburgh needs to be set out in much more specific detail given its potential scale and the environmental sensitivity of the area concerned. For instance: why is the landfall so broad; will ecological corridors be severed; will there be tunnelling to reduce surface impacts; how long will the surface impacts last; what will be done to restore the habitats, with biodiversity net gain in the immediate area rather than somewhere quite different?	N	National Grid will employ a trenchless solution for the cable route. There are multiple techniques available with the choice of technique being dependent on the ground conditions and the parameters of the cable installation required. All techniques typically involve drilling under the obstacle and installing a duct or tunnel opening through which the cables can be pulled. The area for the landfall sites shown on the drawings is to allow for micro-siting and will not be fully taken up by the cables. Where trenchless techniques are not proposed, National Grid acknowledges that there will be a temporary impact until the trench is fully reinstated and any planting established. Details are contained in **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan – Suffolk**. The commitment to a trenchless solution is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). The Proposed Project is committed to achieving 10% Biodiversity Net Gain. Further details are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**.
RSPB	Commitment to use trenchless techniques at landfall PEIR, Vol. 2, Part 1, Appendix 1.4.F Outline Schedule of Environmental Commitments and Mitigation Measures states that: “The preferred installation method for the Suffolk Landfall is a trenchless technique to minimise the loss of habitat within the Site of Special Scientific Interest (SSSI): Leiston – Aldeburgh and North Warren RSPB Reserve.” Whilst we welcome this intention, this should be made a firm commitment as soon as geotechnical trials confirm that trenchless techniques are a suitable option. In the event that this cannot be confirmed, an alternative route should be proposed. This is because the works to install a cable via open trenching, along with the associated haul route and vehicle movements could cause long term damage to coastal and wetland habitats (including ditches) which support features of SSSI interest.	N	The Proposed Project has committed to making landfall using a trenchless technique. The commitment to a trenchless solution is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	While we recognise that Sea Link is proof that offshore transmission is feasible, viable and necessary, we continue to call for a pause and review which aims for:	N	National Grid Electricity Transmission (Proposed Project), North Falls (Offshore Wind Farm) and Five Estuaries (Offshore Wind Farm) have been working together to explore the potential for offshore coordination as part of the Offshore Transmission Network Review

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	· a co-ordinated review of all proposed transmission infrastructure that makes landfall on the East Anglian coast, · the use of the most up-to-date methodology and cost assumptions to assess need, and provide full transparency to all stakeholders. Recently, the Hiorns Report has thrown doubt on National Grid Electricity Transmission's methodology ('Norwich to Tilbury'), saying that workings and assumptions are not transparent, that limited sensitivities have been tested and that the most up-to-date methodology may not have been used. We have no reason to assume that the same incorrect methodology has not been used for Sea Link, · An objective assessment of landing points at both ends of Sea Link, specifically brownfield and where there is existing infrastructure (as required by National Policy Statements and the Electricity Act 1989). Hiorns found that interconnectors could be moved further south to Bradwell or Tilbury, · A fully costed scenario for an integrated offshore grid, consistent with and directly comparable to projections for the currently proposed transmission schemes. Furthermore, Hiorns found that the earliest likely connection date for Sizewell C is 2035 and that there are doubts about timings of wind farm connections that Sea Link's justification is based upon. All of these findings have a bearing on Sea Link timing and capacity. The entire need case on which Sea Link is based remains unproven and may collapse upon using most up-to-date methodology or post OCSS/NG ESO review. We call for a pause for breath to enable the findings of the Hiorns Review on need case and timings, and the forthcoming OCSS/NG ESO review, to be taken into account. This is an opportunity to re-evaluate the required capacity and contingency for all the interdependent projects in the East of England. We remain confident that a robust review will recognise that, and allow moves towards an integrated offshore grid, which will provide the most effective solution, at least cost, in the shortest possible timeframe.		(OTNR) "Early Opportunities" workstream. The projects, acting together in a consortium led by North Falls, were awarded funding by the Department of Energy Security and Net Zero (DESNZ) through the Offshore Coordination Support Scheme (OCSS) in December 2023. On 28 March 2024, the consortium submitted a high-level feasibility study that formed the first step of the grant funding agreement. The study assessed the feasibility of a coordinated offshore connection specifically: the capital costs; building blocks; construction and commissioning methodologies and overall programme associated with a coordinated solution. The Secretary of State for Energy Security and Net Zero has reviewed this study, amongst other information and has decided not to grant further funding to the consortium. The feasibility study identified that coordination is technically feasible however, it also identified: • an increase in capital costs of up to £890 million; • constraint costs associated with an outage on the Proposed Project of over £500 million; and • a programme delay for North Falls and Five Estuaries of up to five years. Given the significant extra costs and the negative impact on the delivery timeline of connecting more renewables to the UK energy system, especially considering the government's commitment to quadruple offshore wind and fully decarbonise the UK's electricity system by 2030, the consortium supports the Secretary of State's decision and will not be further pursuing a coordinated offshore connection. Please see the **Application Document 7.2 Strategic Options Backcheck Report**, which details the needs case for the Proposed Project, which has been reviewed to reflect the current position.
Cllr T-J Haworth-Culf	The Holford Rules' design principles from 1959 were of their time – but more than six decades on are out of date, and of course crucially only apply to overhead transmission lines. Nick Winser CBE in his report, 'The Winser Report' states that the current system will not be fit for purpose when in the context of providing clean, secure, affordable electricity; that the Holford Rules require replacing; that these replacement rules must be dynamic and therefore updated as new technologies and expertise progresses; also that generous and sufficient compensation both individual and community should be instigated, that the application processes require speeding up. However: there are issues with this report. Local Council, community or any other bodies are not referenced in democratic engagement terms, and without involving them the same lengthy	N	National Grid acknowledges the publication of the TAAP/Winser Report and welcomes its recommendations for streamlining the process. However, the Proposed Project is at a relatively advanced stage and any formal direction and decision making on the merits of aligning further progress towards fulfilling the established connection agreements that underpin the needs case with these recommendations has not been forthcoming. Similarly, the report recommendations are yet to be enshrined in policy and legislation. National Grid has consulted the community in a manner that is consistent with the requirements of legislation and its Statement of Community Consultation (Section 6 of **Application Document 5.1.5 Appendix D SoCC**). National Grid has listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised impacts onshore and offshore where possible, while the design of the Proposed Project is intended to fulfil the requirements set out in National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area

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	processes will stall, drag out the application time with the same legal challenges, and the same costs to the applicant to defend their plans. In other words, nothing will change and the stress and concern for members of the public who stand to be affected by these construction plans won't either. The update email of 22/10/23 from them suggesting that NG has arrived at a solution to pay off those affected unfortunately misses the point entirely. If NG and other applicants had consulted with the various public and private representatives at commencement of the applications, it would have been clear that none of the current plans as they stand for the energy aspirations in this area were suitable. There would be a good chance that better solutions would have been arrived at by now, rather than the prolonged agony of drawn-out court cases and challenges that exists currently.		cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for the Proposed Project.
Cllr T-J Haworth-Culf	Specifics: While in principle against the project in as much as it is part of an undesirable mass of other energy NSIP applications, we are realistic in our response. While we have identified many specific and general issues that Sea Link shares with other NSIPs applied for in the area, we hope to have identified some common ground on which we can build some mitigation as follows: As the property most closely affected by this application, Chapel Barn Farm is remotely located. Any works that may be undertaken – either prior or if consent is given after - must pay heed to any potential increased lack of security impacting the vulnerable elderly people and young children who reside or regularly visit the site and the Lodges. Should this be consented, we would not currently challenge the route as discussed 23/11/23, on the absolute understand that the current project known as Sea Link HVDC is the only installation relating to the transmission network to be constructed within a 100metre zone of Sea Link's agreed (and to be consented) path. We would support this option whether or not additional ducts are constructed to accommodate cables for up to two other projects; providing this was undertaken and completed without additional space disturbance or works etc being required; and it was to be constructed concurrently (with and part of) the Sea Link application; also, providing we were satisfied there were no other invasive or construction works involved (or found to be required) to be undertaken, in the event that co-located cables were installed at a time after completion.	N	National Grid acknowledges these concerns. However, the development of other projects is outside of National Grid Electricity Transmission's control. National Grid has endeavoured to show information on other projects where possible. As part of the Statutory consultation, the Project Overview Document produced for the Statutory consultation included a map which included the Draft Order Limits for the Proposed Project alongside committed and planned developments in Suffolk. These other developments included Sizewell C, East Anglia ONE North, East Anglia TWO and LionLink. The interactive map on the project website during the Statutory consultation also included a number of layers showing the location of other infrastructure projects in Suffolk. National Grid did not include these developments on all of its plans as it would have made the plans more difficult to understand. While there are clear benefits associated with coordination of project delivery and colocation of infrastructure with other projects, proposals coming forward in close proximity must show consideration of the cumulative effects. In the case of the Proposed Project and the other projects planned in Suffolk is considered in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.

Table 1.27 Needs case

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Feedback form			
Q1 Do you have any comments to make about the principle of reinforcing the network between Suffolk and Kent?			
Local community	Grid stability and guaranteed power supply are essential as demand forecasts for the next 50 years indicate exponential increases. Local industry and farmers require non-interrupted power.	N	National Grid acknowledges these comments and welcomes the support. The proposal they are putting forward will support the aspirations to deliver net zero by 2050, supporting decarbonisation of domestic and business needs for Great Britain.
Local community	It is necessary to support domestic and industrial future power demand.	N	
Local community	I support the development of cleaner energy and ending our reliance on polluting fossil fuels. I accept the need to adapt the electricity system to accommodate solar, wind and other clean sources.	N	
Local community	Excellent idea to use more wind energy to meet UK's zero target.	N	
Local community	We will need secure electricity in the future and this will require new and improved transmission to avoid power cuts, otherwise people will want to keep fossil fuels.	N	
Local community	It is incredibly important for our national security and for the democratic well-being of all who live here that England is able to securely transmit renewable and low-carbon energy from where it is generated to our homes and businesses.	N	
Local community	Whilst in general I am in support of the development of green energy infrastructure in the UK, including off shore wind, I do wonder why, especially as we have such decaying national grid, that we don't build the infrastructure as local networks where the power needs to be used. It does not make sense in my mind to build at sea, potentially damaging marine ecosystems and requiring building landfall infrastructure, causing terrestrial ecosystem damage, when a lot of the power could be produced more locally to the point of consumption. Yes, this would probably impact power availability and lifestyles but that is, it seems, exactly what may be required to provide continued access to power that our society have come to view as a basic human right and protect the functioning processes of our planet. If the power was produced locally would this Suffolk, Kent network need to exist? I am increasingly depressed by the way Government and energy companies are sticking to existing energy business and infrastructure models rather than trying new approaches outside of what we know and already do in the UK. I believe that the sole interest of all the companies involved in the Sealink project and the co location projects is profit for share holders. Co location is not the same as true collaboration and therefore will not reduce the stress	N	National Grid acknowledges this comments. The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.13 Coordination Document; and**

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	of such projects on the local area as much as would be possible otherwise. I am also confused as to why we are not having a national conversation about energy consumption reduction as part of the strategy to meet CO2 emissions targets and energy security. If we were focusing on reduction of energy consumption would we need this project?		• **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. Many of the comments here are related to Government policy which are not within National Grid's remit.
Local community	I reject the principle of building Sea Link, said to be needed to transport the electricity generated in Suffolk ('this location') elsewhere in the UK. I do not believe that large GW scale power stations are necessary anywhere, due to recent technological innovations and that smaller, clean and decentralized power units might be located close to homes and businesses. Large Wind and Nuclear plants are both transitory and obsolete, giving way to cheaper and safer means long before the 15 years needed to build Sizewell C. Electricity generation will therefore become more efficient and less (thermally) wasteful, storage in a variety of battery types a way to even out the variable supply from renewables, whilst Micro and Macro grids will account for local and regional usage. There has been a failure of Government and statutory bodies to anticipate and plan how and where electricity is generated in relation to greatest need. The many projects planned for Suffolk constitute a massive industrialization that will change the nature of the area and which cannot be ameliorated. The Intra-Project Cumulative Effects outlined in PEIR 5.13 are huge and complex; the previous local problems associated with building Sizewell A and B stations will be dwarfed by the twin reactors of C, when also combined with these other huge projects.	N	National Grid acknowledges this comments. National Grid as a national infrastructure provider is seeking to deliver the Government's policies regarding net zero by 2050. Many of the comments here are related to Government policy which are not within National Grid's remit for the Proposed Project. Information on cumulative impacts is contained in the following documents: • **Application Document 6.2.2.12 Part 2 Suffolk Chapter 12 Suffolk Onshore Scheme Intra-Project Cumulative Effects;** • **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects;** • **Application Document 6.2.3.12 Part 3 Kent Chapter 12 Kent Onshore Scheme Intra-Project Cumulative Effects;** • **Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects;** • **Application Document 6.2.4.10 Part 4 Marine Chapter 10 Intra-Project Cumulative Effects; and** • **Application Document 6.2.4.11 Part 4 Marine Chapter 11 Inter-Project Cumulative Effects.**
Local community	Why does the network between Suffolk and Kent need to be reinforced, I don't think you have made that argument clear, Sizewell has the pylons to the grid at Bramford. You further state in Principle of Development "this is an essential project as the network between Suffolk and Kent needs reinforcing so it can securely transmit renewable and low carbon energy from where it is generated to homes and businesses. This really means to get the power to London and its urban area, why not have the power stations nearer the place of need and save energy lost in the transmission process. On the same subject of transmission energy loss, why use a DC link with all the extra equipment needed and more losses in the rectifying and inverting back to AC. The old Bradwell Power station site is closer to where the power is needed why not build a power station there and take all the windfarm cables to that site and if necessary connecting them all together on an island constructed on an off shore sandbank. Why bring it on land and then all the way back out again.	N	National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including the Bradwell Power station. However, this site was considered too small to accommodate the required infrastructure. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;**

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			• **Application Document 7.13 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
Local community	Your question is badly worded and is a leading question. Combining the 'principle of reinforcing the network' with 'in this location' in the question makes it almost impossible for people to answer, since they may support one without the other, as I do. Yet ticking Unsure, may group this answer with those who do not understand the issues nor have provided any further information in support of their choice. Will you simply analyse the YES, NO, Unsure tick boxes or will you pay any attention to the comments? I would like an answer to this. I have answered NO, because I support the principle – but certainly not coming ashore at Pegwell Bay. The march of pylons and converters throughout East Anglia is equally unacceptable. I also understand that the Government's energy planning has been woefully inadequate for many years and continues to be so. This has led to a fragmented policy with major infrastructure projects being part funded by private investment and nationally important projects relying on overseas funding that is unreliable. The driver for private investment in these projects is central Government's lack of money and a frankly unhealthy focus on market economics for everything, even public goods such as energy. The Drive to Net Zero is frankly laughable when they are even now licensing new coal and gas extraction. This has led to the ridiculous situation where curtailment payments have to be made to the wind farm generators when they produce excess power because they are money making concerns. So I understand there is therefore a necessity to move this energy around the grid to where it may be needed to offset curtailment payments. In addition there is a need to upgrade the cabling and infrastructure to cope with the increase in offshore wind generation towards the 50GW offshore wind target by 2030. No sensible person would object to an increase in renewable energy generation offshore (provided it is built in an environmentally friendly way). But the infrastructure to manage this increase of the end product should not be at the expense of our valuable land based environment. This indeed makes a mockery of Net Zero if all the environmental externalities are ignored.	N	National Grid has followed an extensive process to choose the locations of the landfalls at each end of the Proposed Project and they understand the concerns that are stated in your response. National Grid is rigorously assessing the Proposed Project's impact on designated sites and the environment, adhering to the "mitigation hierarchy" by avoiding, minimising, restoring, and offsetting impacts. Comments regarding Government policy are not within National Grid's remit for the Proposed Project. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.**
Local community	This project would not be needed if there was an offshore hub with convertor station and cable to the South East/Kent. If the network does not have the capacity to transmit from the proposed substation, why come ashore to begin with. Why not use brown field sites nearer to where the energy is needed.	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. As such, where there is a need for mitigation measures to ensure the conservation of sensitive ecological receptors, the EIA process has identified opportunities to enhance biodiversity interests and these are reported in **Application Document 7.1 Planning Statement and Application Document 6.12 Biodiversity Net Gain Feasibility Report** submitted with the application for development consent.
Local community	I cannot see sufficient evidence that off-shore alternatives have been compared and costed in preference to multiple land access points. I cannot understand why the Sea Link project imports power	N	

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	from sea to land only to be exported (in a different format) once again en-route to Kent. The Sea Link project has been a fairly well kept secret so far as members of the public are concerned.		National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. National Grid has listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised these impacts onshore and offshore where possible. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.13 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
Q2 What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously? Comments			
Local community	I am not clear what has really changed - these are refinements, but I don't think you are taking into account comments from previous consultations, just tweaking at the edges. You have not really provided any useful information in the consultation documents about why you are doing this, or the overall strategy for the Grid. Without that information it is hard to say whether this is an improvement.	N	The documents and reports that were made publicly made available during Statutory consultation specifically talk about the needs case for the Proposed Project. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. **Application Document 5.1 Consultation Report** and its associated appendices provides information on National Grid's consultation exercises, together with summaries of feedback received and its regard to this feedback. Annual reports are produced by the Electricity System Operator which provide information on the overall strategy for the grid.

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			Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.13 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
Q10 Is there anything further you would like us to take into consideration when developing our proposals in Suffolk?			
Local community	Whilst Suffolk needs electricity, it should not bear the location of all the infrastructure for electricity for the whole of the southeast of England.	N	A significant amount of the electricity generation for Great Britain is off the east coast. This electricity needs to come ashore and be delivered to the whole of the country as over 80% of UK electricity demand is outside of London, therefore it is vital that new infrastructure is provided for the whole country and the electricity generated is distributed accordingly. The Proposed Project is a key part of delivering net zero by 2050 for the whole nation.
Local community	It is unfortunate that the beautiful and environmentally sensitive Suffolk coast should be disrupted, dug up and altered. However, for the sake of future generations, environmental sense and international safety, we should accept mass alternative energy generation, both offshore and onshore. We must have more, not fewer, wind turbine farms, solar panel farms, and - by extension - sub-stations, to transform the energy into a regular supply of power to the country. There will be a period of disruption, but we must persevere with this local and countrywide work, and plan for the landscape to be returned to its former shape but with clean energy powering the country. Our landscape has to change, whilst preserving the environment. Both are possible.	N	National Grid acknowledges these comments and welcomes the support. The proposal they are putting forward will support the aspirations to deliver net zero by 2050, supporting decarbonisation of domestic and business needs for Great Britain. The effects arising from the Suffolk Onshore Scheme on the Suffolk Coast and Heaths AONB are summarised within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual and detailed within Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment**. The assessment takes into account the Natural Beauty indicators and the relevant associated Suffolk Coast and Heaths AONB indicators relating to natural beauty indicators to landscape and visual matters. It is considered that there would be no significant adverse effects on the Heritage Coast or AONB at any Proposed Project stage as a result of the Suffolk Onshore Scheme. National Grid's landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section of the ES. Mitigation includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting and has been designed in collaboration with relevant stakeholders. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Q11 Do you have any comments or issues you would like us to take into consideration regarding our marine proposals?			
Local community	I'm not clear why you need to go between Kent and Suffolk, and not just direct to Kent. I think the energy should be moved as quickly (that is, as straight) as possible to where it is needed.	N	National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. The alternative suggested does not satisfy this need. Further information can be found in **Application Document 4.2**

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			Volume 4 Compulsory Acquisition Information Statement of Reasons and Application Document 8.2 Options Selection and Design Evolution Report (October 2023).
Q20 Do you have any other comments about Sea Link to give that you have noy previously mentioned?			
Local community	It is very reassuring that the network is being upgraded and expanded in terms of energy security. The new sites due to be constructed have to be built somewhere and there will always be objections. However, the proposed locations seem ideally suited in terms of landscape and logistics, especially when considering the practicalities of linking the new infrastructure to the current one in terms of the National Grid.	N	National Grid acknowledges these comments and welcomes the support. The proposal they are putting forward will support the aspirations to deliver net zero by 2050, supporting decarbonisation of domestic and business needs for Great Britain.
Local community	I have visited the Suffolk area on vacation on a number of occasions. I believe that the plan is reasonable. As the whole country benefits from this project I feel that national concerns should have priority.	N	National Grid acknowledges these comments and welcomes the support. The proposal they are putting forward will support the aspirations to deliver net zero by 2050, supporting decarbonisation of domestic and business needs for Great Britain.
Local community	I would like to see a map published of where all the demand for all the extra power is needed. Why do communities that do not require the power have to be impact for power demand that is not local to them. Why do local communities receive free electricity for the impact caused and why do populations far from the power generation location not have to pay premium prices for the long distance electricity?	N	The annual reports produced by the Electricity System Operator set out the overall strategy and needs of the country's electricity grid. These reports can be found on the Operator's website: www.neso.energy. National Grid are unable to comment on specifics of Government policy.
General commentary			
Local community	I am against the proposal. I support the idea of energy security for the United Kingdom, with renewable sources of said energy being at the heart of any such move however, I believe strongly that detrimental impact upon innumerable aspects of life in East Suffolk, would render the proposals 'green' credentials obsolete.	N	The Proposed Project is focused on decarbonising the country's electricity supply. National Grid has followed an extensive process to choose the locations of the various elements of the Proposed Project and we understand the concerns that are stated in your response. National Grid is rigorously assessing the Proposed Project's impact on designated sites and the environment, adhering to the "mitigation hierarchy" by avoiding, minimising, restoring, and offsetting impacts. The ES is presented in Volume 6 of the DCO submission. A non-technical summary of the ES is contained in **Application Document 6.1 Environmental Statement Non Technical Summary**.
Local community	Analysis of NGV's Sea Link Project Overview makes it clear that the additional power provided by LionLink and offshore wind developments such as Scottish Power Renewables (SPR) EA1N and EA2 projects is mostly required near to London, Northern Kent and Southern Essex. These areas are very densely populated areas with a very high electricity consumption per unit area. This area is designated LE1 by NGV and encompasses other sub-areas. Although the wind power is question is largely generated off the East Anglian coast, it is mostly not consumed here. Similarly power imported from the Netherlands (NL) via the LionLink Interconnector will also largely be consumed in Area LE1. Therefore it makes little sense to land this power onshore on the Suffolk Heritage coast only	N	A significant amount of the electricity generation for Great Britain is off the east coast. This electricity needs to come ashore and be delivered to the whole of the country as over 80% of UK electricity demand is outside of London, therefore it is vital that new infrastructure is provided for the whole country and the electricity generated is distributed accordingly. The Proposed Project is a key part of delivering net zero by 2050 for the whole nation. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);**

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	to have to re-export it via Sea Link to transfer it to the required destination.		• **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.13 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
Local community	I am in favour of offshore wind energy, but it makes no sense to come onshore so far from the point where the energy is required, when it would make so much more sense to run an offshore grid, coming onshore on a brown field site as close to London as possible.	N	A significant amount of the electricity generation for Great Britain is off the east coast. This electricity needs to come ashore and be delivered to the whole of the country as over 80% of UK electricity demand is outside of London, therefore it is vital that new infrastructure is provided for the whole country and the electricity generated is distributed accordingly. The Proposed Project is a key part of delivering net zero by 2050 for the whole nation. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.13 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.**
Local community	I do not believe that the fundamental need for the Sea Link project has been established as public consultation to date has lacked any consideration of a coordinated strategic approach for the multiplicity	N	The documents and reports that were made publicly made available during Statutory consultation specifically talk about the needs case for the Proposed Project. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area.

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	of projects under consideration along this fragile coastline, nor has there been a comparative study of all grid options and landfall sites, in particular of brownfield as opposed to greenfield development.		The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. Annual reports are produced by the Electricity System Operator which provide information on the overall strategy for the grid. National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.13 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
Local community	Suffolk Wildlife Trust supports the transition to renewable energy to mitigate the worst impacts of climate change. We understand that additional electricity transmission infrastructure is needed to facilitate this transition towards a decarbonised energy sector, but it is essential that this is not at the expense of wildlife and biodiversity. Energy infrastructure schemes, like all development, can have significant ecological impacts during construction and operation. Careful siting, design, and construction are essential to prevent avoidable harm to the natural environment. More than this though, nationally significant strategic electricity infrastructure schemes should make a positive and meaningful contribution to UK Government commitments to halt and reverse biodiversity loss, and to establish a national Nature Recovery Network in England. To this end, we support a coordinated strategic approach to planning, design, and construction of new energy infrastructure to reduce the overall negative impacts from schemes on nature and maximise potential for habitat creation and restoration to conserve and enhance biodiversity and deliver wider environmental and social benefits.	N	The proposal National Grid is putting forward will support the aspirations to deliver net zero by 2050, supporting decarbonisation of domestic and business needs for Great Britain. Annual reports are produced by the Electricity System Operator which provide information on the overall strategy for the grid. Further information can be found in **Application Document 4.2 Volume 4 Compulsory Acquisition Information Statement of Reasons**. A full suite of ecological surveys (and other environmental surveys) has been undertaken and a rigorous impact assessment has been produced in line with guidance and legislation. Extensive consultation with key stakeholders such as Suffolk County Council, East Suffolk Council, Natural England, RSPB and Suffolk Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. The Proposed Project is also committed to achieving 10% Biodiversity Net Gain in Suffolk. Further details relating to the ecology assessment are contained in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. Further details regarding Biodiversity Net Gain are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**. Cumulative impacts are considered in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to

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	However, multiple energy infrastructure projects – including National Grid schemes – are putting wildlife on the Suffolk Coast at risk. We need Government, National Grid and OFGEM to work together on a more strategic approach to the planning and delivering new low carbon energy infrastructure that helps us to achieve a 'nature friendly net zero'.		not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routeing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.
Dr Thérèse Coffey (formerly MP)	I also question the overall need for Sea Link. Ultimately, Sea Link is being proposed as a response to resilience for energy in the South East and London, not the East of England, as backup or insurance in layman terms. First, I question if this insurance is truly necessary – especially given the timings of other projects for the future. This project feels premature at best. Furthermore, if changes are to be made onshore, improvements should be made in Kent, Surrey and Sussex for resilience rather than the undersea cabling proposed between Suffolk and Kent. Alternative technology is also possible through a series of offshore grids, like we see on the continent, making landfall further down the coast where the power is needed. There is absolutely no need to deviate power generated offshore into Suffolk if its final destination is the South East.	N	The Proposed Project is part of National Grid's Great Grid Upgrade programme, which comprises 17 major infrastructure projects that will both scale up the grid and update our existing networks. Over 80% of UK electricity demand is outside of London, therefore it is vital that new infrastructure is provided for the whole country and the electricity generated is distributed accordingly. Alongside the Proposed Project, the Great Grid Upgrade includes proposals for infrastructure all over the country, including a new high voltage transmission line between East Yorkshire and Nottinghamshire and an overhead line in Lincolnshire. A significant amount of the electricity generation for Great Britain is off the east coast. This electricity needs to come ashore and be delivered to the whole of the country. The Proposed Project is a key part of delivering net zero by 2050 for the Government. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Siting Study (October 2022);**

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			• Application Document 8.3 Strategic Options Report (October 2023); • Application Document 7.2 Strategic Options Back Check Report; • Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered; • Application Document 7.13 Coordination Document; and • Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.

Table 1.28 Coordination with other projects

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Feedback form			
Q1 Do you have any comments to make about the principle of reinforcing the network between Suffolk and Kent?			
Farnham with Stratford St Andrew Parish Council	There is a lack of coordination between this proposal and other energy projects proposed in the District and that, consequently, the cumulative impact, for example, on traffic levels, is not being adequately considered or mitigated.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routeing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise. National Grid acknowledges the Parish Council's concerns about the potential impacts of the Proposed Project and is committed to developing a Proposed Project that takes account of the feedback received during the course of consultation to avoid or minimise as far as possible and to mitigate the significant effects of the construction and operation phases. The cumulative impact of the Proposed Project together with other projects in the area is set out in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
Q2 What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously?			
Farnham with Stratford St Andrew Parish Council	Please consider improved coordination with other energy projects in order to mitigate any adverse impact, where possible.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routeing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the

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			NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.
Q9 Are there any other ways that you would like us to explore coordination with other projects?			
Local community	I do not see the benefit of co-location. As far as I understand it all developments need separate infrastructure and would not necessarily reduce the overall infrastructure footprint although some small benefit might be gained through joint worker compounds and spoil heaps. Whatever more development in the area increases the infrastructure needed and increases the harmful effects on the environment. I can see benefits however if the whole was sited on a brownfield site or offshore.	N	National Grid is committed to coordinating consenting and delivery with other projects where opportunities are available, including the colocation of infrastructure where it can be demonstrated that this will support reductions in cumulative impacts. There are benefits to co-location with other projects because if infrastructure can be sited in one location it reduces the difficulties associated with finding locations for up to two other converter station sites in the surrounding area which meet the requirements for the connection agreements, whilst taking into account landscape designations and other sensitive receptors, etc. In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. National Grid has listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised these impacts onshore and offshore where possible. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;**

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			• **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.**
Local community	Future infrastructure will still require the digging up and trenching of the land at every point where cable joints and cable monitoring points are needed. Whilst it sounds sensible in principle, in practice there will still be a considerable amount of disruption in future. Co-location is not coordination, as infrastructure remains separate. It will not reduce the main infrastructure footprint, only minor elements such as worker compounds if projects are co-located into the same area. Your question on landfall is misleading. At the event you held, your representative confirmed that co-location would only start from the west side of the old railway line and that any drilling under the RSPB marshes would have to be done at the time of a future install. Your question and plans do not indicate this. More infrastructure in one place will increase the harmful impact even more, even if it is done at the same time. If the project were co-located to the same brownfield site or to an offshore hub and grid I would support co-location in principle.	N	National Grid acknowledges your concerns and continues to work with other developers on minimising the impact of infrastructure construction within the region and will continue to do so throughout the lifetime of the Proposed Project. Details are provided in **Application Document 7.10 Coordination Document**. As published in a number of their consultation documents, National Grid were unable to find a brownfield site in the region suitable for construction. Other brownfield sites mentioned by MPs and other stakeholders would not fulfil the underlying needs case. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.**
Local community	You are not really talking about co-location because ultimately we are being presented with different infrastructure projects sponsored by different companies (owners) being built on an unsuitable site which will completely industrialise and divide up what is currently an extensive natural environment.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routeing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.

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Local community	There is no benefit of co-location to us and the beautiful area we live in as the infrastructure is essentially to remain separate. It's just a means of opening up the opportunities for other companies to come and do their irreparable damage. If the project were co-located to the same brownfield site or to an offshore hub and grid I would support co-location in principle.	N	National Grid as part of its submission has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and local communities, see **Application Document 7.10 Coordination Document**. As published in a number of their consultation documents, National Grid were unable to find a brownfield site in the region suitable for construction. Other brownfield sites mentioned by MPs and other stakeholders would not fulfil the underlying needs case. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide.
Local community	Yes if this has to go ahead putting all three projects in one infrastructure makes sense. Otherwise we will be dug up three times.	N	National Grid is committed to coordinating consenting and delivery with other projects where opportunities are available, including the colocation of infrastructure where it can be demonstrated that this will support reductions in cumulative impacts. There are benefits to co-location with other projects because if infrastructure can be sited in one location it reduces the difficulties associated with finding locations for up to two other converter station sites in the surrounding area which meet the requirements for the connection agreements, whilst taking into account landscape designations and other sensitive receptors, etc. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routeing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.
Local community	I do agree with co-location on minimal impact on an area that is already under pressure with the construction of the Sizewell C	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed

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	stations. I understand that there are already to Nautilus + LionLink projects under discussion. Surely all of these should be looked at in conjunction with the development of infrastructure at Sizewell C. It seems that whilst this project is under way it makes sense to keep it all in one place?		Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routeing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.
Local community	If the projects were located on a brownfield site or to an offshore hub and grid we might support co-location.	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. National Grid has listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised these impacts onshore and offshore where possible. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);**

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			• **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.**
Q10 Is there anything further you would like us to take into consideration when developing our proposals in Suffolk?			
Local community	Yes, request to present the complete picture of energy projects in this area, not just isolated projects, rather see the full big picture and longer term potential for growth.	N	National Grid has endeavoured to show information on other projects where possible. As part of the Statutory consultation, the Project Overview Document produced for the Statutory consultation included a map which included the Draft Order Limits for the Proposed Project alongside committed and planned developments in Suffolk. These other developments included Sizewell C, East Anglia ONE North, East Anglia TWO, LionLink and Nautilus. The interactive map on the project website during the Statutory consultation also included a number of layers showing the location of other infrastructure projects in Suffolk. National Grid did not include these developments on all of its plans as it would have made the plans more difficult to understand. Additionally, the cumulative effects of the Proposed Project and the other projects planned in Suffolk is considered in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
Local community	There appears to be no co-ordination between the various energy producing and transfer projects currently being investigated. A better co-ordination would undoubtedly reduce overall costs which would ultimately benefit the electricity consumer.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routeing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.
Local community	My main recommendation is that such a scheme needs to be constructed as part of a national plan. It feels as if there are numerous separate schemed but with no joined up thinking or plan. Government needs a national plan for upgrading the grid. The move to a carbon-neutral economy, which the present government has just undermined with its present policies, is of crucial importance. With all the different schemes, there needs to be a much more thought through policy from Government. This part of rural Suffolk should not become a super-hub for power management. The area	N	National Grid is seeking to deliver the Proposed project in accordance with the needs case, which is set out in **Application Document 8.3 Strategic Options Report** (**October 2023**). Please also see the **Application Document 7.2 Strategic Options Backcheck Report**, which details the needs case for the Proposed Project, which has been reviewed to reflect the current position. The Proposed Project is one of many network reinforcement projects that National Grid is pursuing. Comments relating to Government policy are not within the remit of the Proposed Project, National Grid is coordinating with other large scale

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	has managed to cope with Sizewell A, B and (illegible word) Sizewell C. There is no way that the proposed schemes should be allowed to go ahead here in rural Suffolk. There are far better options - solutions at sea and the use of old industrial sites at the mouth of the Thames.		infrastructure projects in Suffolk, noting that those other projects are also outside of its control. Details of how it is coordinating with other projects will be set out in the DCO application.
Q11 Do you have any comments or issues you would like us to take into consideration regarding our marine proposals?			
Local community	We already have one cable from project Nemo that runs through the Pegwell nature reserve to the Converter at Richborough Energy Park. Even while that cable was being laid it was known that more cables were planned. Why was that not taken into consideration when building a Converter that could take more than one cable? Are we to see other private companies who want to lay more cables build more separate converter sites in the area?	N	National Grid has provided the details of what the co-ordination and co-location of the local projects might look like but have no control over the timescales of the NGV Projects. All three projects need to submit planning applications through the DCO process and gain consent for their individual assets, without this they cannot be installed. The Proposed Project is an NSIP and therefore its programme cannot be delayed as National Grid has an OFGEM Licence condition to deliver it. The Proposed Project is an NSIP and therefore its programme cannot be delayed as National Grid has an OFGEM Licence condition to deliver it. National Grid is working closely with NGV and other developers to minimise the disruption caused by the Proposed Project and, where possible, will look to provide a co-ordinated programme of works where possible. National Grid as part of its submission has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and local communities (see **Application Document 7.10 Coordination Document**).
Q20 Do you have any other comments about Sea Link to give that you have not previously mentioned?			
Local community	It is extraordinary that we are asked to respond to each project separately when the reality is that the combined impact of the projects would turn this area into an industrialised horror show. Visitors and holiday makers would go elsewhere and the local economy would collapse. It is easy for National Grid and other stakeholders to see opposition as nimby-ism but that is unfair. We are not wanting to shunt the misery on to somebody else. We are wanting the authorities to move with the times and take a lesson from other countries who have opted for underwater grid solutions.	N	The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. The needs case for the Proposed Project has identified that a connection is required within the Sizewell area, therefore delivery outside of this area would not fulfil the network reinforcement requirement that the Proposed Project is intended to provide. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and**

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			• **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.** The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce ecology and biodiversity impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. Cumulative impacts are considered in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
Local community	I agree that the movement to clean energy as soon as possible is totally required if we are going to try to limit climate change. So, I accept that several of these infrastructure projects may well be required but I would urge you to stop working mostly in what appears to be isolation and start to properly collaborate with other proposals so that the relatively unspoiled beauty of this part of rural Suffolk is not blighted by the industrial scars that could be created by such infrastructure projects. More convincing effort to locate hardware on brownfield sites or offshore. And more openness/conviction to find an acceptable/supported solution rather than the least bad solution.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routeing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise. In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station.

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			This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. National Grid has listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised these impacts onshore and offshore where possible. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.**
General commentary			
Local community	I have recently attended a Sealink Statutory Consultation event held in Aldeburgh, Suffolk. I am strongly in favour of offshore wind energy becoming the principal part of the UK's energy strategy for the future. So, I attended the event with some optimism and an open mind. I approached the staff there expecting answers to my questions based on the information displayed in the exhibition. However, I ended feeling that there were more uncertainties and little by way of an overall strategy. Indeed there seemed to be no evidence of a comprehensive and joined up approach between the agencies involved in future energy provision that will impact on the east coast or elsewhere in the region. I feel very strongly that this is a huge opportunity missed - for all the agencies that are seeking support for major infrastructure in our area to work together rather than, as at present, working separately with uncoordinated plans. It must be the case that a coordinated approach would be both less environmentally damaging and more cost effective. Evidence of this weakness in the current approach was apparent when I asked the national grid engineer at the Aldeburgh meeting - how other proposals by other agencies would impact national grid's plans. He could not give definitive answers, whereas any lay person can see that if all the proposals are approved the area encompassed by Aldeburgh, Friston and Saxmundham will be devastated a. By the construction processes. b. by the associated heavy traffic during the construction period (we were advised that on average there would be 140 lorries per day between the already	N	National Grid has provided the details of what the co-ordination and co-location of the local projects might look like but have no control over the timescales of the NGV Projects. All three projects need to submit planning applications through the DCO process and gain consent for their individual assets, without this they cannot be installed. The Proposed Project is an NSIP and therefore its programme cannot be delayed as National Grid has an OFGEM Licence condition to deliver it. The Proposed Project is an NSIP and therefore its programme cannot be delayed as National Grid has an OFGEM Licence condition to deliver it. National Grid is working closely with NGV and other developers to minimise the disruption caused by the Proposed Project and, where possible, will look to provide a co-ordinated programme of works where possible. National Grid as part of its submission has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and local communities (see **Application Document 7.10 Coordination Document**). The potential impacts on traffic are assessed in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. The assessment takes account of the construction traffic management plans for other project traffic. National Grid's plans will be prepared considering the traffic plans for other project traffic, e.g. peak traffic movement times will be programmed in consideration of each other wherever possible. Cumulative traffic impacts are considered in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Inter-Project Cumulative Impacts**.

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	stretched A12 and the various sites) and c. by the enormous structures that will truly be blots on the Suffolk landscape.		National Grid acknowledges the impacts on the landscape setting and visual amenity. Landscape and visual impacts are included within the Proposed Project ES in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. National Grid's landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section of the ES. Mitigation includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting and has been designed in collaboration with relevant stakeholders. Where necessary, and insofar as is possible, measures will be implemented to mitigate identified likely significant effects. The mitigation measures proposed can be found in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** submitted with the application for development consent. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). All planting associated with the reinstatement of the landfall and HVDC and HVAC corridors will be maintained for a five year period. All mitigation planting associated with the permanent access road and Kent Converter Station and Substation will be maintained for the lifetime of the assets. Cumulative landscape and visual impacts are considered in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
Reydon Parish Council	We call upon the Government and National Grid to reject the current infrastructure plans for Sea Link and produce a coordinated offshore scheme for all the energy and electricity transmission projects planned for the Suffolk Coast. This should then be appraised along with current plans for onshore infrastructure as part of a new and adequate consultation.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routeing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.
Local community	It is time to withdraw your current proposal and develop more environmentally and financially viable alternatives, pooling Sea Link with other energy and transmission providers utilising offshore hubs and interconnectors, developing a north sea cable corridor and using brownfield rather than greenfield sites for any essential land based infrastructure.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other projects with the aim of

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			reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routeing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.**
Leiston-cum-Sizewell Town Council	Although wholly against the Sea Link project hitting landfall on our Heritage Coast, should the project proceed LTC seeks assurance that all possible avenues to work collaboratively with other projects are explored, e.g.: ● That the SZC link road with the A12 (already consented) is used to access the converter station construction site at Saxmundham, with a haul road branching off at a location west of Theberton ● That SZC park and ride facilities are utilised for contractors ● That cables routes for multiple projects reach landfall at the same location	N	National Grid is working closely with all other developers in the area to investigate where they can coordinate facilities to reduce the impact of the projects. The Proposed Project will not be able to apply for its DCO relying on infrastructure proposed by other DCO's. However, this does not mean that National Grid will not, where possible, agree with these projects should they come forward with a means of sharing infrastructure, if that is possible and it will not affect the program of the other project.
NGV LionLink	Co-Location The Sea Link Statutory Public Consultation has identified and considered potential opportunities for co-location around key interfaces with LionLink based on the siting and routeing options presented at our Supplementary Non-Statutory Consultation. LionLink is supportive of the considerations given to co-location, acknowledging that the opportunities would only be possible should the refinement of the LionLink siting and routeing options identify the same sites as Sea Link (these are a Landfall at Aldeburgh and a Converter Station at Converter Station Site 3). Where the same	N	National Grid acknowledges these comments and will seek to maintain an ongoing dialogue with National Grid Ventures regarding interfaces and discussion around coordination of projects.

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	Landfall and/or Converter Station Site are identified, these will need to be subject to further discussions on siting, design, mitigation and construction. The potential co-location opportunities identified in the Sea Link Statutory Public Consultation are: • the provision of potential ducting for the HVDC cables at Landfall (should Aldeburgh be identified as the preferred landfall site for the LionLink Project) • the provision of potential ducting for the HVDC cables from a Landfall at Aldeburgh to Converter Station Site 3 (should Aldeburgh be identified as the preferred landfall site, and Converter Station Site 3 for the Converter Station for the LionLink Project. Note this provision, subject to amendments, may also support HVDC cable routeing from a landfall at Aldeburgh to any of the other Converter Station Sites proposed by the LionLink Project) • the provision of up to three Converter Stations and associated landscaping within Converter Station Site 3 (should Converter Station Site 3 be identified as the preferred Converter Station Site for the LionLink Project) • the provision of advance ducting for the High Voltage Alternating Current (HVAC) cables between Converter Station Site 3 and the proposed Friston Substation (should Converter Station Site 3 be identified as the preferred Converter Station Site for the LionLink Project). Should the Development Consent Order (DCO) for Sea Link include the ducting in respect of the HVDC cables and/or HVAC cables for LionLink and/or the converter station for LionLink then the DCO should either secure compulsory acquisition of the land required for the LionLink project or include provision to safeguard the land from future development.		
NGV LionLink	Converter Station Site 3 If selected as the preferred Converter Station Site for LionLink, there would be a minimum of two Converter Stations erected at the Site (potentially three should Nautilus also select Converter Station Site 3). Further discussions and detail design will need to be developed for the siting and design of the Converter Stations, including consideration of cumulative impacts, mitigation and construction. Careful consideration would also need to be given to the potential scenarios for up to three Converter Stations being located at the site. Should Converter Station Site 3 and a Landfall site other than Aldeburgh be selected by LionLink, further consideration will also need to be given to the routeing of the HVDC and HVAC cables for the projects which should seek to avoid crossings where feasible. Where a cable crossing cannot be avoided an acceptable technical proposal will need to be developed.	N	National Grid acknowledges these comments and will seek to maintain an ongoing dialogue with National Grid Ventures regarding interfaces and discussion around coordination of projects.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
NGV LionLink	Advance Ducting (HVAC and HVDC cable routes) All options will require further detailed discussions between LionLink and Sea Link to ensure that the proposals can accommodate both projects.	N	National Grid acknowledges these comments and will seek to maintain an ongoing dialogue with National Grid Ventures regarding interfaces and discussion around coordination of projects.
NGV LionLink	Proposed Friston Substation Both Sea Link and LionLink will interact with the landscaping and other infrastructure, including drainage and Public Right of Ways associated with and in proximity to the proposed Friston Substation and proposed East Anglia One North (EA1N) and East Anglia Two (EA2) substations located to the south. All options will require further detailed discussions between LionLink, Sea Link and the EA1N and EA2 projects. It is recommended that this should seek to agree a Consenting Strategy for the proposed Friston Substation (including routeing of HVAC cables connecting into, or in close proximity to the substation, mitigation and construction) to support a co-ordinated consenting approach for all projects. Sea Link's DCO should include the extent of works to the Friston Substation required to connect LionLink to the national electricity transmission system, together with the associated mitigation scheme.	N	National Grid acknowledges these comments and will seek to maintain an ongoing dialogue with National Grid Ventures regarding interfaces and discussion around coordination of projects.
NGV LionLink	HVAC and HVDC cable routes Should an alternative Landfall (i.e. not Landfall E – Aldeburgh) and/or Converter Station Site be selected by LionLink there is the potential for the cable routes for LionLink to be installed in proximity to, or even cross the proposed Sea Link HVAC and/or HVDC cable routes. Whilst LionLink would seek to avoid crossings, where this is not feasible an acceptable technical proposal will need to be developed and agreed by both projects.	N	National Grid acknowledges these comments and will seek to maintain an ongoing dialogue with National Grid Ventures regarding interfaces and discussion around coordination of projects.
NGV LionLink	Landfall Proposed Location E – Aldeburgh If Landfall Location E (Aldeburgh) is selected by LionLink there is no obvious impact to the landfall entry point location, but further offshore detail and plans of routeing are required to understand the impact of nearshore activity and cable crossing points.	N	National Grid acknowledges these comments and will seek to maintain an ongoing dialogue with National Grid Ventures regarding interfaces and discussion around coordination of projects.
NGV LionLink	Environmental Mitigation Both LionLink and Sea Link acknowledge the need for environmental mitigation to support the projects and given the potential cumulative impacts and geographical proximity there will be a need for both projects to work together to support a co-ordinated approach to deliver for each individually and cumulatively. This will also need to include engagement with the EA1N and EA2 projects to identify and consider potential impacts (and opportunities) with their proposed (and emerging) environmental mitigation.	N	National Grid acknowledges these comments and will seek to maintain an ongoing dialogue with National Grid Ventures and SPR regarding interfaces and discussion around coordination of projects.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
NGV LionLink	Construction LionLink recognises and supports the importance of Sea Link and will continue to work with Sea Link with a continued focus on co-location and co-ordination, including the potential project interactions identified in this response.	N	National Grid acknowledges these comments and will seek to maintain an ongoing dialogue with National Grid Ventures regarding interfaces and discussion around coordination of projects.
NGV Nautilus	Co-Location and Construction The Nautilus Project has an agreement for connection at the Friston substation in Suffolk. If this connection option is taken forward, this would require the Nautilus Project to make landfall on the Suffolk coast. As highlighted during consultation events for both the NGV LionLink and Nautilus Projects and the Sea Link project, the co-ordination and co-location of infrastructure is a topic of significance for the relevant local communities and local authorities. NGV also holds a connection agreement on the Isle of Grain in Kent as part of its development portfolio and we are currently actively investigating if this could be a potential location for the Nautilus Project. The Sea Link Statutory Consultation has identified and considered opportunities for co-location around potential key interfaces with the Nautilus Project. The Nautilus Project is supportive of the considerations given to co-location, acknowledging that the opportunities would only be possible should the refinement of the Nautilus Project siting and routeing options identify the same sites as Sea Link (these are a landfall at Aldeburgh and a converter station at Converter Station Site 3). Where the same landfall and/or converter station site are identified, these will need to be subject to further discussions on siting, design, mitigation and construction.	N	National Grid acknowledges these comments and will seek to maintain an ongoing dialogue with National Grid Ventures regarding interfaces and discussion around coordination of projects.
NGV Nautilus	In addition, NGET's Development Consent Order for the Sea Link project should include the extent of works to the Friston Substation required to connect the Nautilus Project to the National Electricity Transmission System, together with the associated environmental mitigation scheme. In the offshore environment there may be further interfaces between the Nautilus Project and the Sea Link project. Depending on the preferred landfall and final route alignment, the Nautilus offshore cable may need to cross the Sea Link cable in order to connect to the Belgium energy island. If a subsea cable crossing is required, NGV would look to engage with NGET to identify suitable crossing points that minimise the effects on the environment, marine users and the respective projects. In summary, the NGV Nautilus Project recognises and supports the importance of the Sea Link project and will continue to work with NGET in relation to the Sea Link project with a continued focus on co-location and co-ordination	N	National Grid acknowledges these comments and will seek to maintain an ongoing dialogue with National Grid Ventures regarding interfaces and discussion around coordination of projects.

Table 1.29 Safety

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Feedback form			
Q8 What do you think about our proposed landfall between Aldeburgh and Thorpeness? Comments			
Local community	In light of the recent attack on the underground gas pipeline (as to where responsibilities lie... still hypothetical and unresolved) I would raise the question as to why Sea Link should be sited in such a vulnerable position. If a gas pipeline can be disabled easily then so could the Sea Link cable and infrastructure.	N	As an operator of national infrastructure, National Grid commit significant resources and investment into maintaining the security of their sites and assets. National Grid liaise with the Department for Energy Security and Net Zero, other government departments and agencies, and law enforcement on security matters including the threat from hostile nation states, terrorism, and other security threats. Through these partnerships, appropriate protective security controls are identified and put in place to mitigate threats across their network. It follows government advice, industry standards and best practice, and the network is designed to allow for potential equipment failure or disruption and be able to continue to deliver safe, secure and reliable electricity. As new assets are built, significant changes are made to any site, or the threat landscape changes, security is considered/reviewed. National Grid is unable to comment further on security measures.
Q11 Do you have any comments or issues you would like us to take into consideration regarding our marine proposals?			
Local community	I do have worries about 'state actors' (i.e. Russia) interfering with the cables. I would worry about the security, especially as the government has run the royal navy down to the level of a coastguard with two useless aircraft carriers!	N	As an operator of national infrastructure, National Grid commit significant resources and investment into maintaining the security of their sites and assets. National Grid liaise with the Department for Energy Security and Net Zero, other government departments and agencies, and law enforcement on security matters including the threat from hostile nation states, terrorism, and other security threats. Through these partnerships, appropriate protective security controls are identified and put in place to mitigate threats across their network. It follows government advice, industry standards and best practice, and the network is designed to allow for potential equipment failure or disruption and be able to continue to deliver safe, secure and reliable electricity. As new assets are built, significant changes are made to any site, or the threat landscape changes, security is considered/reviewed. National Grid is unable to comment further on security measures. The potential impact of the Proposed Project on public services is contained in **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism**. This Chapter concludes that there are no likely significant effects on public services as a result of the Proposed Project.
Local community	Please take in account adequate surveillance and protection from sabotage e.g. by Russian Forces, etc.	N	
Local community	Do try to ensure that accidental or malicious actions do not damage the cable. I am thing of recent problems in the Baltic Sea.	N	
Local community	When the Russians or any other enemies have worked out where your high voltage direct current cable crosses the Concerto, Farland North, Mercator and Tangerine submarine cables, they will know exactly where to place subsea mines that will cut off both communications and power in the event that hybrid warfare ever moves to a hotter stage (You will doubtless recall that cutting undersea cables were among the earliest acts of both the First and Second World Wars. What are your plans for security and protection?	N	
Local community	As this will be part of CNI, have you properly considered the CT implications and associate risks, capabilities and plans to mitigate, those that exist currently to protect against Russian Subs attacking this underwater infrastructure. The RN manage this on a daily basis with other security services. This this will add extra burden on exhausted and broken public services and greater risk on the Kent Suffolk coastline.	N	

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	Time to think again.		
Local community	Under sea cabling on this route is vulnerable to Russian Interference, suggest routed further towards London for protection by Navy.	N	
Q17 Anything else? Comments			
Local community	I am amazed that a country that is facing conflict with an aggressive enemy is not suggesting any protective measures for new infrastructure. Russia has shown, repeatedly, that they attack infrastructure (north sea gas) and the UK (Salisbury) you are planning critical infrastructure without a plan for protection???	N	As an operator of national infrastructure, National Grid commit significant resources and investment into maintaining the security of their sites and assets. National Grid liaise with the Department for Energy Security and Net Zero, other government departments and agencies, and law enforcement on security matters including the threat from hostile nation states, terrorism, and other security threats. Through these partnerships, appropriate protective security controls are identified and put in place to mitigate threats across their network. It follows government advice, industry standards and best practice, and the network is designed to allow for potential equipment failure or disruption and be able to continue to deliver safe, secure and reliable electricity. As new assets are built, significant changes are made to any site, or the threat landscape changes, security is considered/reviewed. National Grid is unable to comment further on security measures.
General commentary			
Local community	It seems insane in this volatile world to concentrate so much of our electricity infrastructure in such a small area making it very vulnerable to attack. Would it not be better to be spread over a wider area within the country to make it far more difficult to disrupt our electricity supply infrastructure.	N	The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. The needs case for the Proposed Project has identified that a connection is required within the Sizewell area, therefore delivery outside of this area would not fulfil the network reinforcement requirement that the Proposed Project is intended to provide. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.**

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			As an operator of national infrastructure, National Grid commit significant resources and investment into maintaining the security of their sites and assets. National Grid liaise with the Department for Energy Security and Net Zero, other government departments and agencies, and law enforcement on security matters including the threat from hostile nation states, terrorism, and other security threats. Through these partnerships, appropriate protective security controls are identified and put in place to mitigate threats across their network. It follows government advice, industry standards and best practice, and the network is designed to allow for potential equipment failure or disruption and be able to continue to deliver safe, secure and reliable electricity. As new assets are built, significant changes are made to any site, or the threat landscape changes, security is considered/reviewed. National Grid is unable to comment further on security measures.

Table 1.30 Major accidents and disasters

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Feedback form			
Q2 What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously?			
Local community	What are the emergency measures for the Minster plant in the event of a catastrophic explosion and fire?	N	During operation National Grid will follow all relevant health and safety policies to reduce the risk of fire and explosion. All Proposed Project buildings will be constructed in accordance with buildings regulations which includes consideration of measures needed in the event of a fire or an explosion. Furthermore, a fire risk assessment will be carried out and the project buildings will be constructed in line with this risk assessment. All buildings are equipped with relevant fire suppression equipment and systems. In accordance with best practice, the fence line of all buildings is placed at a distance to contain an event, such as a fire or explosion, within its confines. Within the fenceline, vegetation is removed to reduce the possibility of the spread of fire. An Emergency Response Plan would be provided for operation and as part of this Plan, resilience exercises are conducted to test the systems and procedures. The fire and rescue service are a key consultee whom National Grid is engaging. They have had a chance to comment on the Proposed Project and National Grid will produce guidance for them for operation.
Q11 Do you have any comments or issues you would like us to take into consideration regarding our marine proposals?			
Local community	There is a real risk to the village of Friston from fire from this sort of project. The risk is twofold. If the substation was to catch fire as some do, the close proximity of the project to the village could mean that during a drought period any fire would spread quickly and put our lives at risk, especially if it happened at night. Secondly, these types of fires produce toxic fumes which could be extremely harmful if inhaled. I would hope that it would be mandatory if this project goes ahead that the substation has a suppression system fitted to mitigate any risk from fire. This area only has an on-call Fire & Rescue Service, so a major incident would not be attended that quickly.	N	During operation National Grid will follow all relevant health and safety policies to reduce the risk of fire and explosion. Friston Substation will be constructed in accordance with buildings regulations which includes consideration of measures needed in the event of a fire or an explosion. Furthermore, a fire risk assessment will be carried out and the Substation will be constructed in line with this risk assessment. It will be equipped with relevant fire suppression equipment and systems. In accordance with best practice, the fence line will be placed at a distance to contain an event, such as a fire or explosion, within its confines. Within the fenceline, vegetation is removed to reduce the possibility of the spread of fire. An Emergency Response Plan would be provided for operation and as part of this Plan, resilience exercises are conducted to test the systems and procedures. The fire and rescue service are a key consultee whom National Grid is engaging. They have had a chance to comment on the Proposed Project and National Grid will produce guidance for them for operation. In addition, there is no oil-containing equipment at Friston and so there is less risk of toxic fumes from the Substation.
General commentary			
Local community	This project will jeopardise the local Nuclear evacuation route from Sizewell.	N	National Grid is working closely with the Emergency Planning Department at Suffolk County Council with regard to emergency situations. During construction, a project-specific emergency evacuation plan will be provided and there will be no effect on the nuclear evacuation route from Sizewell.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Local community	The potential for instability from drilling vibrations and as we now learn the use of extremely toxic chemical used in horizontal drilling are huge concerns. The poisoning of the Rivers Fromus and Hundred, and possibly into the Alde and aquifers is serious. This cannot be considered as green energy, when using such poisons.	N	The drilling fluid that will be employed by the Proposed Project is bentonite which is a chemically inert (non-toxic), naturally occurring clay. National Grid will not be conducting any trenchless construction near the Fromus, Hundred or Alde.
Local community	Electricity Substations have been known to catch fire. The environmental impact of such an occurrence would be catastrophic for our local area.	N	During operation National Grid will follow all relevant health and safety policies to reduce the risk of fire and explosion. All Proposed Project buildings will be constructed and operated in accordance with buildings regulations which includes consideration of measures needed in the event of a fire or an explosion. Furthermore, a fire risk assessment will be carried out and the project buildings will be constructed in line with this risk assessment. All buildings are equipped with relevant fire suppression equipment and systems. In accordance with best practice, the fence line of all buildings is placed at a distance to contain an event, such as a fire or explosion, within its confines. Within the fenceline, vegetation is removed to reduce the possibility of the spread of fire. An Emergency Response Plan would be provided for operation and as part of this Plan, resilience exercises are conducted to test the systems and procedures.
Substation Action Save East Suffolk	Substations and convertor stations can and do catch fire. When they do they emit toxic gases. This infrastructure will be surrounded by vegetation which will be very dry in the summer. Such a risk is unacceptable next to a village. A full fire safety assessment needs to be conducted including the impact of a serious fire upon the village of Friston in the summer months, when prevailing winds could drive the fire and smoke/gases towards the village across very dry vegetation. A similar assessment should be conducted for Saxmundham.	N	
Local community	The website of The Electrical Engineering Portal says: "The risk of fire in substations has been historically low, but the possible impacts of a fire can be catastrophic… These fires can also create a fire hazard to utility personnel, emergency personnel, and the general public." Given that the Friston substation will be huge and that the possible impacts of a fire "can be catastrophic", why are NG and SPR proposing to put this substation so close to a village?	N	The fire and rescue service are a key consultee whom National Grid is engaging. They have had a chance to comment on the Proposed Project and National Grid will produce guidance for them for operation. National Grid cannot comment on the rationale behind the siting of SPR's project at Friston because it is a separate company.
Local community	We understand that the GIS substation uses SF6 gas, sulphur hexafluoride. The website of the United States Environmental Protection Agency says: "(Yet), it is also the most potent greenhouse gas known to-date. Over a 100-year period, SF6 is 23,500 times more effective at trapping infrared radiation than an equivalent amount of carbon dioxide (CO2). SF6 is also a very stable chemical, with an atmospheric lifetime of 3,200 years. As the gas is emitted, it accumulates in the atmosphere in an essentially un-degraded state for many centuries. Thus, a relatively small amount of SF6 can have a significant impact on global climate change." The website of the Institution of Engineering and Technology says: "Sulphur hexafluoride (SF6) gas, renowned for its effectiveness in switchgear applications, is a critical part of any electrical infrastructure, However, it carries a drawback: its potent greenhouse gas properties. With a global warming potential (GWP) tens of thousands of times worse than carbon dioxide, and annual emissions growing (global SF6 emissions grew 24% between 2008 and 2018)[1], SF6 poses a real threat to the planet's climate stability and global warming."	N	It is the policy of National Grid to reduce SF6 gas within the electricity transmission system. For the Proposed Project the plan is to use a non-SF6 gas within the substation. A full description of the Proposed Project is contained in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. National Grid are unable to comment on the operational practices of Scottish Power Renewables.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	"Because of this, it is imperative for the data centre industry and other electricity intensive sectors to take the lead and champion innovative switchgear solutions that eliminate the use of harmful SF6 gas." Why are NG and SPR inflicting this environmental damage on East Suffolk in the name of combatting climate change, while simultaneously proposing to use the most potent greenhouse gas known in its equipment?		

Table 1.31 Onshore/offshore EMF

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Feedback form			
Q20 Do you have any other comments about Sea Link to give that you have not previously mentioned?			
Local community	What measures have been put in place regarding Electromagnetic fields? These can be damaging to health. How far are they likely to extend?	N	In the UK there are exposure limits in place to protect against EMF effects. Those exposure limits have been set independently by an international commission of scientists who carefully review all the research which has investigated EMF and health effects. There have been over four decades of research looking into whether EMFs can cause health effects, and there are no established effects below the exposure limits. All of National Grid's electricity equipment is designed to produce EMFs below the limits set by the Government that are in place to protect us all. This will be fully and publicly documented in the DCO submission, see **Application Document 6.5 Electric and Magnetic Field Compliance Report**.
General commentary			
Local community	Monitoring the electromagnetic field created by the station and cables is important as EMFs affect many birds' navigation.	N	The magnetic fields produced by cables are extremely localised. They reduce to below the level of the Earth's natural geomagnetic field around 1.8 m above ground (2.8 m form the cable itself), even when it is operating at full capacity. Given the low level of localised magnetic fields produced by the Proposed Project, there will be no significant impact on the navigation of birds.

Table 1.32 Community benefits/enhancements

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Feedback form			
Q1 Do you have any comments to make about the principle of reinforcing the network between Suffolk and Kent?			
Local community	The purpose of Seal Link is to enable surplus power to be exported from Suffolk to Kent. It is not clear how this benefits Suffolk residents. Their environment is being destroyed to benefit power supply in Kent. Where is the mutuality in this?	N	The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. The needs case for the Proposed Project has identified that a connection is required within the Sizewell area, therefore delivery outside of this area would not fulfil the network reinforcement requirement that the Proposed Project is intended to provide. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.**
Q2 What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously?			
Local community	The proposal doesn't adequately explain why disrupting more landscape to build further inland is a good idea. No consideration for any obvious community improvements.	N	The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. The needs case for the Proposed Project has identified that a connection is required within the Sizewell area, therefore delivery outside of this area would not fulfil the network reinforcement requirement that the Proposed Project is intended to provide. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);**

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			• **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.** National Grid supports the delivery of community benefits associated with transmission infrastructure, and already has a number of established programmes which deliver this. National Grid is waiting for the Government's position on the provision of community benefits associated with transmission infrastructure. This will determine its future approach.
Local community	I would strongly like you to take into strong consideration the following: (a) Undertaking a planned annual discount on energy bills for those living in the 10% most deprived LSOAs by Indices of Multiple Deprivation in the local authority Thanet District Council, Kent. (b) Undertaking a planned annual discount on energy bills for those living in the local authority Thanet District Council, Kent.	N	National Grid is waiting for the Government's position on the provision of community benefits associated with transmission infrastructure. This will determine its future approach.
Q10 Is there anything further you would like us to take into consideration when developing our proposals in Suffolk?			
Local community	I would like you to be more proactive on the benefits and also re-assure local residents on what upheavals and inconveniences will be attained to this project.	N	National Grid supports the delivery of community benefits associated with transmission infrastructure, and already has a number of established programmes which deliver this. National Grid is waiting for the Government's position on the provision of community benefits associated with transmission infrastructure. This will determine its future approach. National Grid is working to understand local and regional aspirations and priorities in relation to community benefits. It welcomes the suggestions for delivering community benefits and as the Proposed Project progresses, it will work with stakeholders and local communities to further inform this.
Local community	Suffolks east coast seems to have been targeted for industrialisation but with no employment benefits for the community.	N	National Grid supports the delivery of community benefits associated with transmission infrastructure, and already has a number of established programmes which deliver this. National Grid is waiting for the Government's position on the provision of community benefits associated with transmission infrastructure. This will determine its future approach. National Grid is working to understand local and regional aspirations and priorities in relation to community benefits. It welcomes the suggestions for delivering community benefits and as the Proposed Project progresses, it will work with stakeholders and local communities to further inform this.
Q17 Anything else? Comments			
Local community	We, the local residents get absolutely nothing from this building project.	N	National Grid supports the delivery of community benefits associated with transmission infrastructure, and already has a number of established programmes which deliver this. National Grid is waiting for the Government's position on the provision of community benefits associated with transmission infrastructure. This will determine its future approach.
Q20 Do you have any other comments about Sea Link to give that you have not previously mentioned?			

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Local community	Giving the kids locally some ownership on the works, with decent apprenticeships and opportunities to work on the developments. Take the idea to the schools so that the kids discuss it with parents when they get home. Involve the kids/locals in repairing the wildlife areas once the works are complete.	N	National Grid supports community benefit and believes that communities should benefit from hosting infrastructure. It has a number of existing programmes that deliver this; however, it is waiting for the Government's position on the provision of community benefits associated with transmission infrastructure. This will determine its future approach. National Grid is working to understand local and regional aspirations and priorities in relation to community benefits. It welcomes the suggestions for delivering community benefits and as the Proposed Project progresses, it will work with stakeholders and local communities to further inform this.
Local community	National Grid will need to do far more to demonstrate what local benefits (not past window-dreaming) this National project can bring to Kent. And how these benefits will be sustained beyond the construction phase and bring enduring sustainable long-run community gain and benefit.	N	National Grid supports the delivery of community benefits associated with transmission infrastructure, and already has a number of established programmes which deliver this. National Grid is waiting for the Government's position on the provision of community benefits associated with transmission infrastructure. This will determine its future approach. National Grid is working to understand local and regional aspirations and priorities in relation to community benefits. It welcomes the suggestions for delivering community benefits and as the Proposed Project progresses, it will work with stakeholders and local communities to further inform this.
General commentary			
Local community	The problem is that no-one wants the infrastructure near them! People who live next to wind turbines should have cheaper electricity. By the same token, communities who host converter stations, like proposed in Saxmundham, should receive a community benefit. The Town Council surveyed the population about their local improvement desires and the new Saxmundham Health One Stop Shop was the top priority. National Grid and Sizewell C should be making a substantial donation to help the NHS out as they do not have the funds to commit at present - despite the new building having passed the Project Initiation Document step with local, regional and NHSE level approvals being signed off. This is like a 'Planning gain' but it would generate local goodwill.	N	National Grid supports community benefit and believes that communities should benefit from hosting infrastructure. It has a number of existing programmes that deliver this; however, it is waiting for the Government's position on the provision of community benefits associated with transmission infrastructure. This will determine its future approach. National Grid is working to understand local and regional aspirations and priorities in relation to community benefits. It welcomes the suggestions for delivering community benefits and as the Proposed Project progresses, it will work with stakeholders and local communities to further inform this.
Local community	The Community benefits you moot are derisory and insulting. To suggest Sea Link will benefit the community is offensive. You'll do nothing for the community and our much valued environment but destroy them.	N	National Grid supports community benefit and believes that communities should benefit from hosting infrastructure. It has a number of existing programmes that deliver this; however, it is waiting for the Government's position on the provision of community benefits associated with transmission infrastructure. This will determine its future approach. National Grid is working to understand local and regional aspirations and priorities in relation to community benefits. It welcomes the suggestions for delivering community benefits and as the Proposed Project progresses, it will work with stakeholders and local communities to further inform this.
Local community	There are no economic benefits to the area of Suffolk planned to suffer the heaviest environmental disbenefits, and the most likely economic out-turn is that there will be a sharp decline in tourism income and the associated employment and economic multiplier effects. There will be no permanent new jobs as a result of the destruction and inconvenience over the next decade. As is customary, loosely defined and described 'community benefits' have been proposed,	N	National Grid acknowledge the fact that the Proposed Project has the potential to have adverse impacts across a range of environmental disciplines. A comprehensive ES has been prepared as part of the DCO submission. The ES summarises the findings of the EIA to inform decision-makers (in this case the SoS) about the environmental implications of the Proposed Project. National Grid acknowledges that the scale of operational employment generated is likely to be very limited. **Application Document ES 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-**

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	perhaps by way of subsidy to local authority bodies for discretionary expenditure, but these are insubstantial. Central government proposals for lower electricity costs for neighbourhoods destroyed (I believe the governmental term is 'affected') by poorly designed new infrastructure are out of the scope of this consultation and would not in any way compensate the community as a whole for their loss of amenity and environment.		**Economics, Recreation and Tourism** assesses the effects of the Proposed Project. It is anticipated that around 30% of the construction phase jobs would be taken by local workers. In addition to the direct employment generated by the construction of the Suffolk Onshore Scheme, there would be an increase in local employment arising from indirect and induced effects of the construction activity. Employment growth would arise locally through manufacturing services and suppliers to the construction process (indirect or supply linkage multipliers). Additionally, it is assumed that part of the income of the construction workers and suppliers would be spent in the Study Area, generating further employment (in terms of induced or income multipliers). National Grid supports the delivery of community benefits associated with transmission infrastructure, with a number of established programmes to deliver this; however, it is also expected that the forthcoming update to Government's position on the provision of community benefits associated with transmission infrastructure will determine their future approach. National Grid is working to understand local and regional aspirations and priorities in relation to community benefits. It welcomes the suggestions for delivering community benefits and as the Proposed Project progresses, it will work with stakeholders and local communities to further inform this.
Local community	There are no meaningful sustainable jobs associated with these projects which would result in a net overall loss of employment.	N	National Grid acknowledges that the scale of operational employment generated is likely to be very limited. **Application Document ES 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism** assesses the effects of the Proposed Project. This identifies the likely effects of construction as being of a medium-term temporary nature. Although these jobs are temporary, they represent a positive economic effect for a substantial period that can be estimated as the function of the scale and type of activities required to construct the Suffolk Onshore Scheme.
Melton Parish Council	We do not feel there are any discernible community benefits, other than those seeming to mean some vaguely defined payments to local authorities, which we feel is inadequate to the scale of impact this industrialisation of our region will create.	N	National Grid supports community benefit and believes that communities should benefit from hosting infrastructure. It has a number of existing programmes that deliver this; however, it is waiting for the Government's position on the provision of community benefits associated with transmission infrastructure. This will determine its future approach. National Grid is working to understand local and regional aspirations and priorities in relation to community benefits. It welcomes the suggestions for delivering community benefits and as the Proposed Project progresses, it will work with stakeholders and local communities to further inform this.

Table 1.33 Timescales/programme

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Feedback form			
Q3 What do you think about how our proposal to connect into the existing network via the proposed Friston substation? Comments			
Local community	The time frame is of concern. SPR project has been delayed by 2 years and this rural area cannot cope with multiple projects.	N	The cumulative impact assessment for the Proposed Project was based on the most up-to-date information for other projects in the area. Information can be found in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
Q18 Do you have any key concerns regarding the construction stage of Sea Link? Other			
Local community	Yes, I have many concerns regarding the construction of Sea Link which will cause disruption and destruction. But the bigger picture is worse, the cumulative impact will stretch over a wide area and a long timescale.	N	Cumulative impacts of the Proposed Project with other projects in the area are assessed in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects and Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects**.
Q20 Do you have any other comments about Sea Link to give that you have not previously mentioned?			
Local community	A time table (Gantt chart) of the plan is needed to consider impacts.	N	An indicative construction programme is provided in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The design-life of the different Proposed Project elements are also provided. A detailed construction programme cannot be furnished until the construction contractors are appointed.
Local community	We also need detailed time scale as you indicate 24-30. 6 years. We need stage by stage timelines so that Kent residents can sort their future.	N	An indicative construction programme is provided in **Application Document 6.2.1.4 ES Part 1 Introduction Chapter 4 Description of the Proposed Project**. The design-life of the different Proposed Project elements are also provided. A detailed construction programme cannot be furnished until the construction contractors are appointed.
Local community	I am concerned about how long all these projects will take. I reckon it will take at least 10 years from now, which is just too long.	N	Cumulative impacts of the Proposed Project with other projects in the area are assessed in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects and Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects**. These documents consider the various timeframes of other projects in the area.
General commentary			
Local community	Given that the Friston substation is subject to JR, and Sizewell C is, despite our government's desire to impose it upon us, far from certain with costs reportedly already rising to over £40billion, why are two new infrastructure projects being consulted upon now that totally hinge on these developments. You are propagating anxiety in a community that is already under existential attack due to the amount of development being thrown at it.	N	The judicial review challenges at the Friston Substation have been rejected by the London Court of Appeal. The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. The needs case for the Proposed Project has identified that a connection is required within the Sizewell area, therefore delivery outside of this area would not fulfil the network reinforcement requirement that the Proposed Project is intended to provide. Further information on the reasoning behind the connection location for the Proposed Project, the

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.** National Grid supports the delivery of community benefits associated with transmission infrastructure, and already has a number of established programmes which deliver this. National Grid is waiting for the Government's position on the provision of community benefits associated with transmission infrastructure. This will determine its future approach. National Grid recognises that the development, construction and operation of major infrastructure projects can cause stress, uncertainty and anxiety that may impact on people's mental health. Throughout the development phase of the Proposed Project it therefore tried to clearly communicate the proposals, including through the establishment of dedicated contact channels, a project website and by holding multiple rounds of public consultation as the plans became more refined. As the Proposed Project has progressed, National Grid has sought to provide certainty on the plans wherever possible. A complete assessment of health and wellbeing effects has been undertaken. This is set out in **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing**. This concludes that there are no anticipated significant effects as a result of the Proposed Project.
RSPB	With regard duration of the works, we are concerned that no commitments are made to ensure that works are temporally co-ordinated as far as possible. Extending the duration of the works required at the landfall would increase the significance of noise and visual disturbance impacts as well as any direct effects on habitats at the landfall within Leiston-Aldeburgh SSSI and RSPB North Warren. Table 1.4.12 in PEIR Vol. 1, Part 1, Ch. 4 Description of the Proposed Project indicates that the duration of HDD drilling would increase from 125 days for one project to 250 days for three projects (assuming one drilling rig is used). Whilst this gives an indication of the additional duration of the work involved with co-location, this is only one aspect. We are also concerned about the sequencing of work and the potential for work to cross into several bird breeding/wintering seasons due to gaps between the installation of ducts for one project and cable pulling for subsequent projects. Repeated periods of disturbance (and any repeated impacts on habitats) would exacerbate the effects of the proposals on designated sites significantly, with a longer duration of	N	National Grid acknowledges your concerns regarding timeframes for construction. Impacts on birds are assessed in **Application Document 6.2.4.5 Part 4 Marine Chapter 5 Ornithology**. National Grid as part of its submission has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and local communities (see **Application Document 7.10 Coordination Document**). National Grid acknowledges the impacts on the landscape setting and visual amenity. Landscape and visual impacts are included within the Proposed Project ES in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. National Grid's landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section of the ES. Mitigation includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting and has been designed in collaboration with relevant stakeholders. Where necessary, and insofar as is possible, measures will be implemented to mitigate identified likely significant effects. The mitigation measures proposed can be found in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** submitted with the application for development consent.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	impacts potentially more likely to result in longer term changes to breeding and/or wintering bird populations.		Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). All planting associated with the reinstatement of the landfall and HVDC and HVAC corridors will be maintained for a five year period. All mitigation planting associated with the permanent access road and Kent Converter Station and Substation will be maintained for the lifetime of the assets. Cumulative impacts of the Proposed Project with other projects in the area are assessed in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
RSPB	There is good evidence that the overwintering period for red-throated diver in the Outer Thames Estuary SPA runs from September through to April (not just from January to March) so within the SPA it is essential that this longer overwintering period is observed and that no construction, installation, maintenance or decommissioning activities, or any project-related vessel movements, take place within that period. If there is any possibility that such activities and vessel movements may occasionally need to take place in the SPA between September and April, a vessel management plan should set out detailed measures to include exactly what route or routes are to be used, how vessel operators will be made aware of the importance and sensitivity of the birds to disturbance, how vessel operators will recognise and steer clear of rafting birds and areas with high densities of birds, and how all such measures are to be monitored and enforced.	N	The Proposed Project is committing to a full seasonal restriction of 01 November to 31 March for marine installation works and a reduced seasonal restriction of 01 January to 31 March for landfall works. National Grid has engaged with Natural England regarding these restrictions. It has also produced **Application Document 7.8 Red Throated Diver Protocol** which is secured through Requirement 5 of Schedule 3 of the draft DCO **(Application Document 3.1**).

Table 1.34 Mitigation

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Feedback form			
Q10 Is there anything further you would like us to take into consideration when developing our proposals in Suffolk?			
Local community	Our children are so upset about the proposals. What thought has been given to the lessons they will learn about environmental concern and care for wildlife. If these go further that I would like please do really consider a pedestrian crossing at the top of Church Hill by Manor Gardens to protect the children who live there. The alternative routes you suggest won't be built quickly. Your exploring vehicles here already caused disruption and danger on our road. It is not OK.	N	National Grid acknowledges your concerns. The EIA process undertaken for the Proposed Project is responsible for establishing the baseline environmental condition of the Proposed Project area, which then determines the mitigation that must be put in place. This is then discussed with the relevant statutory advisory services. **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** provides the results of the traffic impact assessment undertaken for the Suffolk Onshore Scheme. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Q17 Anything else? Comments			
Local community	Key consideration should be given to: 1. Underground Ducting rather than pylons. 2. Create local jobs during the construction phase and beyond. The term of this project should see apprentices, graduate trainees from the area and upskilling. 3. Support the local economy and use local business and suppliers. This is an essential part of the scheme to see local business thrive on the back of infrastructure investment. 4. Fund the local community on environmental initiatives. Support funding for private solar installation, heat pump, etc. 5. A big issue locally for villages like Monkton and Minster is a lack of public transport. Support towards sustainable local public transport would be welcomed.	N	Wherever possible National Grid has designed the cables associated with the Proposed Project to be underground. In some places it will be necessary to install overhead lines due to consideration of a range of factors concerning engineering feasibility, environmental impact and cost. National Grid supports community benefit and believes that communities should benefit from hosting infrastructure. It has a number of existing programmes that deliver this; however, it is waiting for the Government's position on the provision of community benefits associated with transmission infrastructure. This will determine its future approach. National Grid is working to understand local and regional aspirations and priorities in relation to community benefits. It welcomes the suggestions for delivering community benefits and as the Proposed Project progresses, it will work with stakeholders and local communities to further inform this. A complete description of the Proposed Project is contained in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The mitigation measures proposed can be found in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** submitted with the application for development consent. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Q19 Do you have any comments about how we could deliver environmental mitigation and enhancement (such as hedgerow creation, native tree planting or funding local wildlife groups) as part of our proposals?			
Local community	Planting as many native trees and plants as possible. Regular monitoring of bird deaths through the massive pylons and cables, and measures to help combat this. Other wildlife monitoring, i.e. bats and installing as much wildlife friendly things as possible, i.e. owl box's and other roosting and nesting areas made possible. Lots of Barn owl boxes on stands. Having a living green roof to help capture the carbon and to help feed the wildlife which will have lost so very much. Maybe filter systems installed to help prevent pollution. The pylons will need to have deflectors and nest boxes for bats, ravens and other birds. Very careful management of water levels. Pumping of water must not be done at night to protect the eel population there. National grid must make public their survey	N	The Proposed Project team greatly appreciate the insights of the local communities in how they can best mitigate any residual impacts on the environment and enhance the environment further than its baseline condition. The EIA process is responsible for establishing the baseline environmental condition of the Proposed Project area, which then determines the mitigation that National Grid must put in place. This is then discussed with the relevant statutory advisory services such as Natural England, Historic England and the Environment Agency. With regard to the feedback of the local community described in this report, this has been provided to and read by the environmental specialists who are responsible for determining the mitigation measures to be put in place, and is actively being considered within the relevant Management Plans to be provided to the Main Works Contractors'.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	results on the wildlife, water and flora at Minster Marshes. The mitigation work must be done well in advance of the construction works beginning to help the wildlife losing their habitat adjust.		Mitigation measures are listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	• Any mitigation works finally agreed such as scrub areas, trees and hedges must be planted in advance of starting any scraping of the existing site to give wildlife ready areas to move to if they must. • Buy land behind the proposed build to turn it into further managed wildlife areas to be managed by an independent community group. This should be planted with mixed native woodland, and scrubland with a focus on nightingales and turtle doves, which use the area extensively and are endangered species. • Find and purchase an additional 300 acres of wetland and give the land in perpetuity to the management of an NGO such as Kent Wildlife Trust or the Royal Society for the Protection of Birds. • Finish your surveys with RSPB and all the other groups and publish the results. • Undertake a flora survey by recognised experts in the field before making any decisions. • The buildings must have green living roofs to help to reduce impact of heavy surges of rain run-off and to allow butterflies and solitary bees to flourish. • There must be no crossed pylons creating a net effect. Pylons are a hazard to birds' flightpaths. • All Pylons must have nest boxes and platforms for birds. • Install bat and bird boxes. It is predicted that mosquitos will increase in marsh areas with climate change. Birds and bats will help in controlling their numbers. (If Terria have been doing this for years in collaboration with Omnia Italica, so can you). • Ensure any boxes do not face into the prevailing wind. • Replace damaged owl boxes. • Underground cabling or low level bridging across the river. • Low level access holes in all fencing to allow movement of mammals. • Brickwork to have bee bricks every 1 to 4 square metres • Create wildflower meadow areas with a management plan for maintenance (mow, rest and collect programme). • Seek professional advice about encouraging critically endangered European eels (The Stour and estuary are important for them). • Leave the beavers space to do their own land management around the river. • Ban the use of rodenticide outside buildings. • Limit the amount of hard standing areas and complete and publish your SUDS work.	N	The Proposed Project team greatly appreciate the insights of the local communities in how they can best mitigate any residual impacts on the environment and enhance the environment further than its baseline condition. The EIA process is responsible for establishing the baseline environmental condition of the Proposed Project area, which then determines the mitigation that National Grid must put in place. This is then discussed with the relevant statutory advisory services such as Natural England, Historic England and the Environment Agency. With regard to the feedback of the local community described in this report, this has been provided to and read by the environmental specialists who are responsible for determining the mitigation measures to be put in place, and is actively being considered within the relevant Management Plans to be provided to the Main Works Contractors'. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	• Any lighting to switch off by 10.00pm at the latest. CCTV to be infra-red only. The whole island of La Palma in the Canary Islands uses orange spectrum lights for all public lighting to protect the resident bat population. If a whole island can manage it, NG can implement it on a single plant site. • Surround the boundary and all buildings where possible with native hedging as a barrier to noise pollution • NG must think about reuse and recycling at the outset of the project, not at the end. A detailed circular economy plan must be created to consider how all components will be reused at the end of life of the facility, rather them ending up in landfill like fibreglass turbine blades.		
Local community	If against better judgement this project was to be given the go ahead then I would expect an ambitious 'mitigation' plan from National Grid. I would want to see the construction phase done with as little disturbance as possible. The site needs to be located as far away from the SSSI as possible so that Badgers & Brown Hares etc can still access the remaining land. The site should include suitable nest boxes/platforms (suitable for Raven, Peregrine & Barn Owl in particular), living walls/roofs etc. Replace any lost hedgerows. Replace the lost dyke and add wader friendly water features/scrapes in the surrounding fields. The purchase of the SSSI Richborough strip and the area of the old Richborough Nature Reserve that is located beyond the wind turbine (reinstate the bird hide that has collapsed by the reed bed). I would like these to be given over to KWT, RSPB or similar organisation to be safe guarded for the wildlife and to be accessible to the public as the New Richborough Nature Reserve. A footbridge could be located at the side of the existing railway bridge, accessible from the old Richborough Nature Reserve, crossing the river Stour to connect with the Saxon Shore Way where you could walk back along the river to Sandwich avoiding the industrial area that currently blights the walk from Pegwell to Sandwich town. Further land on the walk back to Sandwich on the other side of the river across from the Energy park should be turned in a large nature reserve with another footbridge across the river that connects to the Sandwich Road. The land beyond the Converter site should be purchased by National Grid and be made into suitable wildlife habitat in a similar way to what has been achieved at Worth Marshes and Lydden valley as a template and with the ambition to achieve SSSI status. Any mitigation should be in the area surrounding the Converter site not miles away in another location.	N	The Proposed Project team greatly appreciate the insights of the local communities in how they can best mitigate any residual impacts on the environment and enhance the environment further than its baseline condition. The EIA process is responsible for establishing the baseline environmental condition of the Proposed Project area, which then determines the mitigation that National Grid must put in place. This is then discussed with the relevant statutory advisory services such as Natural England, Historic England and the Environment Agency. With regard to the feedback of the local community described in this report, this has been provided to and read by the environmental specialists who are responsible for determining the mitigation measures to be put in place, and is actively being considered within the relevant Management Plans to be provided to the Main Works Contractors'. Mitigation measures are listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	Although it is good to see that there are plans for mitigation, these are not enough to outweigh the damage that will be done to the wildlife in the area. You cannot expect the wildlife to move to the areas that you have designated for them - it doesn't work like that. Also the disruption that will be caused by all the construction work will cause a great deal of distress and suffering. No amount of mitigation will compensate for what you will destroy.	N	The Proposed Project team greatly appreciate the insights of the local communities in how they can best mitigate any residual impacts on the environment and enhance the environment further than its baseline condition. The EIA process is responsible for establishing the baseline environmental condition of the Proposed Project area, which then determines the mitigation that National Grid must put in place. This is then discussed with the relevant statutory advisory services such as Natural England, Historic England and the Environment Agency. With regard to the feedback of the local community described in this

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			report, this has been provided to and read by the environmental specialists who are responsible for determining the mitigation measures to be put in place, and is actively being considered within the relevant Management Plans to be provided to the Main Works Contractors'. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	You could provide financial compensation to all who own property near the proposed sites whose properties will devalue due to your plans.	N	This text provides a joint response to the feedback. The Proposed Project team greatly appreciate the insights of the local communities in how they can best mitigate any residual impacts on the environment and enhance the environment further than its baseline condition. The EIA process is responsible for establishing the baseline environmental condition of the Proposed Project area, which then determines the mitigation that National Grid must put in place. This is then discussed with the relevant statutory advisory services such as Natural England, Historic England and the Environment Agency. With regard to the feedback of the local community described in this report, this has been provided to and read by the environmental specialists who are responsible for determining the mitigation measures to be put in place, and is actively being considered within the relevant Management Plans to be provided to the Main Works Contractors'. All affected landowners will be compensated on a fair and reasonable basis for any rights acquired, and any impacts on retained property will be considered in line with the Compulsory Purchase Compensation Code. Compensation claims for other disturbance are considered on a case-by-case basis if there is evidence of negative impacts as a result of the Proposed Project. Where planting areas do not conflict with construction compounds and activities, advanced planting will be undertaken in the first available planting season prior to construction commencing. These areas will be developed in detail as part of the detailed landscape and ecological management plan but, subject to contractor discussions, could include the areas identified on Figure 3 Minster Converter and Substation Outline Landscape Mitigation - Timing of Planting within **Application Document 7.5.7.2 Outline Landscape and Ecological Management Plan - Kent**. Impacts on ecology are contained in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. National Grid is committed to a trenchless construction for the construction of the cable under the Sandwich Bay and Hacklinge SSSI. This commitment is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Mitigation measures are listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	Planting hedgerows, trees, and providing wetland habitat must be established before removing existing habitat. To compensate for the loss of all habitats further land in the immediate area should be purchased to provide safe areas for wildlife in perpetuity. Other considerations should include no pylons creating a 'net effect', pylons should include next boxes, a viable wildlife corridor is maintained linking Pegwell Bay to the rest of the Stour Valley.	N	
Local community	If National Grid is serious about their commitment to mitigation, compensation and enhancement that would include a biodiversity net gain of 10%, on the pre-development baseline, then it will need to work with local organisations and experts, other stakeholders including those who are directly affected by this process, to ensure every effort is taken to gather data relating to the ecology of the area. This would need to include wildlife not only on the site but that which might pass through, given that the area is an important 'corridor-habitat' linking the National and Internationally protected marine environments of the Thanet Coast and Sandwich Bay Special Protection Area, Special Area of Conservation and Ramsar site, Sandwich Bay and Heckling Marshes SSSI, Sandwich and Pegwell Bay National Nature Reserve, inland to the Stodmarsh SSSI. The proposed Sea Link development will seriously impact upon this vital 'corridor', a 'corridor' so important that its significance is clearly demonstrated upon viewing drone footage of the area. Disturbing and encroaching on this 'corridor' will directly and indirectly impact upon the many species which use the Minster Marshes SSSI permanently or for periods of time to feed, rest, bred or pass through on their way to other areas of the UK and/or the rest of the world. Details records and extensive footage exists of the type and extent of wildlife within the SSSI and surrounding area, all of which I believe would be made available to the NG. The area is also an essential place for birds to move inland at hightide or in bad weather and as an aerial view would indicate, they have few places to go that could offer the same quality of habitat. The convertor and substation will be built on what is effectively a field	N	

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	which has been appropriately managed to encourage a rich biodiversity and this should be fully recognised by National Grid.		
Local community	The developer must absolutely minimise removal of hedges/trees etc for temporary works. I have seen on other projects significant deforestation for temporary construction compounds. These trees may have low biodiversity value but their amenity value to the local community should not be underestimated. For example if a construction haul road needs to go through a hedge, the opening cut in the hedge should be as narrow as possible (i.e. one vehicle width) and traffic management applied if necessary. It is too easy for construction teams to cut things down to make their short existence on site easier for themselves; this requires careful management and close oversight to avoid. Mitigation planting is not enough if removal could be avoided in the first instance.	N	Following Statutory consultation, National Grid undertook a survey of all trees within the Order Limits of the Onshore Scheme. **Application Document 6.10 Arboricultural Impact Assessment** details how trees located within and immediately adjacent to the Order Limits will be protected and what mitigation measures are embedded in the design to offset the loss of trees. Careful attention has been paid in the design and construction programme/methods for the Proposed Project to the possibility of habitat severance. In the coastal zone this will be avoided through use of a trenchless construction solution. In those areas away from the coast, which will be crossed by open trench, a series of protected species surveys have been undertaken to inform mitigation measures and the works will be undertaken in such a way as to retain connectivity, such as through the inclusion of mammal ledges in culverts and hurdles or similar to close gaps in hedgerows overnight for bats. The cable will be buried as each section is installed and habitats restored above the cable. Further details are contained in **Application Document 2.12.1 Trees and Important Hedgerows to be Removed or Managed Plans - Suffolk and Application Document 2.12.2 Trees and Important Hedgerows to be Removed or Managed Plans – Kent**.
Local community	These would not be required if you listened to our feedback. Many credible alternative proposals have been made, but we see little evidence of these being properly assessed. National Grid's response is generally to dismiss them out of hand "too difficult", "too expensive", "offshore shipping lanes", "offshore breeding grounds". Most of these "constraints" have subsequently been overcome by other energy projects.	N	The Proposed Project team greatly appreciate the insights of the local communities in how they can best mitigate any residual impacts on the environment and enhance the environment further than its baseline condition. The EIA process is responsible for establishing the baseline environmental condition of the Proposed Project area, which then determines the mitigation that National Grid must put in place. This is then discussed with the relevant statutory advisory services such as Natural England, Historic England and the Environment Agency. With regard to the feedback of the local community described in this report, this has been provided to and read by the environmental specialists who are responsible for determining the mitigation measures to be put in place, and is actively being considered within the relevant Management Plans to be provided to the Main Works Contractors'.
Local community	Help local landowners to plant woodland and hedges. Help to maintain existing footpaths and to create more wheelchair friendly footpaths in local area.	N	
Local community	Creating habitats on land where there were none before is a gain. However, you can replace habitats which have been in place and developed over hundreds of years with new habitat, but these will not contain the same biodiversity. I suggest contracting a specialist firm to overhaul and consider the environmental impact. The habitat and mitigation should be suitable and relevant to the area.	N	
Local community	Since the scheme involves 130km under the sea, disturbances of Pegwell Bay I would like some contribution to preserve the unique heritage and ecosystem of the Goodwin Sands. The Goodwin Sands conservation trust Goodwindsands.org.uk is a vital influential trust and only crowd funded. A generous donation would help to preserve this natural grace to 2,000 ships and 50,000 souls as well as helping the work to protect its ecosystem.	N	
Local community	The developer must absolutely minimise removal of hedges/trees etc for temporary works. I have seen on other projects significant deforestation for temporary construction compounds. These trees may have low biodiversity value but their amenity value to the local community should not be underestimated. For example if a construction haul road needs to go through a hedge, the opening cut in the hedge should be as narrow as	N	

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	possible (i.e. one vehicle width) and traffic management applied of necessary. It is too easy for construction teams to cut things down to make their short existence on site easier for themselves; this requires careful management and close oversight to avoid. Mitigation planting is not enough if removal could be avoided in the first instance.		
Q20 Do you have any other comments about Sea Link to give that you have not previously mentioned?			
Local community	I just would like National Grid to be responsible and take more care to protect the landscape, its character and setting, but also ensure it doesn't impact the biodiversity of the area, but greatly improve it. It would be great to see that, along with providing all the infrastructure, National Grid went above and beyond and provide benefits to both the local wildlife and the locals. Improvements for locals may be more access to countryside via new PROW's or green spaces near the area.	N	The special nature of the landscape around the Proposed Project is acknowledged by National Grid. The effects arising from the Proposed Project on landscape and visual aspects have been assessed in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual and Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**. These Chapters include proposed mitigation measures that have been embedded in the design to minimise the effects. The Proposed Project is also committed to achieving 10% Biodiversity Net Gain. Further details relating to the ecology assessment are contained in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity and Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. Further details regarding Biodiversity Net Gain are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**. National Grid supports the delivery of community benefits associated with transmission infrastructure, and already has a number of established programmes which deliver this. National Grid is waiting for the Government's position on the provision of community benefits associated with transmission infrastructure. This will determine its future approach.
Local community	Consideration should be given to: - Underground ducting and cabling rather than pylons and overhead lines. This may cost more, but we then don't have to look at a significant number of large pylons. - Enhancement to the local economy by ensuring principal contractors are required to use local supply chain and contractors within 5 miles of the development. Targeting the use of 70% local business will add real values to the local economy. - s106 funding made available to enhance green public transportation and build a sustainable environment.	N	Wherever possible National Grid has designed the cables associated with the Proposed Project to be underground. In some places it will be necessary to install overhead lines due to consideration of a range of factors concerning engineering feasibility, environmental impact and cost. The nature of the construction and installation work is highly specialised and National Grid cannot guarantee that contractors will be sourced from within five miles of the Proposed Project. The mechanism for determining the environmental mitigation that National Grid put in place is the EIA; the outcome of the EIA informs National Grid where mitigation will be required. This could include modifications and/or enhancements to the transport network. Furthermore, National Grid is waiting for the Government's position on the provision of community benefits associated with transmission infrastructure. This will determine its future approach.
General commentary			
Local community	In order to appropriately mitigate a full, transparent, open, honest and thorough biodiversity/ecology assessment needs to be undertaken over the course of an entire year. It needs also to involve local experts, residents and other skate holders including landowners who will be directly affected by this as well as other statutory and non-statutory organisation. Any identified mitigation should be in place before construction begins, so any displaced wildlife will have somewhere to go. This also needs to be appropriate to need.	N	An extensive programme of environmental surveys has been undertaken including for breeding and non-breeding birds, reptiles, invertebrates, badger, riparian mammals, dormice and plants over appropriate timeframes. A rigorous impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. Details are contained in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity and Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken

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	Ongoing monitoring of the success of mitigation needs to be undertaken.		place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. Where planting areas do not conflict with construction compounds and activities, advanced planting will be undertaken in the first available planting season prior to construction commencing. These areas will be developed in detail as part of the detailed landscape and ecological management plan but, subject to contractor discussions, could include the areas identified on Figure 3 Saxmundham Converter Station Outline Landscape Mitigation - Timing of Planting within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan – Suffolk** and Figure 3 Minster Converter and Substation Outline Landscape Mitigation - Timing of Planting within **Application Document 7.5.7.2 Outline Landscape and Ecological Management Plan - Kent**. These Plans contain details of the monitoring and management of any mitigation and/or reinstatement.
Local community	NG's document asks "How we could deliver environmental mitigation and enhancement" and suggests planting hedgerows and trees, or funding local groups. Hedges and trees are hugely valuable in their own right, but are a completely different habitat to wetlands, supporting a completely different population. The suggestion that they would provide compensation for the loss of marshes is laughable. Likewise I'm sure many local groups could make good use of extra money, but no amount of cash can redirect migrating birds as if they were inbound aircraft.	N	National Grid acknowledges the concerns. Suggestions were made in the feedback form as a guide only. The EIA process is responsible for establishing the baseline environmental condition of the Proposed Project area, which then determines the mitigation that National Grid must put in place. This is then discussed with the relevant statutory advisory services such as Natural England, Historic England and the Environment Agency.
Suffolk Wildlife Trust	Given the scale of the proposals and potential ecological impacts, we seek reassurance that the mitigation hierarchy – with a first step to avoid ecological impacts, before mitigating, compensating, and enhancing – will be applied at every stage in the development, design, and implementation of the Sea Link project proposals to minimise the risk to protected wildlife and sites of nature conservation value.	N	The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce ecology and biodiversity impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works.
Kent Wildlife Trust	The saltmarsh hasn't recovered from the impacts of Nemo Link. These negative impacts and failed mitigation should be addressed in the Sea Link documents and be used to inform how National Grid propose more adequate measures to ensure the recovery of the saltmarsh and other impacted habitats. All previous environmental damages caused by the Nemo Link needs to be highlighted to understand how to better mitigate the impacts of Sea Link. Likewise, we requested to see the evidence that supports National Grid's claim that the mudflats have recovered from the environmental damages caused by Nemo Link.	N	National Grid acknowledges these comments, however, it is not clear where this claim is made in order to respond directly. National Grid is committed to a trenchless solution beneath the sensitive saltmarsh habitat at Pegwell Bay and it has not included the option of a trenched installation. The commitment to a trenchless solution is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). While the Proposed Project team have listened carefully to the points raised by Kent Wildlife Trust with regard to the Nemo Link, this was a separate project which assessed a different installation methodology to that of the Proposed Project.
Kentish Stour Countryside Partnership	We are a not-for-profit organisation working in Countryside Management. We have implemented several projects aimed at enhancing wildlife habitat in or near to the Sea Link project area. These include: * Installation and annual surveys of barn owl boxes	N	National Grid acknowledges the projects you have undertaken in the area of the Proposed Project. The Proposed Project team greatly appreciate the insights of the local communities in how they can best mitigate any residual impacts on the environment and enhance the environment further than its baseline condition. The EIA process is responsible for establishing the baseline environmental condition of the Proposed Project area, which then determines the mitigation that National Grid must put in place. This is then discussed with the relevant statutory advisory services such as Natural England, Historic England and the

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	* Installing fencing to facilitate conservation grazing at Weatherlees SSSI If funding for mitigation schemes were to become available, we would like to be considered for implementing such projects. Priority species for conservation in this area include: * Water vole Arvicola amphibius – the lower Stour marshes contain a nationally important population, main threat comes from American Mink * Barn owl Tyto alba – overhead power cables represent a collision hazard for adult birds * European Eel Anguilla anguilla – passage between the Stour and nearby drainage channels is limited by water level control structures managed by the Environment Agency * Shining Ramshorn Snail Segmentina nitida – periodic surveys have demonstrated significant reductions in extent of local population * Turtle Dove Streptopelia turtur – severe population decline nationally, breeding pairs are still found in East Kent. RSPB have a project officer engaging with local landowners		Environment Agency. With regard to the feedback of the local community described in this report, this has been provided to and read by the environmental specialists who are responsible for determining the mitigation measures to be put in place, and is actively being considered within the relevant Management Plans to be provided to the Main Works Contractors'.
Local community	We have the opportunity to be innovative with the sea's biodiversity, putting the sea into the centre of conservation. Sea Link construction is essential for producing renewable energy and is important in and of itself. But we are also presented with an opportunity to be innovative with other Green technology, capitalize on the BNG credits system and take carbon sequestration above statutory levels, all to produce real gains for the environment. I suggest a few solutions: Carbon sequestration above the amount you are creating in the construction process. Consider sea weed farms between the windmills. This is a great way to increase employment for fisherman in the area and produce a new local market for seaweed sales in food and cosmetic production. Margate already has a seaweed-based cosmetics company. You can also create blue carbon credits. Seaweed sequesters more carbon more quickly than forests. We need huge seaweed farms to be planted to help sequester the carbon made by the construction industry. The seaweed farms also support species such as stalker jelly fish and other threatened species. There are several wins for the local community and the planet. In addition to the commercial use of seaweed, waste seaweed can be collected for biochar feed stock. There is ongoing research in Northern Ireland where farmers are using seaweed biochar as natural fertilizer on their farms. Biochar also helps reduce rainwater runoff and filter nutrients from farms, which can be damaging to the sea. Biochar Pyrolysis is a green technology to get rid of waste while capturing CO2 and producing no methane. Kent has several	N	National Grid acknowledges the projects you have undertaken in the area of the Proposed Project. The Proposed Project team greatly appreciate the insights of the local communities in how they can best mitigate any residual impacts on the environment and enhance the environment further than its baseline condition. The EIA process is responsible for establishing the baseline environmental condition of the Proposed Project area, which then determines the mitigation that National Grid must put in place. This is then discussed with the relevant statutory advisory services such as Natural England, Historic England and the Environment Agency. With regard to the feedback of the local community described in this report, this has been provided to and read by the environmental specialists who are responsible for determining the mitigation measures to be put in place and is actively being considered within the relevant Management Plans to be provided to the Main Works Contractors'. **Application Document 6.2.4.2 Part 4 Marine Chapter 2 Benthic Ecology** appraises the disturbance of the seabed (and its recoverability) and recruitment of habitat dependant species back to the location of the cable lay as having no significant effects. Although some conservation measures have been adopted in other parts of the Order Limits, this does not conclude further offshore mitigation in regard to benthic habitats. National Grid note that seaweed farms have been utilised on other projects, however, in this instance where the cable is passing through different habitat largely soft mobile sediments, seaweed farms would not be a suitable like for like habitat mitigation.

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	areas of farming which could also be a part of this new innovation. I know of investors who are interested in expanding this technology in the UK. Of interest, Amazon has funded the largest seaweed farm in the Netherlands between windmills in the North sea. This has become an area for scientific research. We could create a similar and even more ground breaking project in Margate. Grant opportunities are available in the Amazon Environmental fund.		
Local community	Rewilding: Improve the outcomes for blue mussels and stalker jelly fish which are under threat in this area- Natural England has shown this in recent surveys. Rewilding seaweed in the near shore can help this. We can improve oyster stock through rewilding as well– similar projects are running in Scotland and Wales.	N	National Grid acknowledges the projects you have undertaken in the area of the Proposed Project. The Proposed Project team greatly appreciate the insights of the local communities in how they can best mitigate any residual impacts on the environment and enhance the environment further than its baseline condition. The EIA process is responsible for establishing the baseline environmental condition of the Proposed Project area, which then determines the mitigation that National Grid must put in place. This is then discussed with the relevant statutory advisory services such as Natural England, Historic England and the Environment Agency. With regard to the feedback of the local community described in this report, this has been provided to and read by the environmental specialists who are responsible for determining the mitigation measures to be put in place, and is actively being considered within the relevant Management Plans to be provided to the Main Works Contractors'.
Local community	Support introduction of wild life such as beaver in the Pegwell Bay area to help restore damaged marsh and ultimately aim to expand the marsh by engaging groups such Kent Wildlife Trust, Blue Marine Foundation and Project Sea Grass. I know that Kent Wildlife Trust is very unhappy about you disturbing this fragile habitat. The expansion of the marshes can help with needed flood defences, increase biodiversity and provides water filtration from farm run off. So, the plan must be to make this area even bigger and more diverse than it is now. We must also do what we can to not damage the chalk reef, which leads back to your directional drilling method as being essential and the benefits of this method being clearly laid out to the community.	N	National Grid acknowledges the projects you have undertaken in the area of the Proposed Project. The Proposed Project team greatly appreciate the insights of the local communities in how they can best mitigate any residual impacts on the environment and enhance the environment further than its baseline condition. The EIA process is responsible for establishing the baseline environmental condition of the Proposed Project area, which then determines the mitigation that National Grid must put in place. This is then discussed with the relevant statutory advisory services such as Natural England, Historic England and the Environment Agency. With regard to the feedback of the local community described in this report, this has been provided to and read by the environmental specialists who are responsible for determining the mitigation measures to be put in place, and is actively being considered within the relevant Management Plans to be provided to the Main Works Contractors'. National Grid is committed to the use of trenchless construction solutions within Pegwell Bay for the construction of the landfall and the cable. This commitment is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). The Proposed Project is also committed to achieving 10% Biodiversity Net Gain. Further details relating to the ecology assessment are contained in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity** and **Application Document 6.6 Habitats Regulations Assessment Report**. Further details regarding Biodiversity Net Gain are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**.
Local community	Measure the carbon and biodiversity loss accurately through your whole process including the materials you are using. The biometric 4.0 will help you measure your baseline, losses and potential gain through various ecological strategies, but also you can use the metric to measure the costs of the materials you are using in construction. This will help you understand the real costs incurred and set higher goals for biodiversity and carbon sequestration. Seaweed farms, rewilding habitats and expanding marsh land can all improve carbon sequestration, increase biodiversity beyond what has been damaged and contribute to needed flood defences. Looking at your whole biodiversity loss and gain cycle is possible with the biodiversity metric 4.0 from Natural England and will go far in helping you engage with the conservation community. I have links with businesses who do both these things.	N	The Proposed Project is also committed to achieving 10% Biodiversity Net Gain. Further details relating to the ecology assessment are contained in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity** and **Application Document 6.6 Habitats Regulations Assessment Report**. Further details regarding Biodiversity Net Gain are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**.

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Local community	By kickstarting several projects in order to meet your own BNG requirements, further BNG credits can be created locally, which can help the housing agenda. The construction industry is set to the be the leader in how we manage human needs in balance with nature. Kent has a target of just under 200,000 new homes to be built over the next decade. These developers are going to need biodiversity credits. You can be a trail blazer in helping kickstart this market for Thanet.	N	Where possible, the Proposed Project will deliver Biodiversity Net Gain offsite at scale through partnerships and seek to provide value-added Biodiversity Net Gain with wider benefits to ensure best value for money from consumer-funded Biodiversity Net Gain. Other options are by the purchase of Biodiversity Net Gain commercial units or statutory credits but as a last resort.

Table 1.35 Consultation

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Feedback form			
Q9 Are there any other ways that you would like us to explore coordination with other projects?			
Local community	It is vitally important that you have meaningful discussions with Kent and Suffolk Wildlife Trusts, they should be a key part of the process. It is vital that you come up with the right answers for wildlife and for that to happen there is a key role for both the Kent and Suffolk Wildlife Trusts, you really do need to work with them for the best outcomes for wildlife. We need to ensure that this project doesn't make the decline in wildlife any worse. You need to consider the best outcomes for saving habitats and their wildlife.	N	National Grid has engaged with both Suffolk and Kent Wildlife Trusts throughout the development of its proposals. National Grid has treated both Trusts as non-prescribed consultees, and therefore consulted them as part of both the Statutory and Targeted consultations.
Q10 Is there anything further you would like us to take into consideration when developing our proposals in Suffolk?			
Local community	Yes, you need to present the complete picture of energy projects in this area, not just isolated projects. The area is subject to multiple large scale energy projects all over the same time period which surely means decades of works - all detrimentally impacting the residents and businesses.	N	National Grid has endeavoured to show information on other projects where possible. As part of the Statutory consultation, the Project Overview Document produced for the Statutory consultation included a map which included the Draft Order Limits for the Proposed Project alongside committed and planned developments in Suffolk (see Section 4 of **Application Document 5.1.6 Appendix E Statutory Consultation**). These other developments included Sizewell C, East Anglia ONE North, East Anglia TWO, LionLink and Nautilus. The interactive map on the project website during the Statutory consultation also included a number of layers showing the location of other infrastructure projects in Suffolk. National Grid did not include these developments on all of its plans as it would have made the plans more difficult to understand. Additionally, the cumulative effects of the Proposed Project and the other projects planned in Suffolk is considered in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
Local community	You need to present all your Energy Plans. Combine projects on wind and Sizewell and join together consulting the local community.	N	National Grid is not an electricity generator in its own right – its role is to ensure that power can be transported from where it is generated to where it is needed. Whilst National Grid Ventures, a legally-separate part of the National Grid Group, is responsible for two energy projects planned in East Anglia (the LionLink and Nautilus interconnectors), the range of other energy projects being planned in East Anglia are being developed by different private developers. National Grid considered the cumulative effect of these other projects when developing its plans for the Proposed Project, with more information available for Suffolk in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. It has additionally considered the potential for coordination of their proposals with National Grid Ventures' proposals throughout the development of plans for the Proposed Project. Coordination with National Grid Ventures has been considered as part of every public consultation on the Proposed Project, with the Saxmundham converter station site having been identified partially because of its capacity to accommodate further converter stations, such as those that would be required for the National Grid Ventures projects. That said, it is not possible to bring all these different projects forward at the same time as they are at varying different stages of development. For example, projects such as Sizewell C, East Anglia ONE North and East Anglia TWO have all had their applications for development consent approved. The Proposed Project has now submitted its DCO application, whilst National Grid Ventures' LionLink and Nautilus interconnectors are at a much earlier stage of development. Delaying the more advanced projects in this area to

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			allow for consultation on all projects at the same time means that projects such as the Proposed Project, which has been identified by the National Energy System Operator as an 'essential' project that needs to be operational by the end of 2030, may not meet these deadlines. This would prevent other projects from connecting into the network and thereby jeopardize the UK's ability to meet its net zero targets.
Local community	I would like you to be more proactive on the benefits and also reassure local residents on what upheavals and inconveniences will be attached to this project. I would like you to counteract that you will not be damaging the environment At the moment nimbys and people who don't want the project have stolen the narrative but you never counteract their claims of devastation and environmental damage.	N	The Proposed Project will reinforce the electricity transmission network between Suffolk and Kent, helping to connect new sources of renewable and low carbon power to homes and businesses across the UK. In turn, this will contribute to the UK meeting its legally binding net zero targets, which will ensure that the worst effects of climate change are avoided. National Grid recognises that the construction of the Proposed Project will result in disruption to the environment, and to communities living and working in the Proposed Project's vicinity during the construction phase. As part of the pre-application public consultations, it has shared detailed information on these impacts and the steps it is taking to mitigate and manage them. More information on this topic is included within the ES that forms part of the Application for Development Consent **Volume 6**. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Whilst the Proposed Project will result in some adverse impacts to the natural environment, it will deliver a minimum of 10% Biodiversity Net Gain, meaning that National Grid will leave the natural environment in the vicinity of the project in an overall better state than it was before. Further details relating to the ecology assessment are contained in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity** and **Application Document 6.6 Habitats Regulations Assessment Report**. Further details regarding Biodiversity Net Gain are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**.
Q20 Do you have any other comments about Sea Link to give that you have not previously mentioned?			
Local community	We appreciate the effort being made to consult and to inform us.	N	National Grid welcomes the respondents' views and is pleased that they welcomed the consultation activity undertaken.
Local community	I feel public consultations and rapid-fire online seminars full of jargon are a PR exercise rather than a genuine attempt to gauge the impact of these projects.	N	National Grid has carefully considered all feedback submitted in response to its pre-application public consultations when developing its plans. Throughout the development of the proposals, it has sought to show how feedback has informed the development of the plans. For example, the Project Overview Document published as part of the Statutory consultation specifically addresses how feedback had informed changes to its plans, whilst the Non-Statutory Consultation Report published at this consultation considers in further detail feedback received to the Non-statutory consultation. This Consultation Report provides a detailed analysis of feedback received to National Grid's pre-application public consultations on the Proposed Project, along with how this feedback informed the development of its plans. When undertaking its pre-application consultations, National Grid sought to avoid the use of jargon and technical terms wherever possible. Where present, it endeavoured to define any unfamiliar technical terms as part of its consultation materials. Additionally, it produced materials with the specific purpose of explaining the proposals in as non-technical a manner as possible. These documents include the Project Overview Document – 10 minute read and the Preliminary Environmental Information Report – non-technical summary, both of which were published as part of the Statutory consultation.
Local community	Listen to public opinion.	N	National Grid has listened extensively to the views of stakeholders and the wider public throughout the development of its proposals. This Consultation Report provides an account

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			of how National Grid has responded to feedback throughout the development of its proposals, including where this feedback has resulted in a change in the plans for the Proposed Project. National Grid has also demonstrated how it has had regard to feedback throughout the pre-application process. As part of the Statutory consultation in 2023, it set out how it had responded to the key themes from Non-statutory consultation feedback. It also published a detailed Non-Statutory Consultation Report as part of this consultation. As part of the subsequent Targeted consultation, the Project Update Document set out some of the key themes of Statutory consultation feedback, and again set out how National Grid was responding to these comments.
Local community	The red lines on the maps are very confusing, the key indicates that they are the 'draft Order Limits' but there is no mention of what this is and what single red lines represent. In addition, within the red lines are other areas of red lines but it is not clear if these exclude these areas or not. I am aware that there are protected woodlands and ancient monuments and it maybe that these are within these red lines. Greater detail would be helpful. In addition, although the maps do show a number of important marine and coastal areas, it does not show the site of the Minster Marshes SSSI and I cannot believe this is an oversight worryingly.	N	National Grid has endeavoured to provide an explanation of any unfamiliar terminology throughout its consultation materials. For example, on both page 31 and page 35 of the Project Overview Document published as part of the Statutory consultation, it explained what the Draft Order Limits represent. The Project Overview Document also explains other technical terminology where applicable. It is of note that Minster Marshes is not a SSSI. The statutory designation of SSSI is for the Sandwich Bay and Hacklinge Marshes. The location of this SSSI was shown on some plans within the Project Overview Document published for the Statutory consultation, but National Grid acknowledges that the map of the proposals around the converter station and substation does not include the SSSI. However, other maps of the proposals around the converter station and substation published as part of the consultation did include the SSSI. Additionally, it is worth recognising that the Proposed Project is located adjacent to the SSSI, and that the proposed converter station and substation are not located within the SSSI itself. Further details are contained in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity and Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**.
Local community	There has been no joined up plan since the licenses for the wind turbines were issued. There are too many consultations and plans by too many stakeholders that has caused confusion, frustration and anger.	N	The development of offshore wind farms is outside of National Grid Electricity Transmission's remit and is a matter for the Government. National Grid considered the cumulative effect of the Proposed Project and other projects being progressed in the local area when developing its proposals, with more information available in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects and Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects**. It additionally considered the potential for coordination of its proposals with National Grid Ventures' proposals throughout the development of plans for the Proposed Project. Coordination with National Grid Ventures has been considered as part of every public consultation on the Proposed Project, with the Saxmundham Converter Station site having been identified partially because of its capacity to accommodate further converter stations, such as those that would be required for the National Grid Ventures projects. It is not possible to bring all these different projects forward at the same time as they are at varying different stages of development. For example, projects such as Sizewell C, East Anglia ONE North and East Anglia TWO have all had their Applications for Development consent approved. The Proposed Project has now submitted its DCO application, whilst National Grid Ventures' LionLink and Nautilus interconnectors are at a much earlier stage of development. Delaying the more advanced projects in this area to allow for consultation on all projects at the same time means that projects such as the Proposed Project, which has been identified by the National Energy System Operator as an 'essential' project that needs to be operational by the end of 2030, may not meet these deadlines. This would prevent

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			other projects from connecting into the network and thereby jeopardize the UK's ability to meet its net zero targets.
Local community	If this is the last chance for public consultation I do not think it has sufficient detail and many aspects of the information provided seem to be not fully developed.	N	The purpose of the Statutory consultation is to present proposals for a project prior to their finalisation, so that consultation feedback can inform the development of plans ahead of the submission of an Application for Development Consent. As such, it is appropriate that information, such as the Preliminary Environmental Information Report, was not final at the time of the Statutory consultation. Whilst National Grid welcomed views on all aspects of its proposals during the Statutory consultation. There were areas where its proposals were less developed as it was seeking consultation feedback on these specific areas. These areas included the architectural approaches to the proposed converter stations. If National Grid's proposals in these areas had been more developed at the time of the Statutory consultation, then this could have prevented feedback from helping to shape its plans. Whilst National Grid's proposals were not final at the time of the Statutory (or subsequent Targeted) consultations, it is worth noting that the level of detail in documents published at the Statutory consultation was much greater than that published at the Non-statutory consultation. Although it was expected at the time of the Statutory consultation that this would be the final round of public consultation, National Grid subsequently made a series of changes to its plans which it decided to consult on as part of a further Targeted consultation. Outside of these two consultations, National Grid has and will continue to engage with local authorities and other technical stakeholders with regard to its plans.
Local community	You have, rather, carefully not described these proposals (with your alternatives suggesting a done deal) along with the many other proposals, which include a nuclear power station among others. The blight on our lives, the economic impact, the possible long term decline in local tourism and local quality of life for residents and retirees means this already fragile economy is at risk alongside the ecosystem. This is short sighted and feels a bit like your consultation is being 'done by numbers" because you must, not with genuine thinking about how to do this better for everyone. So many projects have been presented separately one might begin to think that this was the only co-ordination- to blindside the local population. Please do not bamboozle us.	N	National Grid has endeavoured to show information on other projects where possible. As part of the Statutory consultation, the Project Overview Document produced for the Statutory consultation included a map which included the Draft Order Limits for the Proposed Project alongside committed and planned developments in Suffolk. These other developments included Sizewell C, East Anglia ONE North, East Anglia TWO, LionLink and Nautilus. The interactive map on the Proposed Project website during the Statutory consultation also included a number of layers showing the location of other infrastructure projects in Suffolk. National Grid did not include these developments on all of its plans as it would have made the plans more difficult to understand. National Grid considered the cumulative effect of its proposals alongside other projects planned in their vicinity in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects and Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects**. It has additionally considered the potential for coordination of its proposals with National Grid Ventures' proposals throughout the development of plans for the Proposed Project. Coordination with National Grid Ventures has been considered as part of every public consultation on the Proposed Project, with the Saxmundham Converter Station site having been identified partially because of its capacity to accommodate further converter stations, such as those that would be required for the National Grid Ventures projects. That said, it is not possible to bring all these different projects forward at the same time as they are at varying different stages of development. Delaying the more advanced projects in this area to allow for consultation on all projects at the same time means that projects such as the Proposed Project, which has been identified by the National Energy System Operator as an 'essential' project that needs to be operational by the end of 2030, may not meet these deadlines. This would prevent other projects from connecting into the network and thereby jeopardize the UK's ability to meet its net zero targets.

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Local community	It was extremely disappointing that Broadstairs was the only main Thanet town ignored in the consultation as there are many residents in Broadstairs very concerned about this proposal, indeed they are some of the main contributors to the Save Minster Marshes campaign. There were no materials or feedback forms deposited at the Broadstairs Library or elsewhere in the town. Broadstairs is closer geographically to the proposed site than Margate or and Ash. My final plea is to work closely with the community, over and above what you are required to do to satisfy the Planning Inspectorate. Appointing a local advisory group would be beneficial to both parties. I am afraid your lack of local knowledge of this very sensitive site is glaringly obvious as shown in your consultation meetings and documents.	N	When preparing for the Statutory consultation, National Grid consulted the relevant host local authorities on its public consultation plans through a draft Statement of Community Consultation (SoCC). As part of this process, it set out two proposed Consultation Zones, including a Primary Consultation Zone and a Secondary Consultation Zone. Much of Broadstairs was included within the Secondary Consultation Zone, which was targeted by promotional activity that included advertising in local newspapers and on social media. Whilst National Grid placed copies of consultation materials at Broadstairs Library during the Non-statutory consultation, it elected to remove this location from its list of deposit points at the Statutory consultation due to the low level of interest it had seen for paper copies of consultation materials at Broadstairs Library. No comment was made by local authorities as part of the draft SoCC consultation on National Grid's proposal to not use Broadstairs Library as a deposit point or to not hold public information exhibitions in Broadstairs. However, a request was made to add Thanet District Council's offices and Thanet Gateway to the list of deposit point locations, which National Grid subsequently fulfilled. A total of three public consultations on the Proposed Project took place during the pre-application phase, which is in excess of the single statutory consultation required under the Planning Act 2008. In addition, it has engaged local authorities on behalf of their residents throughout the pre-application process, with regular meetings both during and outside of formal consultation periods. National Grid will continue to engage with local authorities now the Application for Development Consent has been submitted, thereby ensuring that the views of local residents continue to be represented throughout the planning process.
Local community	This whole process has been extremely stressful and confusing its seriously affected my mental health the fact that you would come into a place so special and build such a monstrosity. I have spent many, many hours going through all your paperwork, talking to others and trying to get my head round this whole process. The public exhibition staff act like this is a done deal; there's no alternative which is extremely unfair as this is a proposal. Many of the illustrations and in particular the 3D modelling are very misleading by making the area look mostly green and the development look much smaller when in reality there is already other plant development in the area how much of existing has been destroyed.	N	National Grid recognises that the development, construction and operation of major infrastructure projects can cause stress, uncertainty and anxiety that may impact on people's mental health. Throughout the development phase of the Proposed Project it therefore tried to clearly communicate the proposals, including through the establishment of dedicated contact channels, a project website and by holding multiple rounds of public consultation as the plans became more refined. As the Proposed Project has progressed, National Grid has sought to provide certainty on the plans wherever possible. Several alternative options were considered when developing plans for the Proposed Project, with details of these alternatives shared as part of the pre-application public consultations. For example, as part of the Strategic Options Report, National Grid set out how it considered connections to the Sellindge, Richborough and Canterbury areas. These areas were considered because the existing electricity transmission network is between Kemsley and Lovedean, meaning that any reinforcement must connect between these two locations. A connection in the Isle of Grain or Kingsnorth, two of the alternative locations suggested by stakeholders, would therefore not reinforce the network in the right place. Further details are contained in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**. A connection close to Richborough was found to offer environmental and socio-economic benefits over connecting in the Canterbury area, whilst a northern Kent landfall was found to be significantly constrained. At Richborough, National Grid also found opportunities to locate the converter station and substation close to the existing network and similar infrastructure. Whilst National Grid presented defined proposals during the Statutory consultation, these proposals were not final and it actively sought feedback, including at public information exhibitions, to help develop its plans further. This feedback, together with the results of environmental assessments, led to several changes to the plans being made following the Statutory consultation that led to National Grid choosing to hold a further round of Targeted consultation. The 3D model available at the public information exhibitions was one of several tools utilised by National Grid to help explain its proposals. In developing the model, National Grid has

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			sought to balance the need to show other nearby infrastructure, such as that at Richborough Energy Park, with the need for the model to be at an appropriate size. To include all local developments would have required either a larger model or the scale of the map to be reduced, which would have made the model more difficult to view.
Local community	Most importantly within all your plans you have submitted you have mentioned ZERO mitigation or biodiversity features of your build. I feel this shows your true colours as one of the largest investor-owned companies on the planet paying billions to the shareholders every year.	N	National Grid has committed to delivering a minimum of 10% Biodiversity Net Gain through its proposals. The measures it is proposing to deliver this Biodiversity Net Gain were set out during the Statutory consultation as part of the PEIR, with reference to National Grid's commitment to delivering at least 10% Biodiversity Net Gain included within the main Project Overview Document. As part of the Application for Development Consent, National Grid has also submitted a Net Gain report, refer to **Application Document 6.12 Biodiversity Net Gain Feasibility Report**. The assessment of ecological impacts is considered in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity and Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	Half a dozen projects all arriving at the same time on the Suffolk Heritage Coast is horrific. We are struggling to understand and keep up with all these separate proposals. All these different consultations over five years and to keep on giving feedback which seems to be ignored.	N	National Grid has endeavoured to show information on other projects where possible. As part of the Statutory consultation, the Project Overview Document produced for the Statutory consultation included a map which included the Draft Order Limits for the Proposed Project alongside committed and planned developments in Suffolk. These other developments included Sizewell C, East Anglia ONE North, East Anglia TWO, LionLink and Nautilus. The interactive map on the project website during the Statutory consultation also included a number of layers showing the location of other infrastructure projects in Suffolk. National Grid did not include these developments on all of its plans as it would have made the plans more difficult to understand. National Grid considered the cumulative effect of its proposals alongside other projects planned in their vicinity in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects and Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects**. It has additionally considered the potential for coordination of its proposals with National Grid Ventures' proposals throughout the development of plans for the Proposed Project. Coordination with National Grid Ventures has been considered as part of every public consultation on the Proposed Project, with the Saxmundham Converter Station site having been identified partially because of its capacity to accommodate further converter stations, such as those that would be required for the National Grid Ventures projects. National Grid has listened extensively to the views of stakeholders and the wider public throughout the development of its proposals. This Consultation Report provides an account of how National Grid has responded to feedback throughout the development of its proposals, including where this feedback has resulted in a change in the plans for the Proposed Project. The way in which National Grid has had regard to feedback has been demonstrated during the pre-application process. As part of the Statutory consultation in 2023, it set out how it had responded to the key themes from the Non-statutory consultation feedback. It also published a detailed Non-Statutory Consultation Report as part of this consultation, whilst the Project Update Document produced for the subsequent Targeted consultation set out some of the key themes of Statutory consultation feedback, along with how National Grid was responding to these comments. National Grid recognises that the development, construction and operation of major infrastructure projects can cause stress, uncertainty and anxiety that may impact on

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			people's mental health. Throughout the development phase it has therefore tried to clearly communicate the proposals, including through the establishment of dedicated contact channels, a project website and by holding multiple rounds of public consultation as the plans became more refined. As the Proposed Project has progressed, National Grid has sought to provide certainty on the plans wherever possible. When developing new infrastructure projects, National Grid always tries to avoid communities and individual properties as much as possible. As part of the pre-application process, it has set out through documents, such as the ES, which areas may experience an adverse impact as a result of the Proposed Project. All affected landowners will be compensated on a fair and reasonable basis for any rights acquired, and any impacts on retained property will be considered in line with the Compulsory Purchase Compensation Code. Compensation claims for other disturbance are considered on a case-by-case basis if there is evidence of negative impacts as a result of the Proposed Project.
Local community	We need to see the big picture of how your proposals fit with all the other energy projects. Timelines and integration. How will all projects be working together to minimise the impact on tourism and road capacity to name just two concerns. The public in this area is disempowered and unable to keep up with everything going on. It doesn't help that your online webinar recently got cancelled and many people who would have attended that could not attend the walk-in consultation events.	N	National Grid has endeavoured to show information on other projects where possible. As part of the Statutory consultation, the Project Overview Document produced for the Statutory consultation included a map which included the Draft Order Limits for the Proposed Project alongside committed and planned developments in Suffolk. These other developments included Sizewell C, East Anglia ONE North, East Anglia TWO, LionLink and Nautilus. The interactive map on the project website during the Statutory consultation also included a number of layers showing the location of other infrastructure projects in Suffolk. National Grid did not include these developments on all of its plans as it would have made the plans more difficult to understand. The cumulative effect of National Grid's proposals alongside other projects planned in their vicinity in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects and Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects**. It has additionally considered the potential for coordination of its proposals with National Grid Ventures' proposals throughout the development of plans for the Proposed Project. Coordination with National Grid Ventures has been considered as part of every public consultation on the Proposed Project, with the Saxmundham Converter Station site having been identified partially because of its capacity to accommodate further converter stations, such as those that would be required for the National Grid Ventures project Whilst the webinar advertised for 31 October 2023 had to be postponed due to technical difficulties, it was subsequently rearranged for 22 November 2023, with notice of the webinar added to the website prior to the rearranged session. All stakeholders that had registered for the previous webinar were due to be contacted with notice of the rearranged session on 17 November 2023, but due to human error some were missed. A further session was therefore held on 8 December 2023, with all those who had registered for the postponed session or contacted the Proposed Project team to say they had been unable to attend a previous session contacted.
Local community	The technical language you use in your documentation and in this feedback form is not easy to understand for the person on the street.	N	National Grid sought to avoid the use of jargon and technical terms wherever possible. Where present, it endeavoured to define any unfamiliar technical terms as part of its consultation materials. Additionally, it produced materials with the specific purpose of explaining the proposals in as non-technical a manner as possible. These documents include the Project Overview Document – 10 minute (see Section 13 of **Application Document 5.1.6 Appendix E Statutory Consultation**) read and the Preliminary Environmental Information Report – Non-Technical Summary (see Section 16 of **Application Document 5.1.6 Appendix E Statutory Consultation**), both of which were published as part of the Statutory consultation. Whilst a feedback form was provided to help

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			people provide their consultation response, free text responses could also be submitted by email or post.
Q22 What did you think of the information we have published for this consultation in terms of how clearly it was presented and how easy it was to understand?			
Local community	Well communicated, easy to follow. Words and maps are very clear and the opportunities to comment are clear. Your staff at the consultation are knowledgeable and nice.	N	National Grid welcomes the respondents' views and is pleased that they found the consultation materials easy to understand.
Local community	Clear maps and diagrams. Not too many questions. Good use of simple diagrams.	N	
Local community	Some of the diagrams and maps were quite congested and therefore rather confusing to understand.	N	In developing the maps and diagrams in its consultation materials, National Grid sought to provide sufficient detail without this being overwhelming or confusing. It acknowledges the feedback from the respondent that some maps and diagrams could have been simplified and will consider this feedback when preparing for future consultations on its projects.
Q26 Do you have further comments about our materials, consultation process or any suggestions for how we can improve our consultation?			
Local community	Be transparent and explain in laymen terms what you are proposing. No where in your material do you address the impact to the local areas and the environment, even though it is patently obvious that the impact will be considerable. It makes you appear deceptive and makes you wonder what you are trying to hide. By addressing the obvious concerns and questions people will have - without them having to ask (or google or search through your incredibly long consultation document looking for anything that might explain it clearly or address the obvious impact) - by making it easy to find out the impact - you allay possible fears. By not doing so you automatically wonder what else you are hiding and what the real impact of this will be.	N	National Grid sought to avoid the use of jargon and technical terms wherever possible. Where present, it endeavoured to define any unfamiliar technical terms as part of its consultation materials. Additionally, it produced materials with the specific purpose of explaining the proposals in as non-technical a manner as possible, such as the Project Overview Document – 10 minute read (see Section 13 of **Application Document 5.1.6 Appendix E Statutory Consultation**). Extensive detail on how the Proposed Project could impact on the environment, along with the steps it would take to mitigate and manage any such impacts, was provided in the Preliminary Environmental Information Report published as part of the Statutory consultation. Recognising that this is a detailed technical document, it also produced a simpler non-technical summary to make it easier for respondents to consider the potential impacts of the Proposed Project. This document was available on the Proposed Project website, at deposit points and at in-person public information exhibitions (see Section 16 of **Application Document 5.1.6 Appendix E Statutory Consultation**).
Local community	The model of the convertor was a total waste of time - there were no road signs or indication where it was and definitely not to scale - it could be anywhere! The consultant could not answer our questions.	N	The indicative 3D model available at the public information exhibitions was one of several tools utilised by National Grid to help explain its proposals. In developing the model, National Grid has sought to balance the need to show other nearby infrastructure, such as that at Richborough Energy Park, with the need for the model to be at an appropriate size. The model included local road names and was to scale, whilst members of the team were on hand at each event to help explain what the model showed in further detail. A range of technical disciplines were represented at each public information exhibition. All members of the team were able to talk about the broad plans for the Proposed Project, whilst representatives from each discipline were able to talk about their specialism in further detail. Where a person attending the public information exhibitions expressed a desire to talk about a specific subject, the Proposed Project team tried to ensure that they were able to talk to the relevant discipline wherever possible, but this may have not always been possible. In the event that a member of the team was unable to answer a question posed by an attendee, they first tried to find the relevant discipline representative to provide an answer during the event. In any rare instances that this was not possible, Proposed Project team representatives will have offered to follow-up by phone/email with a response.
Local community	We were able to talk to someone who actually knew the project in detail, what your plans are and what mitigation measures you are taking.	N	National Grid welcomes the respondent's views and is pleased that they were able to get answers to their questions from the members of the project team in attendance at the public information exhibitions.

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Local community	Your public information exhibit sessions need to be more widely publicised, and more is needed in using venues where there is ample parking facilities and for that matter signs / posters to show exactly where they are being held.	N	A range of measures were employed to help promote the public information exhibitions. These promotional measures included sending a newsletter to every property in the Primary Consultation Zone that gave details of the consultation, including details of every public information exhibition. The Statutory consultation and public information exhibitions were also advertised in local newspapers and on social media. Signage was placed at the events to help direct attendees to where the public information exhibition was taking place. When identifying potential venues, National Grid sought to ensure that car park facilities were available alongside public transport connections. The presence of these facilities was weighed against the need to hold public information exhibitions at venues of a suitable size and at locations close to the route of the Proposed Project, to avoid attendees having to travel out of their way to attend.
Local community	Please ensure that the local landowners are kept informed. We are building close to Aldeburgh but don't yet live there. We only found out about the project when the TerraQuest letter arrived a few months ago. This is poor.	N	National Grid acknowledges this feedback. National Grid is maintaining ongoing dialogue with landowners in order to better understand issues arising from the Proposed Project and appropriate mechanisms for safeguarding privately owned assets where interfaces are identified.
General commentary			
Local community	The consultation process to the affected community has been very poor. It would seem like a tactic that you inundate the communities with copious reports that are confusing and contain concise details. For majority of the communities who are not tech and data savvy, they have been left in the dark and therefore cannot appreciate the full impact of your proposals. I attended your consultation presentation at Saxmundham on 24 November 2023. The SEALINK team present at the meeting were non informative, nor very helpful to any queries that I raised. The materials that were presented at the meeting were poorly laid out and the models were misleading of the scale of the proposal. The statutory consultation period for a DCO should be a minimum 12 weeks, however the Saxmundham community who are greatly affected by the converter stations and the SEALINK as a whole was only consulted at that meeting, so we only had less than 4 weeks after the meeting to digest your information and provide our feedback. Also to set up the consultation period in the run up to Christmas when people have other focus, it would seem that National Grid is deliberately 'running down the clock' to discourage any thorough feedback from the communities. A shameful tactic!	N	As part of the Statutory consultation, National Grid produced materials with the specific purpose of explaining the proposals in as non-technical a manner as possible. These documents include the Project Overview Document – 10 minute (see Section 13 of **Application Document 5.1.6 Appendix E Statutory Consultation**) read and the Preliminary Environmental Information Report – Non-Technical Summary (see Section 16 of **Application Document 5.1.6 Appendix E Statutory Consultation**), both of which were published as part of the Statutory consultation. For those that required more detailed information regarding the proposals, this was available in the document library on the Proposed Project website. For those who could not access information online, paper copies of most consultation materials were available in paper copy at public information exhibitions, deposit points across the local area, and could be posted out upon request. National Grid also wrote to every property in its Primary Consultation Zone to advertise the Statutory consultation, including how people could access further information about the proposals. A range of technical disciplines were represented at each public information exhibition. All members of the team were able to talk about the broad plans for the Proposed Project, whilst representatives from each discipline were able to talk about their specialism in further detail. Where a person attending the public information exhibitions expressed a desire to talk about a specific subject, the Proposed Project team tried to ensure that they were able to talk to the relevant discipline wherever possible, but this may have not always been possible. In the event that a member of the team was unable to answer a question posed by an attendee, they first tried to find the relevant discipline representative to provide an answer during the event. In any rare instances that this was not possible, Proposed Project team representatives will have offered to follow-up by phone/email with a response. The indicative 3D model available at the public information exhibitions was one of several tools utilised by National Grid to help explain its proposals. In developing the model, National Grid has sought to balance the need to show other nearby infrastructure, such as that at Richborough Energy Park, with the need for the model to be at an appropriate size. The model included local road names and was to scale, whilst members of the team were on hand at each event to help explain what the model showed in further detail. The Planning Act 2008 stipulates that statutory consultations must take place for a minimum of 28 days. The Statutory consultation on the Proposed Project was eight weeks, meaning that the consultation was double the length required in legislation. The consultation took

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			place outside of school holidays (notwithstanding the autumn half term) and before the Christmas break. The first public information exhibition in Suffolk took place on 8 November 2023, six weeks before the close of the consultation. Residents were welcome to attend any public information exhibition and did not have to attend the event closest to them. Additionally, residents were not obliged to attend a public information exhibition in order to submit a consultation response, with all information on the consultation available online from the start of the consultation period.
Thanet Green Party	We note that one of the questions on the online consultation form was about the quality of the materials and information you provided about the project. At one level, these were exemplary – friendly, helpful people at the consultation events, advance information for elected members via dedicated webinars, extensive and well-produced written and web materials. However, there were severe limitations to the effectiveness of the information shared. The models at the consultation sessions had no labels, no comparators in terms of size and scale, and Sea Link colleagues had no information on other NG projects in the area, which was important for participants to understand the full picture. The written information was inevitably extremely technical, but no attempt was made to provide an executive summary or easy-read version, which will have deterred many residents in this educationally disadvantaged area from engaging or responding. This is unacceptable in what was surely intended to be an inclusive consultation.	N	National Grid welcomes the respondent's views about the quality of materials and information provided about the Proposed Project. The indicative 3D model available at the public information exhibitions was one of several tools utilised by National Grid to help explain its proposals. In developing the model, National Grid has sought to balance the need to show other nearby infrastructure, such as that at Richborough Energy Park, with the need for the model to be at an appropriate size. The model included local road names and was to scale, whilst members of the team were on hand at each event to help explain what the model showed in further detail. As part of the Statutory consultation, National Grid produced materials with the specific purpose of explaining the proposals in as non-technical a manner as possible. These documents include the Project Overview Document – 10 minute (see Section 13 of **Application Document 5.1.6 Appendix E Statutory** Consultation) read and the Preliminary Environmental Information Report – Non-Technical Summary (see Section 16 of **Application Document 5.1.6 Appendix E Statutory Consultation**), both of which were published as part of the Statutory consultation. As part of these documents, National Grid endeavoured to show information on other projects where possible. National Grid's strategy with regard to consulting with seldom heard groups (defined as being inaccessible to most traditional and conventional methods of consultation for any reason) is set out in Section 6 of **Application Document 5.1.5 Appendix D SoCC**. As part of the Statutory consultation, the Project Overview Document produced for the Statutory consultation included a map which included the Draft Order Limits for the Proposed Project alongside committed and planned developments in Suffolk (see Section 4 of **Application Document 5.1.6 Appendix E Statutory Consultation**). These other developments included Sizewell C, East Anglia ONE North, East Anglia TWO, LionLink and Nautilus. The interactive map on the project website during the Statutory consultation also included a number of layers showing the location of other infrastructure projects in Suffolk. That said, it is important to recognise that LionLink and Nautilus are being promoted by National Grid Ventures rather than National Grid Electricity Transmission. As such, the projects are being developed by separate teams, meaning that members of the Proposed Project team will have been unable to answer detailed questions about these other projects, which are also at an earlier stage of development.
Local community	From the outset proposals for the industrialisation of costal Suffolk have been presented piecemeal and avoided given a full picture of the impact of the proposals. This has carried alarm and confusion in local communities which are often unsure as to what exactly is being proposed. Some at the Aldeburgh consultation were under the impression that there was no more to it than this particular scheme. You need to offer a genuine consultation on all possibilities and not inform the public that because Friston has permission all other projects must be routed through it.	N	National Grid has endeavoured to show information on other projects where possible. As part of the Statutory consultation, the Project Overview Document produced for the Statutory consultation included a map which included the Draft Order Limits for the Proposed Project alongside committed and planned developments in Suffolk (see Section 4 of **Application Document 5.1.6 Appendix E Statutory Consultation**). These other developments included Sizewell C, East Anglia ONE North, East Anglia TWO, LionLink and Nautilus. The interactive map on the project website during the Statutory consultation also included a number of layers showing the location of other infrastructure projects in Suffolk. National Grid did not include these developments on all of its plans as it would have made the plans more difficult to understand.

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			The cumulative effect of National Grid's proposals alongside other projects planned in their vicinity is considered in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects and Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects**. National Grid has additionally considered the potential for coordination of its proposals with National Grid Ventures' proposals throughout the development of plans for the Proposed Project. Coordination with National Grid Ventures has been considered as part of every public consultation on the Proposed Project, with the Saxmundham Converter Station site having been identified partially because of its capacity to accommodate further converter stations, such as those that would be required for the National Grid Ventures projects. That said, it is not possible to bring all these different projects forward at the same time as they are at varying different stages of development. Delaying the more advanced projects in this area to allow for consultation on all projects at the same time means that projects such as the Proposed Project, which has been identified by the National Energy System Operator as an 'essential' project that needs to be operational by the end of 2030, may not meet these deadlines. This would prevent other projects from connecting into the network and thereby jeopardize the UK's ability to meet its net zero targets.
Local community	I was very disappointed with the quality of information, particularly the mapping, at the consultation. I was expecting at the very least to see a very large scale map showing all the possible sites, together with all the places that I know (e.g. by superimposing on an Ordnance Survey style map). The maps must also include all protected habitats (both marine and terrestrial). Instead, the maps on offer were small, confusing and all local references had been more or less removed. It was hard even to find village names! I, like most other local residents, know this area really well and expect to be able to see details that enable me to accurately locate possible areas of development. The quality of the mapping was dismal. Further, there should also be a similarly largescale map that maps not just your project proposals but also other major infrastructure projects that are potentially in the pipeline for East Suffolk, along with proposed years of operation. Our road infrastructure is not well-developed and just one major project could cause daily gridlock, impacting tourism and businesses and everyone's lives. We need to see that you understand what you are proposing. It absolutely cannot be considered in isolation.	N	A range of mapping was made available at the public information exhibitions. This mapping included A0 prints of the General Arrangement Plans, which were set on Ordnance Survey basemapping and included road names. Whilst these maps did not include details of the different environmental designations in the vicinity of the Proposed Project, other maps available at the public information exhibitions, including those in the Project Overview Document and on the interactive map, did include these designations. More generally, National Grid has endeavoured to show information on other projects where possible. As part of the Statutory consultation, the Project Overview Document included a map which included the Draft Order Limits for the Proposed Project alongside committed and planned developments in Suffolk (see Section 4 of **Application Document 5.1.6 Appendix E Statutory Consultation**). These other developments included Sizewell C, East Anglia ONE North, East Anglia TWO, LionLink and Nautilus. The interactive map on the Proposed Project website (and available on a touchscreen television at the public information exhibitions), during the Statutory consultation also included a number of layers showing the location of other infrastructure projects in Suffolk. National Grid did not include these developments on all of its plans as it would have made the plans more difficult to understand. Impacts on tourism are considered in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 2 Socio-Economic, Recreation and Tourism**. This Chapter concludes that there are no likely significant effects on tourism as a result of the Proposed Project.
Cllr Graham	You will have received the responses from the affected Parish Councils, as well as numerous individual responses to the consultation. Every time our residents engage with one of these consultations, it places a large burden on their time and intellectual energy to understand them fully, to evaluate them and to formulate a response. Considering this, I think the numbers of well-articulated responses you will have received demonstrate the degree of increasingly felt opposition to this particular project across our community. Many of those who have written have already been through this arduous process for several other consultations for other energy projects, both in the unofficial consultation period and the official consultation. There are many more I speak to who are desperately worried about the future impacts of this and similar	N	National Grid recognises that the development, construction and operation of major infrastructure projects can cause stress, uncertainty and anxiety that may impact on people's mental health (see **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing and Application Document 6.2.3.11 Part 3 Kent Chapter 11 Health and Wellbeing**. Throughout the development phase it has therefore tried to clearly communicate the proposals, including through the establishment of dedicated contact channels, a project website and by holding multiple rounds of public consultation as the plans became more refined. As the Proposed Project has progressed, National Grid has sought to provide certainty on the plans wherever possible.

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	infrastructure projects but who simply do not have the capacity to respond due to other life pressures, and a sense of helplessness about the unrelenting threats that these projects pose to their homes and lives.		
Local community	Residents should be fully informed about proposed projects, there should be no questions unanswered. Failure to fully inform only results in hostility and suspicion. The model provided at the drop-in sessions failed to show the converter station against any landmarks and the model trees were far higher than the building. This seemed to be very misleading. Moreover, when told about the error, NGET failed to rectify at following drop-in sessions. The plans showed cable routes and proposed access/haul roads but no landscape or existing road features. They were totally useless as a reference tool. The statutory consultation period was only seven weeks. This, considering the time of year with poor weather and proximity to Christmas, whilst within guidelines, was unacceptable. Generally, the layperson could not understand the documentation given. Albeit, the engineering staff, were willing to explain. But during the drop-in session I visited, the number of visitors overwhelmed the staff, so many left as confused as when they arrived. There were no visualisations of the converter station(s) in situ on the Wood Farm site. Only those that delved into the full PEIR document could find anything that documented the location(s) and visual implications. This omission was not satisfactory and seemed misleading. How difficult would it have been to provide good visualisations to the public?	N	Throughout its pre-application public consultations, National Grid has been happy to respond to any questions that residents might have about its proposals. Where an immediate response to a question was not able to be provided (such as at a public information exhibition), it has offered to follow-up by phone/email with a response. The indicative 3D model available at the public information exhibitions was one of several tools utilised by National Grid to help explain its proposals. In developing the model, National Grid has sought to balance the need to show other nearby infrastructure with the need for the model to be at an appropriate size. The model included local road names and was to scale, whilst members of the team were on hand at each event to help explain what the model showed in further detail. A range of mapping was made available during the Statutory consultation. This mapping included the General Arrangement Plans, which were set on Ordnance Survey basemapping and included road names. Whilst these maps did not include details of the different environmental designations in the vicinity of the Proposed Project, other maps available during the consultation, including those in the Project Overview Document and on the interactive map, did include these designations (see Section 4 of **Application Document 5.1.6 Appendix E Statutory Consultation**). The interactive map on the Proposed Project website also allowed for the proposals to be set on satellite basemapping, providing an alternative means of contextualising the proposals to their surroundings. The Statutory consultation on the Proposed Project was eight weeks, which is double the length required in legislation. The consultation took place outside of school holidays (notwithstanding the autumn half term) and before the Christmas break. As part of this consultation, National Grid produced materials with the specific purpose of explaining the proposals in as non-technical a manner as possible. These documents include the Project Overview Document – 10 minute (see Section 13 of **Application Document 5.1.6 Appendix E Statutory** Consultation) read and the Preliminary Environmental Information Report – Non-Technical Summary (see Section 16 of **Application Document 5.1.6 Appendix E Statutory Consultation**), both of which were published as part of the Statutory consultation .For those that required more detailed information regarding the proposals, this was available in the document library on the Proposed Project website. A range of technical disciplines were represented at each public information exhibition. All members of the team were able to talk about the broad plans for the Proposed Project, whilst representatives from each discipline were able to talk about their specialism in further detail. Where a person attending the public information exhibitions expressed a desire to talk about a specific subject, the project team tried to ensure that they were able to talk to the relevant discipline wherever possible, but this may have not always been possible. In the event that a member of the team was unable to answer a question posed by an attendee, they first tried to find the relevant discipline representative to provide an answer during the event. In any rare instances that this was not possible, project team representatives will have offered to follow-up by phone/email with a response. At the time of the Statutory consultation, National Grid had not confirmed detailed designs for the proposed converter stations. Instead, it consulted on potential architectural approaches that would inform future detailed designs. Details of these approaches were summarised in the Project Overview Document and Feedback Form, whilst a separate

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Converter Station Design – Background to Potential Architectural Approaches document provided further detail, including indicative artist impressions.
Local community	The online form does not encourage participation: it's 14 pages long and has to be completed in one go as there is no "save and return" facility. It is not possible to read all the pages before you fill in the form.	N	Whilst a Feedback Form was provided to help people provide their consultation response, free text responses could also be submitted by email or post.
Cllr J Ewart	Points Of Concern Re The Statuary Consultation Process As a proactive Councillor in the community, many residents in the surrounding villages to Saxmundham, Kelsale, and indeed Sternfeld rang and wrote to tell me they were not aware of the Sea Link Consultation nor the that a response was required. This has caused great distress and frustration. It has certainly tarnished the trust required in such an important transaction. Residents discussed having not received any information in some circumstances about Sea Link nor had they been informed to any degree of Sea Link's public events. This included those in homes on or around the considered site who will be impacted. On a door to door survey in Kelsale-cum-Carton this concern transpired to be very much true. NGET Booklet The booklet produced with questions for the public to complete and return was not I feel written ethically and saw the questions being leading and not open. Academically this would have been rejected at the edit stage due to its bias. Future booklets should be scrutinised so as to be seen to be appropriate and not leading.	N	A range of measures were employed to help promote the Statutory consultation. These promotional measures included sending a newsletter to every property in the Primary Consultation Zone that gave details of the consultation, including details of every public information exhibition. The Statutory consultation and public information exhibitions were also advertised in local newspapers and on social media. The locations referenced by the respondent are all within the Primary Consultation Zone, and were therefore due to receive this newsletter, which was sent via Royal Mail. National Grid considers that the Feedback Form produced for the Statutory consultation did not include leading questions. Every question included a free text box in which respondents could provide further written comments. When asking about its proposals in each area of the Proposed Project route, it specifically sought feedback on whether respondents did or did not support a given aspect of the proposals. Although the Feedback Form sought feedback on specific areas of National Grid's proposals, at question 20 it also invited respondents to provide comments on any aspects of the proposals not covered elsewhere in the Feedback Form. Furthermore, whilst the Feedback Form was provided to help people provide their consultation response, free text responses could also be submitted by email or post.

Table 1.36 Walking, cycling and horse-riders

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Feedback form			
Q1 Do you have any comments to make about the principle of reinforcing the network between Suffolk and Kent?			
Local community	I understand the need to reinforce the network but am very concerned about the upheaval to rural areas especially the Heritage Coast and footpaths.	N	The sensitivity of the area is noted. The routeing and siting of the Suffolk Onshore Scheme has taken into consideration designations, including the Suffolk Coast & Heaths AONB and Suffolk Heritage Coast. The effects arising from the Suffolk Onshore Scheme on the AONB (and Heritage Coast) are outlined within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. Impacts on footpaths in Suffolk are considered in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. An outline PRoW Management Plan has been prepared for Suffolk as part of the DCO application. This has been developed in consultation with the relevant local planning authorities and provides details on PRoW diversions, closures and management during the construction, operation and decommissioning phases. See **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**. This Plan is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Q8 What do you think about our proposed landfall between Aldeburgh and Thorpeness? Comments			
Local community	No landfall should be made on the stretch of coast between Aldeburgh and Thorpeness. This is the most popularly walked on and visited, of any portions of the Suffolk coast. This can be confirmed on any day in the holiday season/ at half terms / bank holidays etc when literally thousands of journeys will be made up and down the tarmacked path by older and younger residents, family groups with prams, push chairs bicycles, scooter, dogs. The people walking up this coast past the famous Maggi Hambling Scallop are both local residents and visitors. day-trippers or people on holiday lets. The experience of walking on this apparently desolated stretch of shingle beach is the perfect antidote to urban congestion and frustration. It must be protected and safeguarded as national heritage.	N	NG has followed an extensive process to choose the locations of the landfalls at each end of the Proposed Project and they understand the concerns that are stated in your response. National Grid is rigorously assessing the Proposed Project's impact on footpaths and the environment in general, adhering to the "mitigation hierarchy" by avoiding, minimising, restoring, and offsetting impacts. Impacts on footpaths in Suffolk are considered in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. An outline PRoW Management Plan has been prepared for Suffolk as part of the DCO application. This has been developed in consultation with the relevant local planning authorities and provides details on PRoW diversions, closures and management during the construction, operation and decommissioning phases. See **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**. This Plan is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). An initial ground investigation survey has been undertaken to provide information to confirm the viability of a trenchless solution for the landfall at this location. This construction solution will minimise potential impacts on terrestrial biodiversity and the AONB. Details are contained in Appendix A of **Application Document 7.3 Design Development Report**. The commitment to a trenchless solution is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	It is a well-loved tourist & walker area. Many people walk from Aldeburgh - Thorpeness & back. This would be ruined.	N	
Local community	This route cuts through the Suffolk Coast path. Why does the marine cable have to be here?	N	
Q10 Is there anything further you would like us to take into consideration when developing our proposals in Suffolk?			
Local community	I am a regular cyclist along the lanes East of Friston, including the stipulated 'quiet lane', so I would urge that these routes are protected as far as possible.	N	National Grid acknowledges the concerns regarding quiet lanes and has considered the impact of construction traffic on quiet lanes in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. The impacts will be temporary during the construction phase and mitigation measures will be put in place to minimise the severity, see **Application Document 7.5.1.1 Construction Traffic Management and Travel Plan – Suffolk**. This Plan is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Q12 What do you think about our proposed landfall at Pegwell Bay? Comments			
Local community	All the well-used footpaths will be unusable and amenity land lost forever.	N	National Grid acknowledges that there will be a temporary disruption to footpaths during the construction phase. Where National Grid has a temporary impact on a PRoW during construction, mitigation measures will be put in place. National Grid will employ a trenchless construction solution for installation of the landfall and HVDC cabling which will significantly minimise the long term impact on PRoW. Once construction is complete, the footpaths will no longer be affected. The commitment to a trenchless solution is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Where National Grid has a permanent impact on a footpath, a suitable diversion will be provided. Impacts on footpaths in Kent are considered in **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism**. An outline PRoW Management Plan has been prepared for Kent as part of the DCO application. This has been developed in consultation with the relevant local planning authorities and provides details on PRoW diversions, closures and management during the construction, operation and decommissioning phases. See **Application Document 7.5.9.2 Outline Public Rights of Way Management Plan – Kent**. This Plan is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Q14 What do you think about our proposed converter station and adjacent substation near Minster? Comments			
Local community	This will be a significant blot on the landscape and is being positioned in a well-used area by walkers.	N	The sensitivity of the area is noted. The assessment of effects arising from the Kent Onshore Scheme on landscape and visual amenity is set out within **Application Document Part 3 Kent Chapter 1 Landscape and Visual**. National Grid acknowledges that there will be a residual impact on visual amenity and will be providing screening, see **Application Document 7.5.7.2 Outline Landscape and Ecological Management Plan - Kent**. This Plan is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Q18 Do you have any key concerns regarding the construction stage of Sea Link? (Other)			
Local community	The marshes are a frequent walking route for many locals, enhancing mental and physical health.	N	National Grid acknowledges that there will be a temporary disruption to footpaths during the construction phase. Where National Grid has a temporary impact on a PRoW during construction, mitigation measures will be put in place. National Grid will employ a trenchless construction solution for installation of the landfall and HVDC cabling which will significantly minimise the long term impact on PRoW. Once construction is complete, the footpaths will no longer be affected. The commitment to a trenchless solution is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Where National Grid has a permanent impact on a footpath, a suitable diversion will be provided. Impacts on footpaths in Kent are considered in **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism**. An outline PRoW Management Plan has been prepared for Kent as part of the DCO application. This has been developed in consultation with the relevant local planning authorities and provides details on PRoW diversions, closures and management during the construction, operation and decommissioning phases. See **Application Document 7.5.9.2 Outline Public Rights of Way Management Plan – Kent**. This Plan is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Local community	I regularly lead walks for Ipswich Ramblers. I am annoyed that footpaths are not mentioned anywhere. The old Aldeburgh railway lines, the coastal path and the Sandling Walk will all be disrupted for a number of years. For coastal walks, circular walks, where do we go?	N	NG has followed an extensive process to choose the locations of the landfalls at each end of the Proposed Project and they understand the concerns that are stated in your response. National Grid is rigorously assessing the Proposed Project's impact on footpaths and the environment in general, adhering to the "mitigation hierarchy" by avoiding, minimising, restoring, and offsetting impacts. Impacts on footpaths in Suffolk are considered in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. An outline PRoW Management Plan has been prepared for Suffolk as part of the DCO application. This has been developed in consultation with the relevant local planning authorities and provides details on PRoW diversions, closures and management during the construction, operation and decommissioning phases. See **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**. This Plan is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). An initial ground investigation survey has been undertaken to provide information to confirm the viability of a trenchless solution for the landfall at this location. This construction solution will minimise potential impacts on terrestrial biodiversity and the AONB. Details are contained in **Application Document 7.3 Design Development Report**.
Q20 Do you have any other comments about Sea Link to give that you have not previously mentioned?			
Local community	The proposal does not make clear how maintenance of access to footpaths (that I currently use regularly across the field east of Saxmundham) will be managed both during construction and after, as this passes through the final plot of land. It is therefore not clear to me how that is handled.	N	National Grid acknowledges that there will be a temporary disruption to footpaths during the construction phase. Where National Grid has a temporary impact on a PRoW during construction, mitigation measures will be put in place. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	The Augustine Camino Pilgrimage Route uses the track on the north border of the draft order limits in Kent along the railway line between the rough and St Augustine's Cross. How will access be maintained during construction?	N	
General commentary			
Local community	We and our neighbouring parishes in Theberton & Middleton have a network of Quiet Lanes. These are single track, unpaved winding lanes on which (dog) walkers, riders (horse or bicycle) joggers, etc. co-exist with a small quantity of motorised traffic, how will they be protected against construction traffic?	N	National Grid acknowledges the concerns regarding quiet lanes and has considered the impact of construction traffic on quiet lanes in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. National Grid considers sensitive receptors when drawing up the proposed construction access routes. The impacts will be temporary during the construction phase and mitigation measures will be put in place to minimise the severity, see **Application Document 7.5.1.1 Construction Traffic Management and Travel Plan – Suffolk**. This Plan is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	There is already Sizewell C happening, with an enormous impact on the local community. Adding Friston substation, Saxmundham and Aldeburgh cabling will bring our community to a standstill. The immense amount of heavy traffic, roadworks, contractor's vehicles cannot be sustained around these local small roads. Damage to verges and road surfaces will happen. Cyclist and pedestrians will be in danger and emergency service response times will be slower. Public footpaths and bridal paths will be lost.	N	The potential impacts on traffic are assessed in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. The assessment takes account of the construction traffic management plans for Sizewell C. National Grid's plans will be prepared considering the plans for Sizewell traffic, e.g. peak traffic movement times will be programmed in consideration of each other wherever possible. Cumulative traffic impacts are considered in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk** is provided to help mitigate any potential impacts. This document includes construction traffic management measures that will be implemented in support of the

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Proposed Project, to avoid any adverse impacts on the surrounding networks during the construction phase. This Plan is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	Thousands of people visit this coastline every year and enjoy the use of beaches, footpaths, bridleways, byways and cycle paths, these will be closed for many, many years whilst this development is undertaken and which will be irreparable thereafter.	N	National Grid is rigorously assessing the Proposed Project's impact on footpaths and the environment in general, adhering to the "mitigation hierarchy" by avoiding, minimising, restoring, and offsetting impacts. Impacts on footpaths in Suffolk are considered in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. An outline PRoW Management Plan has been prepared for Suffolk as part of the DCO application. This has been developed in consultation with the relevant local planning authorities and provides details on PRoW diversions, closures and management during the construction, operation and decommissioning phases. See **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**. This Plan is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	Footpaths and bridleways make up a vital very well-used network in this part of East Suffolk through the Sandlings and along the Heritage Coast - as well more inland. The Sandlings Walks and the Coastal Paths and all the other public rights of way are crucial to the tourist industry and to local residents' wellbeing. Permanent and temporary closure of these during Sea Link's proposed 4 to 12 year project makes the project unacceptable on its own - anywhere in this AONB and our local other special landscape areas.	N	National Grid acknowledges that there will be a temporary disruption to footpaths during the construction phase. Where National Grid has a temporary impact on a PRoW during construction, mitigation measures will be put in place. National Grid will employ a trenchless construction solution for installation of the landfall and HVDC cabling which will significantly minimise the long term impact on PRoW. Once construction is complete, the footpaths will no longer be affected. The commitment to a trenchless solution is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Where National Grid has a permanent impact on a footpath, a suitable diversion will be provided. Impacts on footpaths in Suffolk are considered in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. An outline PRoW Management Plan has been prepared for Suffolk as part of the DCO application. This has been developed in consultation with the relevant local planning authorities and provides details on PRoW diversions, closures and management during the construction, operation and decommissioning phases. See **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**. This Plan is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). The effects arising from the Suffolk Onshore Scheme on the Suffolk Coast and Heaths AONB are summarised within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual and detailed within Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment**. The assessment takes into account the Natural Beauty indicators and the relevant associated Suffolk Coast and Heaths AONB indicators relating to natural beauty indicators to landscape and visual matters. It is considered that there would be no significant adverse effects on the Heritage Coast or AONB at any Proposed Project stage as a result of the Suffolk Onshore Scheme. National Grid's landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section of the ES. Mitigation includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting and has been designed in collaboration with relevant stakeholders.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	My second concern relates to the route for the site access, particularly the option to use the B1121 with a new road starting near to Bigsby's Corner. The increase in heavy traffic will be extremely dangerous for Benhall residents and will severely impact their access to Saxmundham. Perhaps you could provide further information as to how this traffic will be controlled and monitored? We have a number of elderly people, cyclists and horse riders that regularly walk / cycle / horse ride into Saxmundham. The pavement along the B1121 is dangerously narrow currently and unsuitable for heavy traffic passing so closely.	N	**Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** includes a review of the collision record (based on full collision data obtained from Suffolk County Council) and an assessment of road safety for the study area, which includes the A12/ B1121 junction. This Chapter includes an assessment of pedestrian safety. This demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the road safety of this junction, with the mitigation identified within the **Application Document 7.5.1.1 Construction Traffic Management and Travel Plan - Suffolk**. This Plan is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Further consultation was held with Suffolk County Council as the ES was prepared.
Local community	We are concerned about the disruption to the public rights of way network. Should this development proceed, suitable temporary diversion must be in place at all times during construction and any proposed permanent diversions must be no less commodious than the existing routes. We would expect considerable sums to be paid by way of planning gain to improve the current network by the addition of new paths.	N	National Grid acknowledges that there will be a temporary disruption to footpaths during the construction phase. Where National Grid has a temporary impact on a PRoW during construction, mitigation measures will be put in place. Where National Grid has a permanent impact on a footpath, a suitable diversion will be provided. Impacts on footpaths in Suffolk are considered in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. For Kent details are contained in **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism**. National Grid supports the delivery of community benefits associated with transmission infrastructure, and already has a number of established programmes which deliver this. National Grid is waiting for the Government's position on the provision of community benefits associated with transmission infrastructure. This will determine its future approach. National Grid is working to understand local and regional aspirations and priorities in relation to community benefits. It welcomes the suggestions for delivering community benefits and as the Proposed Project progresses, it will work with stakeholders and local communities to further inform this.
Cllr Graham	Additional traffic will discourage cyclists and pedestrians and horse riders. This is not only a practical limitation but removes an activity that is very significant for many of our residents' wellbeing – as will the closure of much loved and used public rights of way.	N	

Table 1.37 DCO process

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Feedback form			
Q10 Is there anything further you would like us to take into consideration when developing our proposals in Suffolk?			
Local community	I spent 9 years on the Aldeburgh town council planning committee and the Large infrastructure group and can only say that I am totally appalled at the way the planning system is gamed by developers. Their only concern is to get their DCO through as cheaply as possible. I will also remind National Grid that if the NSIP process is chosen for a development then the assumption is that there will, as a quid pro quo, be benefits accruing to the local community from the development, as far as I can see no such benefits accrue and therefore the NSIP process is not applicable and the development should go through the normal planning process.	N	National Grid supports the delivery of community benefits associated with transmission infrastructure, and already has a number of established programmes which deliver this. National Grid is waiting for the Government's position on the provision of community benefits associated with transmission infrastructure. This will determine its future approach. National Grid is working to understand local and regional aspirations and priorities in relation to community benefits. It welcomes the suggestions for delivering community benefits and as the Proposed Project progresses, it will work with stakeholders and local communities to further inform this.
Q20 Do you have any other comments about Sea Link to give that you have not previously mentioned?			
Local community	I only wish to reiterate the decision to put a substation at Friston by National grid in the first place was a complete and utter disgrace in the way it was handled. From the redacted information that was produced on the decision making process to the way the planning system was circumvented. National Grid would do well to consider that they need to be open and transparent about these issues as all they are doing is making opposition a certainty rather than a possibility.	N	At the time of the option identification and selection, the proposed Friston Substation was advanced in the consenting process. A DCO application had been submitted and was progressing through examination and determination, this was subsequently granted in March 2022, prior to non-statutory consultation on the Proposed Project. It was therefore reasonable for the Proposed Project to select a connection point that, whilst not yet implemented was reasonably foreseeable by virtue of it having been granted development consent. Furthermore, it was also reasonable to select a connection point that whilst not sited by the Proposed Project was still appropriate by virtue of it having been granted development consent. The identification and selection stage detailed in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)** looked at options for the creation of an additional network connection point by co-locating a new substation within the relevant converter site option areas. As any new substation would need to be connected to the existing network, this looked at either diverting the existing overhead lines into and out of the new substation or a cable route from the substation to the overhead line with a cable sealing end compound located adjacent to the overhead line. The proposed Friston Substation was selected as the connection point for the Proposed Project as the alternative options that would result in an additional connection point provided no environmental or socio-economic, technical, or economic benefit over a connection into the proposed Friston Substation. Engagement with stakeholders and feedback through consultation has also highlighted the importance of coordination with other developments proposed in the area. This supports the outcome of the option identification and section stage that connecting to an existing or proposed substation was preferable to the development of an additional connection point for the Proposed Project in isolation. Following the feedback from stakeholders on the initial option identification and selection outputs and the need to coordinate with other energy projects in the area, coordination opportunities were explored as set out in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)**. This further coordination work which fed into the options identified and selected for the Proposed Project assumed the proposed Friston Substation as the network connection point. This has been backchecked

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			and for the reasons stated above remains the preferred connection point for the Proposed Project. Friston Substation has been included within the Proposed Project to achieve a comprehensive consenting position however it is envisaged that the substation will be implemented through the SPR projects.
General commentary			
SASES	9. National Grid has not used “utmost care” as recommended by the Examining Authorities for the Scottish Power and National Grid connection hub projects who recognised the unsuitability of the Friston site.	N	At the time of the option identification and selection, the proposed Friston Substation was advanced in the consenting process. A DCO application had been submitted and was progressing through examination and determination, this was subsequently granted in March 2022, prior to non-statutory consultation on the Proposed Project. It was therefore reasonable for the Proposed Project to select a connection point that, whilst not yet implemented was reasonably foreseeable by virtue of it having been granted development consent.
Reydon Parish Council	5. Without a full appraisal of this genuine alternative, the statutory consultation for Sealink fails the key test for Development Consent for major infrastructure projects. The requirement to consider fully all alternatives to such development in an AONB is a key part of the National Planning Policy Framework. The Sea Link consultation completely fails to meet this requirement.	N	The alternatives considered are addressed within **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered and Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.

Table 1.38 Legislation and policy including permits

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
General commentary			
Local community	One might expect that projects such as yours would operate under the umbrella of government policies and promises. A government promise, made at the time of the Sizewell enquiry, was that 30 percent of the land area of the UK would be given protected status in order to protect the environment and to contribute to solving the looming biodiversity crisis. Currently less than 10 percent is protected. So to destroy currently protected sites, as both your project and the Sizewell project propose is madness. What is the definition of a protected site? Protected against destruction.	N	National Grid acknowledges this comments but cannot comment on Government policy. A rigorous impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. Details are contained in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce ecology and biodiversity impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. One such example is the use of trenchless solutions for the cable where it crosses designated sites. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). The Proposed Project is also committed to achieving 10% Biodiversity Net Gain. Details are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**.
Cllr T-J Haworth-Culf	We take note for the following in general: Taken from RELEVANT UPDATED SECTION OF THE NATIONAL PLANNING POLICY FRAMEWORK (5th September 2023) Note: 54 Except for applications for the repowering and life-extension of existing wind turbines, a planning application for wind energy development involving one or more turbines should not be considered acceptable unless it is in an area identified as suitable for wind energy development in the development plan or a supplementary planning document; and, following consultation, it can be demonstrated that the planning impacts identified by the affected local community have been appropriately addressed and the proposal has community support. While this addition to the NPPF refers to onshore wind generation, surely the concerns relating to the mechanism and infrastructure associated with offshore wind are equally valid? In many cases these will be equally invasive or even more so as onshore wind turbines.	N	National Grid acknowledges the concerns raised in these comments, however, the Proposed Project is not directly related to offshore wind energy generation. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and Kent, along with a combination of other factors. Furthermore, paragraph 5 makes clear that the NPPF does not contain specific policies for developments requiring development consent and that such applications are to be determined in accordance with the decision-making framework set out in the Planning Act 2008. On this basis the NPPF is considered to be generally of less relevance to the SoS than the relevant Energy NPSs.
RSPB	2016 Review of Special Protection Areas In respect of land with potential functional links to nearby SPAs we draw your attention to the 2016 UK review of Special Protection Areas. The need to extend the UK's protection for scarce birds was set out in the third review of the UK's terrestrial Special Protection	N	National Grid is maintaining ongoing dialogue with Natural England regarding proposals for mitigating the impacts/loss of functionally linked habitat. In addition, a robust alternatives assessment has been undertaken for the Proposed Project to determine if it could be located elsewhere.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	Area network, published by JNCC in 2016. This SPA Review examined whether existing SPAs sufficiently met the ecological needs of Annex 1 and regularly occurring migratory species. The review outlined that the current suite of SPAs is considered insufficient for many species. As a result, any potential impacts on the SPA and its associated species should be avoided, including on FLL. The SPA Review also looked at the boundaries of existing sites to assess whether they meet the needs of the species they are designated to protect. This included consideration of habitats outside the current SPA boundaries that species are reliant on. The RSPB strongly advises that the findings of the SPA Review are fully taken into account for any surveys or decisions associated with the potential cable route. This will ensure that recognised important sites for nature can be properly considered alongside the existing SPA citations in survey and monitoring, impact assessment and decision-making, as clearly intended by the SPA Reviews.		Impacts on breeding birds are considered in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity and Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity.**
Local community	We do not believe that a proper community impact assessment has been conducted pursuant to the recently published Transmission Acceleration Action Plan (TAAP). The proposal is not holistic in its approach as recommended by the Winser Report as subsequently adopted by the Secretary of State in the TAAP. We do not now regard Sea Link to be sufficiently advanced so as to escape TAAP, not least given the recent announcement to conduct research on combining Sea Link with other North Sea projects which will require a back to the drawing board approach. No proper assessment has been made of the project in accordance with HM Treasury Green Book Appraisal Guidelines, in particular Annex 2 thereof and as such are not in line with public policy requirements for projects such as these. We look forward to receiving a thorough response to the points raised in this letter at your earliest convenience.	N	National Grid acknowledges the publication of the TAAP/Winser Report and welcomes its recommendations for streamlining the process. However, the Proposed Project is at a relatively advanced stage and any formal direction and decision making on the merits of aligning further progress towards fulfilling the established connection agreements that underpin the needs case with these recommendations has not been forthcoming. Similarly, the report recommendations are yet to be enshrined in policy and legislation. As the recommendations are transposed into policy, these will become requirements for National Grid and other energy developers, however, Government policy is not within National Grid's remit for the Proposed Project. In addition, the Proposed Project is not funded by the Government, meaning that HM Treasury Green Book Appraisal Guidelines are not applicable in this instance.
Local community	Ministers and project planners should be aware that paragraph 177 of the National Planning Policy Framework makes it clear that major development defined by footnote 60, for which this and other proposals certainly qualify, should be refused unless in exceptional circumstances and only after assessment of ; The need for the development, including in terms of any National considerations, and the impact of permitting or refusing it on the local economy- the cost of, and scope for developing outside the designated area, or meeting the need for it in some other way- and any detrimental impact on the environment, the landscape and recreational activities, and the extent which that could be moderated. Such necessary assessment has not been conducted, in particular the scope to progress less damaging alternatives. The proposal does not satisfy the para 177 NPPF requirement and it ignores	N	The Paragraph 5 makes clear that the NPPF does not contain specific policies for developments requiring development consent and that such applications are to be determined in accordance with the decision-making framework set out in the Planning Act 2008. On this basis the NPPF is considered to be generally of less relevance to the SoS than the relevant Energy NPSs. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and Kent, along with a combination of other factors. The Strategic Options Report and **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered** detail the decision-making process and factors that have influenced the evolution of the design up to the current proposed iteration.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	National Planning Practice Guidance in that the need for renewable energy does not override environmental protections or indeed the planning concerns of local residents. For the reasons set out in this objection and noting that Government planning policy and guidance has not been adhered to, this proposed project should not be permitted to proceed.		

Table 1.39 Land rights and CPO

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Feedback form			
Q2 What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously? Comments			
Local community	As stated before it's completely unfair to landowners, particularly farmers	N	National Grid acknowledges that the Proposed Project may cause concern to landowners. All affected landowners will be compensated on a fair and reasonable basis for any rights acquired, and any impacts on the retained property will be considered in line with the Compulsory Purchase Compensation Code.
Q10 Is there anything further you would like us to take into consideration when developing our proposals in Suffolk?			
Local community	You need to compensate property owners and residents: 1. For the permanent loss of value to property (including loss of development potential). 2. For the massive disruption during the planning and building phase. 3. For planning blight incurred whilst all the projects are being considered.	N	National Grid will pursue voluntary agreements with affected landowners. Compensation offered for voluntary land rights is benchmarked against other similar utility providers. If a voluntary agreement cannot be reached, then the Compulsory Purchase Compensation Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of their property ownership being worth less as a direct result of the works. Compensation for compulsory acquired rights is governed by statute. Through engagement with the local authority, National Grid will seek to minimise impacts of the construction phase and wherever possible coordinate with other development projects occurring in close proximity.
Q17 Anything else? Comments			
Local community	Our family farm lies along the Richborough Connection. It is depressing that within a very few years of tall the disruption of its construction that there will have to be an upgrade of insulators as well as cables, with inevitable disruption to landowners. I make the pleas that: 1. NG makes direct contact with all landowners along the Richborough Connection as soon as possible to explain the plans and discuss the potential difficulties of access etc. [Landowners were NOT advised of the current meetings and consultation!] 2. NG ensures that the work is done at times to suit the agricultural cycle of the farms in question.	N	National Grid is and will continue to work with all landowners including tenants who may be affected by the proposals to understand the impacts on their operations and to work with them as the construction programme is developed. National Grid will seek to work with the farming community to limit disruption where practicable. The cable route will be reinstated to its previous use and therefore farming operations are able to continue post construction. The cable width is relatively minimal, and accommodation works will be discussed and agreed prior to commencement of construction to ensure disruptions to normal farming operations are minimised. Compensation claims for disturbance are considered on an evidenced basis and landowners and farmers will therefore be encouraged to keep records to support their claims.
Local community	More consideration and focus should have been given to existing landowners in the areas and priorities to those parties in the ownership Brownfield land of sufficient scale to accommodate the new buildings proposed. Current landlords within the areas should receive more of a focal point and better taken into consideration. The most important consideration should be to those that own Brownfield land of large scale in order to assist the new buildings proposed. The proposals at present are probably going to come up against planning approval difficulties and if the approach suggested above is taken then it would in turn make the project much more	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the available brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. Details are contained in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce ecology and biodiversity impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	deliverable in terms of planning preparation, consultation and approval terms.		
General commentary			
Country Land and Business Association	The CLA would like to reaffirm to National Grid and its agents that Landowner interests need to be taken into consideration. Fair levels of compensation must be paid for any new infrastructure being installed and paid in a timely manner. Any affected land must be reinstated to an acceptable standard and compensated for accordingly. In addition, any damage to the natural environment ought to be mitigated where possible, and if it is not possible to effectively mitigate some of the harm being caused, we would remind National Grid that it is both possible and preferable in such situations to consider alternative routes/ solutions. At present, feedback from our members is that Farmers and Landowners are not being effectively communicated with, that the compensation on offer is not equitable – especially where proposals have a major impact on the viability and ease of farming of a holding, and the environmental schemes over the land and the overall value of the affected land are taken into account. In addition, we are told that some un-mitigatable damage to nature is being proposed which could easily be avoided if some of the proposed above-ground infrastructures were to be undergrounded. These key requests form part of what the CLA would like to see as a Duty of Care offered by large infrastructure schemes to ensure landowners are treated fairly.	N	National Grid acknowledges the concerns and will pursue voluntary agreements with affected landowners. Compensation offered for voluntary land rights is benchmarked against other similar utility providers. If a voluntary agreement cannot be reached, then the Compulsory Purchase Compensation Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of their property ownership being worth less as a direct result of the works. Compensation for compulsory acquired rights is governed by statute. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce ecology and biodiversity impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. National Grid is and will continue to work with all landowners including farmers who may be directly affected by the Proposed Project to understand the impacts on their operations and to work with them as the construction programme is developed. National Grid will seek to work with the farming community to limit disruption where practicable. Compensation claims for disturbance are considered on a case-by-case basis if negative impact on farming operations can be established. Where new overhead lines are required, this is as a result of assessments concluding that this is the most feasible option. In the case of the connection to the existing network line in Kent, National Grid has engaged with the Environment Agency, the Lead Local Flood Authority (County Council) and Internal Drainage Boards extensively during the pre-application phase of the Proposed Project. This engagement has helped to inform the surface water drainage principles and flood risk mitigation measures that will be integrated in to the design.

Table 1.40 Project finance/cost of scheme

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Feedback form			
Q1 Do you have any comments to make about the principle of reinforcing the network between Suffolk and Kent?			
Local community	We agree with the need to reinforce the network to provide more sustainable power and to regulate availability and price. We do not agree that these proposals are the correct way to do it. Destroying areas of natural beauty is not appropriate nor is it appropriate to materially and significantly damage areas relied on by a large variety of wildlife including migratory bird populations. There are other ways this can be achieved without damaging these. This proposal puts profit over people and nature.	N	National Grid acknowledges your concerns. However, the need to reinforce the network in this area determines the geographical parameters for delivering the Proposed Project. National Grid is seeking to minimise potential impacts through careful consideration of construction methods and design, while the EIA process is responsible for establishing the baseline environmental condition of the Proposed Project area. This then determines the mitigation that must be put in place and is then discussed with the relevant statutory advisory services. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The description provided in Chapter 4 is the preferred solution for the Proposed Project. The sensitivity of the area is noted and is reflected in the assessment of effects as set out within **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual, Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual, Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity and Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity.**
Local community	I cannot support any development which includes onshore structures, whether you leave scars on the landscape, for future generations. No doubt options you have are to save costs, but spending more now and doing the job properly will be recouped over time and would provide local support both here and in Kent.	N	The sensitivity of the area is noted and is reflected in the assessment of effects as set out within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. National Grid's landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section of the ES. Mitigation includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting and has been designed in collaboration with relevant stakeholders. National Grid's duties and obligations involve balancing the need to be economic and efficient, whilst also having regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality.
Local community	Any investment in the UK power infrastructure, especially where there are costs passed on to consumers, must sort energy security as well as cheaper prices.	N	As a national infrastructure provider, National Grid is seeking to support delivery of the Government's policies regarding net zero by 2050. This includes increasing capacity to transmit energy generated from renewable sources. National Grid is funded by a price control mechanism which is agreed with and set by Ofgem. National Grid pays up front the many millions of pounds it costs to build a new

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	Shareholders of National Grid should not profit from the construction phase or for a period after if there is any cost passed on to the consumer.		power transmission line. The cost is then gradually passed to customers through their electricity bills over the next 40 years. The funding for these up-front costs comes from National Grid's shareholders and the institutions that lend the company money. This amounts to many billions of pounds across all National Grid infrastructure and investments. The shareholders invest in National Grid because they expect that it will make a sufficient profit to provide an appropriate return on the investment and eventually pay the shareholders back. This brings a major benefit to electricity bill payers as it allows the recovery of the cost of for investment in the network to be spread out over many years, rather than having a spike in electricity bills when large new transmission connections are required.
Local community	I understand the need for increasing the size of the one UK energy system by 2/3 but I think you are putting business and profit before any less profitable actions such as retro-fitting old housing stock with insulation and less damaging methods to the environment of heating. I see minimal effort from NG in guiding the increasing population into living more sustainably.	N	Many of the comments here relate to Government policy and are not within National Grid's remit for the Proposed Project. National Grid is a national infrastructure provider and is seeking to deliver the Government's policies regarding net zero by 2050. In delivering the Proposed Project, National Grid's duties and obligations involve balancing the need to be economic and efficient, whilst also having regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality.
Q2 What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously?			
Local community	It seems, yet again, nature is not being adequately valued and the cable running straight through Sandwich and Pegwell Bay NNR is very disappointing when there are other route options - possibly more expensive in monetary terms but much less expensive in terms of damage to wildlife and loss of natural capital.	N	National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. Alternative options have been carefully considered. Reasoning behind the connection location for the Proposed Project has been addressed within **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered and Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. National Grid's duties and obligations involve balancing the need to be economic and efficient, whilst also having regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality.
Q9 Are there any other ways that you would like us to explore coordination with other projects?			
Local community	All projects connecting into the Sizewell to Bramford lines should have their converter stations/sub stations on the coast at Sizewell. Building numerous cable corridors inland in parallel to the already in situ overhead lines cannot be anything other than a waste of bill payer's money. I fear there is little incentive for the developer to minimise costs as they likely get a fixed rate of return on the investment.	N	National Grid's duties and obligations involve balancing the need to be economic and efficient, whilst also having regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. When assessing potential options for the location of new infrastructure, National Grid sought to minimise impacts on the most sensitive areas, including the Suffolk and Essex Coast and Heaths National Landscape – therefore avoiding locations on the coast. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;**

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			• **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The description provided in Chapter 4 is the preferred solution for the Proposed Project. The assessment of effects arising from the Suffolk onshore scheme on landscape and visual amenity is set out in **Application Document 6.2.1.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. Routeing cables underground is more costly than use of overhead lines. However, as in this case, where there are serious concerns about the potential adverse landscape and visual effects of a proposed overhead line, this has been balanced against other relevant factors, including the need for the proposed infrastructure, the availability and cost of alternative sites and routes and methods of installation (including undergrounding). National Grid is funded by a price control mechanism which is agreed with and set by Ofgem. National Grid pays up front the many millions of pounds it costs to build a new power transmission line. The cost is then gradually passed to customers through their electricity bills over the next 40 years. The funding for these up-front costs comes from National Grid's shareholders and the institutions that lend the company money. This amounts to many billions of pounds across all National Grid infrastructure and investments. The shareholders invest in National Grid because they expect that it will make a sufficient profit to provide an appropriate return on the investment and eventually pay the shareholders back. This brings a major benefit to electricity bill payers as it allows the recovery of the cost of for investment in the network to be spread out over many years, rather than having a spike in electricity bills when large new transmission connections are required.
Q10 Is there anything further you would like us to take into consideration when developing our proposals in Suffolk?			
Local community	Consider the environment over profit.	N	National Grid's duties and obligations, primarily set out in Schedule 9 of the Electricity Act, involve balancing the need to be economic and efficient, whilst also having regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality.
Local community	Technological advances in transporting, storing and converting electricity are taking place all of the time. It is quite possible that on offshore platform would be better suited for the needs of this and many of the other proposed projects. This would be cheaper and far less controversial than the current proposals.	N	National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. National Grid has listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised these impacts onshore and offshore where possible.
Local community	Economic viability vs practicality. Whatever method is the cheapest when considering development, yet beneficial for the optimum upgrade of the National Grid infrastructure.	N	National Grid is a national infrastructure provider and is seeking to support delivery of the Government's policies regarding net zero by 2050. In delivering the Proposed Project, National Grid's duties and obligations involve balancing the need to be economic and efficient, whilst also having regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. The reasoning behind the selection of the location and the alternatives considered is set out in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**. National Grid undertakes an options appraisal as the method to compare options and differentiate between its relative costs and benefits. Please refer to 'Our Approach to Consenting' and 'Our approach to Options Appraisal' to find out more. This approach was applied to the Proposed Project, for more information about the evaluation and findings please refer to the following: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
Local community	I'd like you to take into account the real cost of your proposals. You should prepare a cost benefit analysis for all options including an offshore one. We need to see how you evaluated the original proposal to bring the electricity onshore. Your short term goals that are profit driven will be paid for by the visitors and residents of Suffolk for generations to come.	N	
Q12 What do you think about our proposed landfall at Pegwell Bay? Comments			
Local community	I do not know the area but as with Suffolk, there appears to be many less disruptive options which may just cost National Grid a few more pennies.	N	National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. The reasoning behind the selection of this location and the alternatives considered is set out in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**.
Q17 Anything else? Comments			
Local community	For once deliver what we were led to believe would be the case - an environmentally friendly scheme to benefit the consumer and deliver UK electricity, responsibly produced and priced with the reliability we ostensibly pay for with our standing charges and energy costs.	N	National Grid is seeking to deliver the Proposed Project in accordance with its duties and obligations that involve balancing the need to be economic and efficient, whilst also having regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	This should not be a covert way of establishing an energy exporting business route, especially if we have to buy it back at an increased cost for us and profiteering for the few.		National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. The Proposed Project is not an interconnector. National Grid is funded by a price control mechanism which is agreed with and set by Ofgem. National Grid pays up front the many millions of pounds it costs to build a new power transmission line. The cost is then gradually passed to customers through their electricity bills over the next 40 years. The funding for these up-front costs comes from National Grid's shareholders and the institutions that lend the company money. This amounts to many billions of pounds across all National Grid infrastructure and investments. The shareholders invest in National Grid because they expect that it will make a sufficient profit to provide an appropriate return on the investment and eventually pay the shareholders back. This brings a major benefit to electricity bill payers as it allows the recovery of the cost of for investment in the network to be spread out over many years, rather than having a spike in electricity bills when large new transmission connections are required.
Local community	No way this will bring cheaper energy, this will only line the pockets of sea link - it's the cheapest but most damaging way, it must not happen.	N	
Q18 Do you have any key concerns regarding the construction stage of Sea Link? (Other)			
Local community	If it ends up being approved, do it as quickly as possible. Nature will recover, it is only a question of time. Don't waste more money trying to do nature's job, move quickly for the sake of us locals. A short sharp shock better than a protracted operation wasting more money.	N	National Grid acknowledges these comments. National Grid's duties and obligations involve balancing the need to be economic and efficient, whilst also having regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality.
Q20 Do you have any other comments about Sea Link to give that you have not previously mentioned?			
Local community	Is the choice of Pegwell and Minster governed by the starting point being Suffolk? Could Suffolk be strengthened in a different direction and a different Kent location used which would be less detrimental from an environmental point of view? The main concern throughout appears to have been cost and, whilst I appreciate that most costs will ultimately be passed on to consumers, should we not be prepared to pay in order to protect our wildlife?	N	National Grid's duties and obligations involve balancing the need to be economic and efficient, whilst also having regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project Link to transport power between each area depending on the fault in either direction is set out as the requirement for this project. direction is set out as the requirement for this project. The reasoning behind the selection of this location and the alternatives considered is set out in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**. National Grid is funded by a price control mechanism which is agreed with and set by Ofgem. National Grid pays up front the many millions of pounds it costs to build a new power transmission line. The cost is then gradually passed to customers through their electricity bills over the next 40 years. The funding for these up-front costs comes from National Grid's shareholders and the institutions that lend the company money. This amounts to many billions of pounds across all National Grid infrastructure and investments. The shareholders invest in National Grid because they expect that it will make a sufficient profit to provide an appropriate return on the investment and eventually pay the shareholders back. This brings a major benefit to electricity bill payers as it allows the recovery of the cost of for investment in the network to be spread out over many years, rather than having a spike in electricity bills when large new transmission connections are required.
Local community	These projects seem to be driven by profit for shareholders with minimal consideration for the impact on communities, livelihoods and a precious natural landscape. We all support the need for renewable energy, wind farms, etc. but it does not have to come at such a cost.	N	
Local community	This is all about future profits for the energy industry. Yes we need infrastructure for the future, but this project, like so many is about maximising profit for the lowest cost, no matter how much long term damage and effect is caused.	N	
Local community	It's apparent to me that you are hell bent on doing what you want to do and that you are not concerned enough to seek out cheaper and less harmful alternatives.	N	

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			National Grid has listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised these impacts onshore and offshore where possible.
Q26 Do you have further comments about our materials, consultation process or any suggestions for how we can improve our consultation?			
Local community	I strongly believe this is a tick box exercise and you don't care of the mindless damage and destruction. Whatever you do care about is making money for the shareholders at any cost to the public	N	National Grid is rigorously assessing the Proposed Project's impact on designated sites and the environment, adhering to the "mitigation hierarchy" by avoiding, minimising, restoring and offsetting impacts. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. National Grid's has a duty to balance the need to be economic and efficient, whilst also having regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality.
General commentary			
Local community	In proposing its "best" option NG has only considered financial cost and has given no consideration at all to other intrinsic values of this area.NG has completely failed to justify its choice of routes and buildings. This is national infrastructure, we will all live with consequences - "quick and cheap" is not an appropriate choice.	N	National Grid's duties and obligations involve balancing the need to be economic and efficient, whilst also having regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. Efforts to minimise the impacts of the Proposed Project are therefore embedded within the design.
Local community	The change in the location of 3 convertor station has had a detrimental impact on the value of my property, at Glebe Farm we will be directly impacted by building noise, increased traffic noise and pollution, light pollution, noise pollution and loss of habitat. I would like to know what the process is for compensation for loss of quality of life and value of property should we wish to sell and move.	N	National Grid acknowledges that development may cause concern to landowners. Diminution in property value known as 'injurious affection' and any other appropriate heads of claim will be considered on an individual basis in accordance with current legislation. The Compulsory Purchase Compensation Code allows for a claim of compensation for the loss that property owners may have suffered as a direct result of the retained part of their property ownership being worth less as a direct result of the works.
Local community	So why on earth do we have so called highly educated, highly qualified people in business looking so narrowly at the world that their only yardsticks are cost, benefits and profitability for now in the short term. Stop sloppy self centred managements spoiling the world in pursuit of profits or convenience, let's see some positive creative thinking offering lasting benefits, happier outcomes, achieving targets by clever strategies and delicate dedicated thinking and designs with happier outcomes for all. Seek to have the objectors lining the streets and hailing creative thinking and design solutions rather than shuffling around the slag heaps and tumble down workings of obsolete industrial developments long since milked of their profits and left derelict and dire for generations. We have the knowledge, expertise and ability to do better.	N	National Grid acknowledges these comments.
Local community	The main purpose of this project appears to be mainly motivated by greed, creating profits for National Grid shareholders in the USA by selling power generated offshore in East Anglia to Europe and not to benefit the people in the UK.	N	The purpose of the Proposed Project is set out in the needs case, which explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			each area depending on the fault in either direction is set out as the requirement for this project.
Local community	At the end of the day it is cheaper for NG to build substations on-shore (income generated from every connection made on-shore) instead of offshore rigs from which to distribute the offshore generated energy to where it will be used; it is cheaper for NG to build pylons instead of burying cables; it is cheaper to build substations at brownfield sites in Kent but they refuse to look at this option. This is only about political posturing and making money. This infrastructure project is but a means to an end and little to do with a thoughtful and sensitive contribution to the common weal.	N	National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. National Grid has listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised these impacts onshore and offshore where possible. Reasoning behind the connection location for the Proposed Project has been addressed within **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered and Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
Dr Thérèse Coffey MP	I know some work has been done, as described in the option selection and design evolution report, which includes three offshore connection options and one onshore pylon option all with a starting point at Sizewell – with the alternative onshore option dismissed because of lifetime costs. However, I cannot see that any serious work has been done to assess the costs of an offshore transmission network or undertaking a comparative study properly assessing the environmental impact of landfall in Suffolk with brownfield alternatives.	N	National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. Similarly, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure.
Local community	I strongly oppose National Grid's plans to site the Sea Link Converter Station at Saxmundham because off-shore cabling	N	National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	routes, on-shore brownfield conversion sites and co-location of energy infrastructure at pre-existing energy hubs offer better viable alternatives which are cheaper, more efficient and don't require the needless destruction of the Suffolk countryside. The 'National' in National Grid is unquestionably a misnomer. National Grid is a publicly listed company with a primary responsibility to generate maximum profit for its shareholders. The Sea Link proposals represent a tremendous investment opportunity and as National Grid holds a monopoly over on-shore electricity transmission, its plans for Sea Link are without competition. It is not in National Grid's interests for any alternative methods of off-shore electricity transmission to be taken into consideration. I would suggest that National Grid's proposals are solely in the interests of National Grid and that National Grid's domination over on-shore electricity transmission has led to a situation in which viable alternatives have not been given adequate consideration.		electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. Reasoning behind the connection location for the Proposed Project has been addressed within **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered and Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. National Grid is funded by a price control mechanism which is agreed with and set by Ofgem. National Grid pays up front the many millions of pounds it costs to build a new power transmission line. The cost is then gradually passed to customers through their electricity bills over the next 40 years. The funding for these up-front costs comes from National Grid's shareholders and the institutions that lend the company money. This amounts to many billions of pounds across all National Grid infrastructure and investments. The shareholders invest in National Grid because they expect that it will make a sufficient profit to provide an appropriate return on the investment and eventually pay the shareholders back. This brings a major benefit to electricity bill payers as it allows the recovery of the cost of for investment in the network to be spread out over many years, rather than having a spike in electricity bills when large new transmission connections are required.
Local community	Sea Link is an infrastructure project of national significance and should therefore be subject to cost-benefit analysis (CBA), as large public projects are. The costs include not only the private costs to National Grid but also external costs imposed on other members of society. These include the key concerns listed on page 26 of the Feedback Form under 'Construction', although most continue to apply during the operational phase. The CBA results would significantly reduce, if not eliminate, the cost advantage of the current project over an offshore hub connected to a brownfield site closer to London, where the extra capacity is needed.	N	National Grid undertakes an options appraisal as the method to compare options and differentiate between their relative costs and benefits. Please refer to 'Our Approach to Consenting' and 'Our approach to Options Appraisal' to find out more. This approach was applied to the Proposed Project, for more information about the evaluation and findings please refer to the following: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study;** • **Application Document 8.2 Option Selection and Design Evolution Report (October 2023);** • **Application Document 8.3 Strategic Options Report (October 2023); and** • **Application Document 7.2 Strategic Options Back Check Report.**

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
			In addition, National Grid considers that the Proposed Project strikes an appropriate balance in the context of national policy and its statutory duties, which include the need to be economic and efficient. It is for the Government, through the planning process, whether this balance is right. Regarding the comment about a brownfield site located in proximity of London, attention is drawn to the summary of need case, found in the SOR, which states the capacity of the existing network in East Anglia and the South East is insufficient to accommodate the connection of the proposed new power sources connecting in the area.

Table 1.41 Construction

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Feedback form			
Q5 What do you think about our proposed converter station, including its proposed location? Comments			
Local community	As a resident of the parish of Benhall and Sternfield I am very concerned about safety and the impact of a significant increase in traffic during construction of this enormous infrastructure, especially in relation to the safety of existing road users. For example at the A12/B1121 junction there will be conflict between turning traffic and overtaking traffic northbound, compounded by Sizewell C traffic on the same timescale. The footway from Benhall to Saxmundham is along the west side of Main Road, whilst all but a few houses are to the east. There needs to be safe crossing points; in addition, some school pupils walk between Benhall and Saxmundham, along Main Road. There is a potentially fatal conflict between lorries and vulnerable road users (cyclists and equestrians). Also, the significant increase in HGVs from the proposal makes it imperative that vulnerable road users are separated from the main carriageway. Benhall is little more than a mile from Saxmundham, and non-motorised travel is encouraged. Further, a cycle route to Saxmundham and beyond is signed from the A12, south of Benhall Green. I understand that Scottish Power has accepted that some of the small, local road network is unsuitable for the routeing of HGVs, and I strongly oppose any proposal to route any HGVs along the B1121 through Sternfield.	N	**Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** includes a review of the collision record (based on full collision data obtained from Suffolk County Council) and an assessment of road safety for the study area, which includes the A12/ B1121 junction. This demonstrates that the additional construction traffic to be generated by the Proposed Project during the peak construction phase is not expected to result in any significant impacts on the road safety of this junction, with the mitigation identified within **Application Document 7.5.1.1 Construction Traffic Management and Travel Plan – Suffolk**. This Plan is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Further consultation was held with Suffolk County Council as the ES was prepared.
Q7 What do you think about how our proposed HVDC cable route in Suffolk? Comments			
Local community	To carry out the work there will need to be haul roads, workers compounds/parking areas for spoil and equipment access to dig the trench across rural, farmland with residential properties in an area of tranquillity, dark skies and important habitats. This will have a negative effect on wildlife, the environment, people's lives and the tourism economy.	N	The Proposed Project EIA (Volume 6 of the DCO Application) assesses the potential impacts of the construction phase on a wide range of parameters including biodiversity, the landscape and socio-economics, recreation and tourism. The locations of construction haul roads and compounds have been selected to minimise the impact on the environment wherever possible. During construction, contractors will be required to adhere to **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** and develop their own task-specific management plans. This Plan is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Q10 Is there anything further you would like us to take into consideration when developing our proposals in Suffolk?			
Local community	There remains a high degree of uncertainty in relation to construction methodology, sequencing, access strategy, etc, and the stated intention that these will be decided by the appointed contractor is likely to result in a construction strategy that prioritises cost and convenience to the contractor rather than minimising construction duration and detrimental impacts on local residents. If the HVDC cable corridor is to proceed, the current proposals should be revised at the Aldeburgh Golf Club's northern field to avoid unnecessary impact on High Warren, Tall Pines, and Pinehurst. The layout should revert to the original, diagonal route across the field, shortening the route by approx. 50m and therefore	Y	The route of the installation and the access strategy is being finalised based on further survey work and the feedback received in response to Statutory consultation and will be provided in the DCO submission. However, further work will be required once the contractor is appointed, confirming the construction methodology. The routeing through this area is being reviewed in consideration of this feedback. The routeing will need to balance the requests and requirements of all landowners and neighbours affected. The proposal is to provide a ducted solution which will allow works to be completed sequentially, with trenches back filled as the works progress.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	reducing the programme and minimising the period of impact on adjoining properties. The implementation of the works should be carried sequentially (i.e., commencing and completing the works on a phased basis) This would allow works at the AGC field to be completed as quickly as possible and reinstated before the entirety of the works are completed, lessening the period of disruption to the adjoining owners. The access and construction strategy and methodology should avoid unnecessary detrimental impacts on adjoining properties including noise, dust, staging, lighting, hours of operation, etc.		Measures relevant to the control and management of impacts during construction have been included within **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**. This Plan is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Q18 Do you have any key concerns regarding the construction stage of Sea Link? (Other)			
Local community	I am surprised that the proposals make no mention of the issue of implementation. Will there be a new road to provide access. The influx of contractors will create huge problems of accommodation/access/management. We need to see a detailed construction plan.	N	Available information of the proposed methods and programme of construction is provided in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. Outline information on the proposed permanent access roads, temporary haul roads and compounds is also provided. A detailed construction programme cannot be furnished until the construction contractors are appointed.
Local community	So little information is provided about the construction phase it is difficult to comment. The working compounds for the construction are not shown on any of the maps and although these may be temporary, temporary roads and the erection of double height portacabins that are craned into place will cause long term damage to fragile soil structures surrounding the site. Putting things back the way they were will not truly be possible.	N	Project drawings indicate where construction compounds will be located, including typical compound layouts. Compound site restoration will follow a standard method that has successfully been implemented in numerous other sites, which have reverted to previous uses with no lasting adverse impacts. Furthermore, National Grid is working with other developers to identify opportunities to coordinate construction activities. Potential impacts on the local services are assessed in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. This analysis demonstrates that at peak workforce employment and typical seasonal occupancy levels, all of Suffolk Onshore Scheme's construction workers could be accommodated within a 60-minute drive time of the Order Limits. Given this, it is assessed that there would be negligible magnitude of impact on the hotel, bed and breakfast, and inns accommodation sector arising from the Suffolk Onshore Scheme. It is anticipated that accommodation providers would be able to accommodate employees working at the Suffolk Onshore Scheme without any adverse effects on the sector.
Local community	Our concerns regarding Sea Link from an environmental perspective are magnified and increased further when considering the actual delivery and constructions phase. The fact that virtually all of the chosen routes and or locations for above ground development are on high-value green land (ecology, tourism, agriculture) then it also means that access roads and site compounds will also need to be formed. This could quite easily double if not triple the land that will be effected and we would like to understand the proposed access routes and location of the site construction compounds sufficient to receive, store and build building which will no doubt contain numerous items of plant weighing over 50-tonnes per item. Should Brownfield land have been chosen then in many cases existing access or indeed temporary access routes would be far easier to deliver and have a significantly reduced impact on the surrounding area.	N	The locations of construction haul roads and compounds have been selected to minimise the impact on the environment wherever possible. During construction, contractors will be required to adhere to **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** and develop their own task-specific management plans. This Plan is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Comments regarding use of previously developed land are noted and National Grid is working with other developers to identify opportunities to coordinate construction activities and minimise local impacts. Potential impacts on tourism are assessed in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. A complete assessment of the impacts on agriculture in Suffolk has been undertaken. This is set out in **Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils**. Details relating to the ecology assessment are contained in **Application Document ES 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. Please see the themed tables in this Appendix for more information on these parameters.
Local community	All onshore infrastructure and landfall should be using brownfield and existing industrial zones with adequate port/road/rail access	N	Comments regarding use of previously developed land are noted and in developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure,

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	and with accommodation for the workforce. By using existing industrial zone supply chains can also be built up creating an economic hub. Scattering infrastructure all over the country side does not create economies of scale to develop and maintain port road and rail facilities and a flexible workforce.		including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. The alternatives that National Grid considered are contained in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main alternatives Considered**.
Local community	Given the size and scope of the Sea Link project the construction phase is clearly going to have and already is having a negative impact on the area and in particular upon the unique biodiversity and the much-projected marine and SSSI environments. There is no mention of this in the documentation which is worrying, bringing materials alone onto site will have a negative impact. Indeed, the surveying has resulted in damage to access roads, hedgerows, fields, grass and scrub areas as well as disruption to the wildlife that is not normally subjected to these activities. The assumption must be made that construction will go on for some time, involve a massive amount of earth moving and materials, while creating noise, dust and light pollution as well as traffic not normally associated with this area. It is hard to see exactly how mitigation is possible and how the existing wildlife will survive sadly.	N	Available information of the proposed methods and programme of construction is provided in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The Proposed Project EIA assesses the potential impacts of the construction phase on a wide range of parameters including biodiversity, noise, air quality and traffic and transport. The locations of construction haul roads and compounds have been selected to minimise the impact on the environment wherever possible. During construction, contractors will be required to adhere to **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** and develop their own task-specific management plans. This Plan is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Project drawings indicate where construction compounds will be located, including typical compound layouts. Compound site restoration will follow a standard method that has successfully been implemented in numerous other sites, which have reverted to previous uses with no lasting adverse impacts. National Grid is working with other developers to identify opportunities to coordinate construction activities. Details relating to the ecology assessment are contained in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity and Application Document 6.2.2.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. The Proposed Project is committed to achieving 10% Biodiversity Net Gain. Further details are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**.
Local community	We are very worried about the construction of the station, because of the massive churning up of the land from diggers, lorries, etc. The amount of construction vehicles needed to build the station and the pylons will churn up the soil no matter how careful you might be. After it's all built, the land churned up and scared will never be the same again. Also the mud on roads can never be fully cleared up during construction. This alongside the noise of diggers, generators etc will be very noisy.	N	
Local community	There should be at least a four-month installation period to minimalize noise during setup and takedown, as noise disturbance – impacts on wildlife communication and navigation. It is suggested to use a static rig in the bay during installation and of course, any planned bore hole drilling in mid-2024 will require Natural England consent. It has been suggested that drilling should start inside the golf course to minimize impact. Plus, any lighting in the area should be on timers and switched off by 10.00pm at the latest. CCTV to be infra-red only. Light pollution will cause an adverse impact on wildlife, the countryside, coastal species not to mention the fact that dark skies are needed for star observation by many birds, butterflies, moths as well as star-gazers. Underground cabling should be only under the river, but should that be found to be impossible then low level bridging must be constructed. There is a disregard of heritage assets and archaeology, particularly on the route of the buried cable from Pegwell Bay. It is advisable to have small, low level access holes in all fencing to allow the movement of mammals. The critically endangered European eels are currently thriving in this area and so there will be a need to seek professional advice to ensure this. NB	N	National Grid acknowledges this comments. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce ecology and biodiversity impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. An extensive programme of environmental surveys has been undertaken including for breeding and non-breeding birds, reptiles, invertebrates, badger, riparian mammals, dormice and plants. A rigorous impact assessment has been produced in line with guidance and legislation. Consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. Where necessary, and insofar as possible, mitigation measures will be implemented for identified significant effects. The mitigation measures proposed can be found in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** submitted with the application for development consent. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	The use of rodenticides should be banned. Finally, the boundary should be surrounded with native hedging to form a barrier from noise pollution and will also encourage diversity of species.		
Q20 Do you have any other comments about Sea Link to give that you have not previously mentioned?			
Local community	Make sure the workforce are well trained and comply with procedures and associated risk assessment and checklists, so that the project will completed with little or no accidents and incidents. Involve your workforce throughout, seek and value their input. This will result in a workforce who feel they have ownership of the project and are keen to get the work done!	N	National Grid acknowledges this comments. During construction, contractors will be required to adhere to **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** and develop their own task-specific management plans. This Plan is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	The damage already being caused at the surveying stage to access roads, hedgerows, fields, grass and scrub areas is very worrying. How will damage be kept only to the footprint of the converter site during the 4 year construction stage? The amount of earth needing to be moved at construction will cause huge amounts of noise & light pollution along with large volumes of traffic, surely this will damage the wildlife before the converter is even in place, not mentioning the flood risk of moving earth that is holding water with nothing in place to hold that water.	N	National Grid acknowledges this comments. During construction, contractors will be required to adhere to **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** and develop their own task-specific management plans. This Plan is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). National Grid are bound to remain with the extent of the red line boundary that is consented for the Proposed Project. No construction activity will be permitted outside of these parameters. The issues raised by the respondent are addressed in the following Application Documents: • **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.2.7 Part 2 Suffolk Traffic and Transport;** • **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration;** • **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual; and** • **Application Document 6.2.2.4 Part 2 Suffolk Chapter 4 Water Environment.** Where necessary, and insofar as possible, mitigation measures will be implemented for identified significant effects. The mitigation measures proposed can be found in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** submitted with the application for development consent. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
General commentary			
Local community	The massive increase in road usage as a result of constant construction traffic, will put intolerable pressure on rural infrastructure, never designed for such usage and resulting in increased carbon pollution. There is high usage of these roads already from intensive farming, necessary as it is for greater national food self-sufficiency.	N	**Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport and Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** provide an assessment of the impact of traffic movements during the construction phase of the Proposed Project. In developing the impact assessments, National Grid consulted with relevant stakeholders such as Suffolk and Kent County Councils. Measures to offset/mitigate any potential impacts are provided within **Application Document 7.5.1.1 Construction Traffic Management and Travel Plan – Suffolk and Application Document 7.5.1.2 Construction Traffic Management and Travel Plan - Kent**. These Plans are secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	As a local resident (Suffolk), onshore projects present major concerns with regard to road traffic congestion in what is already a popular holiday destination. During the summer months and on days of good weather, local roads already become congested with	N	

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	traffic, with an influx of holiday makers and day-trippers. Construction traffic would only add to this, possibly with further risk to life, with heavy vehicle movements and poor access for emergency services. Our local road network regularly floods during the winter months and year-round is only suitable for local domestic traffic. Absolutely no construction vehicles should be allowed to pass through any of the villages using the existing road network. Key concerns remain with any increase in road traffic, construction noise, air pollution, light pollution, and routes close to residential buildings. Furthermore, it is unacceptable for the B1121, through the middle of the village of Friston, to be used for construction traffic and also for access to construction sites. The road passes close to a number of properties as well as the village green where there is a children's playground.		The other issues raised by the respondent in the feedback are considered in the following: • **Application Document 6.2.5.1 Part 5 Combined Chapter 1 Climate Change;** • **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality;** • **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration; and** • **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual.** Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). For further information, please refer to the themed tables for these parameters in this Appendix.
Leiston-cum-Sizewell Town Council	The community of Leiston has shouldered responsibility for a proportion of the UK's electricity generation for decades. It has been host to two nuclear power stations and is about to embark on a decade plus of construction for SZC. During consultation for SZC, residents sought some solace from knowing that the countryside to the south and west of Leiston would not be impacted by construction and that our leisure amenity could be sought via both those directions. However, the impact of the proposed onshore cabling infrastructure has left Leiston facing many years of upheaval in every direction. Effectively, cutting the town off from all the major routes north, south and west. The following is a snapshot of issues facing our community: ● Residents working outside the immediate area will face the prospect of a difficult and longer commute as they negotiate construction traffic and associated infrastructure build to support the projects. ● Employees working in Leiston will face longer journeys to the town and could be forgiven for seeking employment elsewhere. ● Trips to hospital (already 45 minutes) will take even longer and emergency vehicles accessing the town will face even longer delays getting to patients. ● The demographic of our town will suffer an imbalance, as those who seek a quieter life move away from the town. This is not conducive towards a healthy community. In effect, the lives of our residents will lose all the qualities associated with living on the Suffolk Heritage Coast as it becomes increasingly industrialised, and could force out the residents who are not directly, or indirectly, associated with the construction projects.	N	**Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** provides an assessment of the expected impact of traffic during construction of the Proposed Project. The assessment did not find any significant effects relating to construction traffic as a result of the Proposed Project. Mitigation is identified within **Application Document 7.5.1.1 Construction Traffic Management and Travel Plan – Suffolk** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). The effects arising from the Suffolk Onshore Scheme on the Suffolk Coast and Heaths AONB are summarised within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual and detailed within Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment**. The assessment takes into account the Natural Beauty indicators and the relevant associated Suffolk Coast and Heaths AONB indicators relating to natural beauty indicators to landscape and visual matters. It is considered that there would be no significant adverse effects on the Heritage Coast or AONB at any Proposed Project stage as a result of the Suffolk Onshore Scheme. National Grid's landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section of the ES. Mitigation includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting and has been designed in collaboration with relevant stakeholders. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
RSPB	Construction compound	N	The drawings 006 and 007 are general arrangement drawings; these show the areas for which works will be required, therefore they are more an overview of the Proposed Project

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	Design Drawings S42_M/TDD/SS/1044 and S42_M/TDD/SS/1038 show the layout of the HDD construction compound adjacent to the Leiston-Aldeburgh SSSI and RSPB North Warren under the Sea Link only and co-location scenarios respectively. We query why the layout appears to differ to that of the construction compound shown in General Arrangement Plans S42_S/IGA/PS/0006 and S42_S/IGA/PS/0007. Clarity regarding the location of the compound and the activities that are proposed within it is essential for the purposes of assessing impact on the SSSI and RSPB reserve. At this stage, we cannot have confidence in any conclusions around such impacts as there does not appear to be certainty regarding the designs assessed.		requirements without the specific detail. Drawings 1044 and 1038 are typical layouts for a compound of this type. National Grid has received a number of items of feedback with regard to this area and have completed more surveys. Based on this they have made some revisions to the layout of the area to take into consideration the impact on the surrounding designations and surrounding properties. This new layout is therefore reflected in the works plans and General Arrangement Plans accompanying the DCO application. These updated plans show the confirmed location of the construction compounds and the ES has assessed the impacts on the areas shown on the plans see **Application Document 2.1 Guide to the Plans**.

Table 1.42 Norwich to Tilbury

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
General commentary			
Local community	National Grid plans to build pylons from Norwich to Tilbury, tunnelling beneath the Dedham Vale AONB to link to a proposed substation in Tendring, and running a line of 50m tall pylons through North Colchester. These plans will do huge damage in the Dedham Vale AONB and North Colchester, destroying landscape which is important in its own right and forever altering the setting of the AONB as well as impacting upon a significant number of Listed Buildings and Archaeological sites in the North Colchester area. The need to tunnel beneath the AONB, to build a substation in Tendring, and to run pylons through North Colchester arises only because of the proposed connection in Tendring which you have offered to the Five Estuaries and North Falls wind farms. In November 2020 ESO published a paper highlighting that huge savings are possible through building offshore instead of onshore, but INTEGRATING projects instead of building them separately. They identified savings of £2Bn for East Anglia alone. Not only are your N2T plans hugely destructive, due to the need to provide mitigation near to the AONB they are also very expensive to yourselves. Meanwhile your proposed Sea Link offshore connection between Suffolk and Kent would see cables run in close proximity to Five Estuaries and North Falls. Your Sea Link plans should be modified and Sea Link should be used to connect the two wind farms back to shore at brownfield sites. This would avoid the need for the substation in Tendring, remove the need for cables through the AONB, remove the need for Pylons in the North Colchester area. Making use of Sea Link to interface with Five Estuaries and North Falls offshore would generate very significant cost savings. Firstly, underwater cabling as well as sub-sea and onshore engineering by the windfarms would be eliminated. These costs typically include significant lengths of expensive underground cables between the shore and windfarm substations. Although these costs do not directly fall to National Grid at the time of construction, they would later fall to National Grid as a required purchaser of the assets given that the windfarms cannot legally both generate and transmit. Secondly, the need for Windfarm substations in Tendring would be removed. Thirdly, the need for National Grid substations in Tendring as part of N2T would be removed.	N	The Proposed Project is a separate project to Norwich to Tilbury. Each project is designed to meet specific network reinforcement needs arising from grid connection agreements that National Grid is obliged to fulfil by 2030. Since the connecting projects are being promoted by different companies, with different project teams, covering several different geographical locations and on different timelines for delivery, it is not possible to co-ordinate simultaneous delivery of all of the network reinforcements coming forward under the Great Grid Upgrade programme. As National Grid have developed the Proposed Project, they have considered a number of strategic options that could provide the reinforcement required. It assessed a variety of potential areas for infrastructure, including brownfield sites. However, in accordance with National Grid's regulatory obligation to find more efficient ways to work, a connection between East Anglia and Richborough in Kent has been identified as the most efficient means of resolving the capacity requirements within the electricity network, while the brownfield sites within the areas of search are too small to accommodate the required infrastructure. National Grid is rigorously assessing the Proposed Project's impact on designated sites and the environment, adhering to the "mitigation hierarchy" by avoiding, minimising, restoring, and offsetting impacts. The Proposed Project is a network reinforcement, providing increased network capacity. National Grid is committed to coordinating consenting and delivery with other projects where opportunities are available, including the colocation of infrastructure where it can be demonstrated that this will support reductions in cumulative impacts. However, it must fulfil the requirements outlined in the publicly documented needs case by 2030. Coordination with North Falls and Five Estuaries has been pursued through the Offshore Transmission Network Review (OTNR) "Early Opportunities" workstream. National Grid, North Falls and Five Estuaries acted together in a consortium led by North Falls and were awarded funding by the Department of Energy Security and Net Zero Government's Offshore Coordination Support Scheme. On 28 March 2024, the consortium submitted a high-level feasibility study that formed the first step of the grant funding agreement. The study assessed the feasibility of a coordinated offshore connection specifically: the capital costs; building blocks; construction and commissioning methodologies and overall programme associated with a coordinated solution. However, a recent announcement from the Secretary of State for Energy Security and Net Zero confirmed that no further funding will be granted to the consortium. Given the significant extra costs and the negative impact on the delivery timeline of connecting more renewables to the UK energy system, especially considering the government's commitment to quadruple offshore wind and fully decarbonise the UK's electricity system by 2030, the consortium supports the Secretary of State's decision and will not be further pursuing a coordinated offshore connection. With regard to a HVDC offshore grid, some of the technology required is not commercially available especially the requirement for HVDC circuit breakers.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	Fourth, the need for underground cables built by National Grid through the AONB and in Great Horkesley within the N2T plans would be removed, which represents a significant proportion of the costs of the N2T project. Set against the sum of these savings this would be a degree of engineering offshore, although likely nothing more complex or costly than that already included in the radial connections of the Windfarms due to the similarity in technical use case and hence a very substantial saving overall is to be expected. More importantly the destruction to our landscapes and cultural heritage would be avoided. This is not something which would be beyond your ability. Your own Lion Link website highlights that you already plan to follow exactly this model, joining your Lion Link cables to Dutch wind farms in order to save money for Dutch consumers and protect landscape in Holland. And, ESO have already considered this possibility in detail in their paper “Early Opportunities, ESO Assessment Criteria, North Falls, Five Estuaries, Nautilus, Eurolink and Sea Link pathfinder project” dated June 2022. In that paper they found NO ROADBLOCKS to the use of Sealink. The most plausible alternative Scenario 2 was deemed to be ‘Green’ along all considered axes save for those associated with ‘Technical Obligations and Compliance’ and ‘System operability’. With respect to the former, no significant challenges were identified beyond those which “may require some thought”. The “System Operability” issue was an observation that with less cables there are reduced alternatives for network management, although it is not obvious that this is true when topology is properly considered: as Sea Link would have an additional interface halfway along its length electricity could be directed either northwards or to the south. Other alternatives did include ‘Red’ status but due to cable capacity. It should however be noted that since the publication of ESO2022 the North Falls windfarm has been reduced in scale and hence the risk identified would no longer occur. Even if North Falls were to be built to the original specification, the concerns are manageable through improved design, for example, the risk of injecting 3.5GW into a 2GW cable can be managed straightforwardly by sending half of the power through the northern Sea Link leg and half through the southern Sea Link leg. Alternatively, adding one extra cable would bring both legs to 3GW capacity to make a capacity of 6GW in total. We consider that the proposals outlined in ESO2022 constitute real and valid alternatives to the N2T proposals, at least in so far as the AONB, Tendring and North Colchester area is concerned		

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	If the solution is good enough and possible for the Dutch then it is good enough and certainly possible here. Your Sea Link proposals MUST be amended to lift synergies and remove the need for the destruction caused by your N2T proposals in North Colchester and the Dedham Vale through integration with North Falls and Five Estuaries.		
Fordham Parish Council; Great Horkesley, Little Horkesley and Fordham Against Pylons action group; Little Horkesley Parish Council; Great Horkesley Parish Council	5) We are further aware of the work by National Grid ESO entitled "Early Opportunities, ESO Assessment Criteria, North Falls, Five Estuaries, Nautilus, Eurolink and Sea Link pathfinder project" dated June 2022 (hereafter "ESO2022") which was released by National Grid pursuant to a request under EIR. ESO2022 is included in the appendix to this document. 6) ESO22 considers in detail the 'Status Quo' alternative comprising of radial connections back to shore for North Falls and Five Estuaries and Sea Link combined with the N2T proposals, counted against 10 other alternatives of which 9 would avoid the need for N2T infrastructure in Tendring, Dedham Vale AONB and mid--/north Essex entirely. Some of these 9 alternatives relied only upon Sea Link, North Falls and Five Estuaries, others included EuroLink and / or Nautilus. 7) Of the 9 alternatives which void the need for infrastructure in Tendring, and hence remove the need for damage to the AONB, Tendring, North Colchester and our Parish ESO22 included 7 options making use of Sea Link (Scenario 2, Scenario 4, Scenario 5, Scenario 6, Scenario 8, Scenario 10 and Scenario 11).	N	Coordination with North Falls and Five Estuaries has been pursued through the Offshore Transmission Network Review (OTNR) "Early Opportunities" workstream. National Grid, North Falls and Five Estuaries acted together in a consortium led by North Falls and were awarded funding by the Department of Energy Security and Net Zero Government's Offshore Coordination Support Scheme. On 28 March 2024, the consortium submitted a high-level feasibility study that formed the first step of the grant funding agreement. The study assessed the feasibility of a coordinated offshore connection specifically: the capital costs; building blocks; construction and commissioning methodologies and overall programme associated with a coordinated solution. However, a recent announcement from the Secretary of State for Energy Security and Net Zero confirmed that no further funding will be granted to the consortium. The alternatives considered by National Grid are discussed in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**.
Fordham Parish Council; Great Horkesley, Little Horkesley and Fordham Against Pylons action group; Little Horkesley Parish Council; Great Horkesley Parish Council	8) ESO concluded that the alternative of using Sea Link to bring power back to shore from the two windfarms would be possible. The most plausible alternative Scenario 2 was deemed to be 'Green' along all considered axes save for those associated with 'Technical Obligations and Compliance' and 'System operability'. With respect to the former, no significant challenges were identified beyond those which "may require some thought". The "System Operability" issue was an observation that with less cables there are reduced alternatives for network management, although it is not obvious that this is true when topology is properly considered: as Sea Link would have an additional interface halfway along its length electricity could be directed either northwards or to the south. Other alternatives did include 'Red' status but due to cable capacity. It should however be noted that since the publication of ESO2022 the North Falls windfarm has been reduced in scale and hence the risk identified would no longer occur. Even if North Falls were to be built to the original specification, the concerns are manageable through improved design, for example, the risk of injecting 3.5GW into a 2GW cable can be managed straightforwardly by sending half	N	National Grid acknowledges these comments. As a national infrastructure provider, National Grid is seeking to deliver the Government's policies regarding net zero by 2050. Many of the comments here reference opportunities associated with coordination between the Proposed Project and North Falls and Five Estuaries. This has been pursued through the Offshore Transmission Network Review (OTNR) "Early Opportunities" workstream, where National Grid, North Falls and Five Estuaries acted together in a consortium led by North Falls and were awarded funding by the Department of Energy Security and Net Zero Government's Offshore Coordination Support Scheme. However, a recent announcement from the Secretary of State for Energy Security and Net Zero confirmed that no further funding will be granted to the consortium. Given the significant extra costs and the negative impact on the delivery timeline of connecting more renewables to the UK energy system, especially considering the government's commitment to quadruple offshore wind and fully decarbonise the UK's electricity system by 2030, the consortium supports the Secretary of State's decision and will not be further pursuing a coordinated offshore connection.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	of the power through the northern Sea Link leg and half through the southern Sea Link leg. Alternatively, adding one extra cable would bring both legs to 3GW capacity to make a capacity of 6GW in total. 9) We consider that the proposals outlined in ESO2022 constitute real and valid alternatives to the N2T proposals, at least in so far as the AONB, Tendring and North Colchester area is concerned, including our Parish.		
Fordham Parish Council; Great Horkesley, Little Horkesley and Fordham Against Pylons action group; Little Horkesley Parish Council; Great Horkesley Parish Council	10) The consultation for Sea Link has therefore been conducted too narrowly, a much wider area including the Dedham Vale, Tendring, North Colchester and our Parish should have been included. Consultation events should have been held in these areas, residents provided with information and made aware of the consultation through letter, leafletting and local community magazines. 11) The information provided during the course of the Sea Link consultation is too narrow, pursuant to the Gunning Principles it was required to include information — known to National Grid — of alternatives including those set out in ESO2022 to all consultees.	N	The extent of the geography included for consultation on the Proposed Project has been informed by extensive engagement with local authorities (including preparation of the Statement of Community Consultation) and by advice in the EIA Scoping Opinion received from the Planning Inspectorate. National Grid has consulted on its proposals several times during the pre-application phase. The details of the events and the materials shared with the public as part of these consultations are all available on the Proposed Project website. As the Proposed Project has developed, National Grid has shown how the different options have been narrowed down, with consultation documents showing how feedback received has helped to inform the proposals. Additionally, this Consultation Report (**Application Document 5.1**) sets out National Grid's consideration of the more than 3,800 pieces of consultation feedback received across the various rounds of pre-application public consultation. National Grid believes this work meets the standards required by the Planning Inspectorate and the Secretary of State, and that it meets the requirements of the Gunning Principles. The consultation strategy for the Proposed Project has been informed by engagement with the local planning authorities, and there are further stages in the DCO process which allow the planning authorities, the Planning Inspectorate, and others, to consider the adequacy of its consultation.
Fordham Parish Council; Great Horkesley, Little Horkesley and Fordham Against Pylons action group; Little Horkesley Parish Council; Great Horkesley Parish Council	12) Making use of Sea Link to interface with Five Estuaries and North Falls offshore would generate very significant cost savings. Firstly, underwater cabling as well as sub-sea and onshore engineering by the windfarms would be eliminated. These costs typically include significant lengths of expensive underground cables between the shore and windfarm substations. Although these costs do not directly fall to National Grid at the time of construction, they would later fall to National Grid as a required purchaser of the assets given that the windfarms cannot legally both generate and transmit. Secondly, the need for Windfarm substations in Tendring would be removed. Thirdly, the need for National Grid substations in Tendring as part of N2T would be removed. Fourth, the need for underground cables built by National Grid through the AONB and in Great Horkesley within the N2T plans would be removed, which represents a significant proportion of the costs of the N2T project.	N	Coordination with North Falls and Five Estuaries has been pursued through the Offshore Transmission Network Review (OTNR) "Early Opportunities" workstream. National Grid, North Falls and Five Estuaries acted together in a consortium led by North Falls and were awarded funding by the Department of Energy Security and Net Zero Government's Offshore Coordination Support Scheme. On 28 March 2024, the consortium submitted a high-level feasibility study that formed the first step of the grant funding agreement. The study assessed the feasibility of a coordinated offshore connection specifically: the capital costs; building blocks; construction and commissioning methodologies and overall programme associated with a coordinated solution. However, a recent announcement from the Secretary of State for Energy Security and Net Zero confirmed that no further funding will be granted to the consortium. Given the significant extra costs and the negative impact on the delivery timeline of connecting more renewables to the UK energy system, especially considering the government's commitment to quadruple offshore wind and fully decarbonise the UK's electricity system by 2030, the consortium supports the Secretary of State's decision and will not be further pursuing a coordinated offshore connection.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	Set against the sum of these savings this would be a degree of engineering offshore, although likely nothing more complex or costly than that already included in the radial connections of the Windfarms due to the similarity in technical use case and hence a very substantial saving overall is to be expected.		
Fordham Parish Council; Great Horkesley, Little Horkesley and Fordham Against Pylons action group; Little Horkesley Parish Council; Great Horkesley Parish Council	13) Making use of Sea Link to interface with Five Estuaries and North Falls offshore would remove the need for N2T infrastructure in the AONB, Tendring, North Colchester and our Parish thereby essentially eliminating damage described in (3) above to protected and other landscapes of high value, heritage assets including Grade I and Grade II listed buildings, Archaeological sites, areas of significant community amenity and ecology. 14) Making use of Sea Link to interface with Five Estuaries and North Falls offshore would remove entirely the risk to the Airfield at Wormingford arising from N2T.	N	
Fordham Parish Council; Great Horkesley, Little Horkesley and Fordham Against Pylons action group; Little Horkesley Parish Council; Great Horkesley Parish Council	15) Holford Rule (1) states “avoid altogether, if possible, the major areas of highest amenity value, by so planning the general route of the first line in the first place, even if the total mileage is somewhat increased in consequence.“ 16) Horlock Rule (2) states that sealing end compounds should “as far as reasonably practicable seek to avoid altogether international and nationally designated areas….”.	N	The Holford Rules relate to the siting of high voltage overhead transmission lines (OHL). Following feedback from stakeholders and the public following both Non statutory consultation and Statutory consultation, National Grid reviewed the engineering design to consider removing the need for the overhead lines across the railway and the River Stour. The poor ground conditions under the railway preclude the use of trenchless technology to cross from the substation to the overhead line; these would cause settlement issues for the railway line. National Grid considered locations further north from the Converter Station site towards Minster for a crossing point where the ground is more suitable, and this would introduce more trenching, ditch crossings and land take. Once across the railway, the river would still have to be crossed which proves difficult again due to the ground conditions because trenchless technology needs stable ground conditions for it to be feasible and the conditions under the river are not considered to be stable enough. Once under the river, construction of further electrical infrastructure (a smaller substation) would be required in the flood plain to connect the cables to the existing overhead line. Considering all of the engineering challenges set out above alongside the environmental impacts of a larger footprint of the construction works and the safety concerns over going under the railway, the conclusion was to use overhead lines. The Horlock Rules are not relevant to converter stations. However, acknowledging the principles these rules contain, National Grid’s publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. Where fulfilment of connection agreements dictates the geographic scope for the location of new infrastructure, National Grid rigorously assesses impacts on designated sites and the environment, adhering to the "mitigation hierarchy" by avoiding, minimising, restoring, and offsetting impacts.
Fordham Parish Council; Great Horkesley, Little Horkesley and Fordham Against Pylons	17) Given the obvious benefits to the AONB, use of Sea Link to bring electricity from North Falls and Five Estuaries back to shore would have been required by both Horlock Rules and Holford Rules had it been considered.	N	The Proposed Project is designed to meet specific network reinforcement needs arising from grid connection agreements that National Grid is obliged to fulfil by 2030. Since the other projects referenced here are being promoted by different companies, with different project teams, covering different geographical locations and on different timelines for delivery, it is not possible to co-ordinate simultaneous delivery of all of the network reinforcements coming forward under the Great Grid Upgrade programme.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
action group; Little Horkesley Parish Council; Great Horkesley Parish Council	18) Finally, use of Sea Link to bring electricity from North Falls and Five Estuaries back to shore would have a major positive impact when assessed against the Treasury Green Book criteria. 19) We support and call for the use of Sea Link to carry electricity from North Falls and Five Estuaries, removing the need for the N2T infrastructure in the AONB, Tendring, North Colchester and our Parish and thereby removing the damage described in FeedbackAugust23.		
Fordham Parish Council; Great Horkesley, Little Horkesley and Fordham Against Pylons action group; Little Horkesley Parish Council; Great Horkesley Parish Council	20) We note that the choice of landing sites for Sea Link will also be a matter of debate and potentially controversy as currently planned. We urge the use of brownfield sites in already industrialised areas and that National Grid listen carefully to the views of local residents and councils in those areas selected.	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. Details of alternatives that National Grid considered are contained in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**.
Local community	There is a lack of clarity as to the proposals' relationship with other 'Great Grid' projects (especially 'Norwich to Tilbury') and with the projects of other companies with similar objectives and geographies. This urgently needs resolving. It is relevant both to the need for the infrastructure and to the impacts in the Suffolk coastal area. If only the Government can provide the necessary leadership and co-ordination then they must do just that; given the centrality of decarbonisation to Government objectives it is not an unreasonable ask.	N	The Proposed Project is a separate project to Norwich to Tilbury. Each project is designed to meet specific network reinforcement needs arising from grid connection agreements that National Grid is obliged to fulfil by 2030. Since the connecting projects are being promoted by different companies, with different project teams, covering several different geographical locations and on different timelines for delivery, it is not possible to co-ordinate simultaneous delivery of all of the network reinforcements coming forward under the Great Grid Upgrade programme. As we have developed the proposals for the Proposed Project, we have considered a number of strategic options that could provide the reinforcement required. We assessed a variety of potential areas for infrastructure, including brownfield sites. However, in accordance with National Grid's regulatory obligation to find more efficient ways to work, a connection between East Anglia and Richborough in Kent has been identified as the most efficient the most efficient means of resolving the capacity requirements within the electricity network, while the brownfield sites within the areas of search are too small to accommodate the required infrastructure. We are rigorously assessing the Proposed Project's impact on designated sites and the environment, adhering to the "mitigation hierarchy" by avoiding, minimising, restoring, and offsetting impacts. National Grid are unable to comment on Government policy.

Table 1.43 Environment - general

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
Feedback form			
Q1 Do you have any comments to make about the principle of reinforcing the network between Suffolk and Kent?			
Local community	The current suggestion will have a hugely negative impact on wildlife and habitats at the proposed locations. National Grid need to review the strategic alternative routes and their impacts on the environment to choose the least damaging route. If you go ahead with the current plans you will cause untold damage to this environment which we cannot afford to happen. Britain is already one of the most Nature depleted countries in the world. We cannot afford any further damage to our natural environment. See points below: 1] Sandwich and Pegwell Bay is a haven for wildlife, designated as internationally important and protected by UK law. However, the area and sites around it is under threat from this proposal. 2] Pegwell Bay is home to Kent's largest population of seals. Plans for Sea Link have only involved a 'desktop mammal survey' and ecologists remain concerned that the development will impact the seal colonies living along the shore. We cannot afford to risk this habit. Saving nature is more important 3] The offshore cable will impact European protected Annex I habitats, likely associated with Margate Long Sands Special Area of Conservation (SAC). The development has the potential to cause irreversible habitat loss to Goodwin Sands which is in a Marine Conservation Zone (MCZ) and supports diverse epifauna such as Sabellaria Reefs, a priority habitat and blue mussel beds. The sandbanks are also important spawning and nursery grounds for species such as thornback rays. 4] The golden plover, turnstone, and red-throated diver have all been recorded at Pegwell Bay and the surrounding sites and are at risk of being displaced through disturbance. The golden plover and turnstone are designated features for Thanet Coast and Sandwich Bay Special Protection Area (SPA) Bird numbers have plummeted on the east coast and the action proposed would put more bird life in jeopardy 5] The proposed route for overhead cables and converter and substation will directly impact Sandwich Bay and Hacklinge Marshes SSSI, Ash Level and South Richborough Pasture Local Wildlife Site (LWS) and Woods and Grassland Minster Marshes LWS. As above: Bird numbers have plummeted on the east coast and the action proposed would put more bird life in jeopardy.	Y	The reasoning behind the selection of the location and the alternatives considered is set out in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce ecology and biodiversity impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. National Grid recognise the sensitivity of Minster Marshes and Pegwell Bay and have taken into account statutory designations in the Proposed Project EIA. An extensive programme of environmental surveys has been undertaken including for breeding and non-breeding birds, reptiles, invertebrates, badger, riparian mammals, dormice and plants. A rigorous impact assessment has been produced in line with guidance and legislation. Consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. The Proposed Project is also committed to achieving 10% Biodiversity Net Gain. Further details relating to the ecology assessment are contained in **Application Document ES 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. Further details regarding Biodiversity Net Gain are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**. There will be no impacts of the Proposed Project on Margate Long Sands SAC. Since the production of the PEIR and Statutory consultation, the Offshore Scheme has been re-routed to avoid the Goodwin Sands MCZ. This will avoid direct impacts, and reduce the impacts to the known and potential benthic receptors located within the area including *Sabellaria spinulosa* and *Mytilus edulis.* Information is contained in **Application Document 6.11 Marine Conservation Zone Assessment**. Detailed assessments for ornithology are provided in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 3 Ecology and Biodiversity, Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity, Application Document 6.2.4.5 Part 4 Chapter 5 Ornithology and Application Document 6.6 Habitats Regulations Assessment Report**, which consider the impacts of the scheme on important sites for waterbirds and waterbird populations.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	6] The development would result in the loss of 13.6ha from within Minster Marshes, an area with priority habitats and functionally linked land which plays a vital role in supporting the species for which Thanet Coast and Sandwich Bay SPA has been designated. Significant numbers of golden plover have been recorded using the field where the new converter and substation are proposed. We just cannot allow this to happen. These plans are harmful to wildlife and will potentially involve trenching areas of Pegwell Bay National Nature Reserve, a wildlife-rich habitat with multiple protections. The National Grid need to urgently review the strategic alternative routes and their impacts on the environment to choose the least damaging route. Whatever the cost the existing natural environments must not be harmed. This country is not doing enough to stem the decline in nature, we cannot allow further declines to happen. The proposals will cause harm coming to these valuable sites and this must not be allowed to happen. Natural environments such as these are irreplaceable and need to remain untouched.		
Q2 What do you think about how our proposals have evolved? Do you think this is an improvement on what we presented previously? Comments			
Local community	There is nothing National Grid can do to make their proposals in anyway acceptable. They have ignored all concerns raised at previous consultations. The whole project it wrong and is going to destroy a beautiful natural landscape with years of disruptions and chaos to the unique wildlife. Those that live in the area will find it impossible to move around, will have to look on as the area is decimated and it will do untold damage to our tourist economy. We will then have to live with the monstrous structures National Grid are proposing to erect.	N	National Grid has listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised these impacts onshore and offshore where possible. Reasoning behind the connection location for the Proposed Project has been addressed within **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered and Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The issues raised by the respondent are addressed in the following Application Documents: • **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism;** • **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.2.7 Part 2 Suffolk Traffic and Transport; and** • **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual.** Where necessary, and insofar as possible, mitigation measures will be implemented for identified significant effects. The mitigation measures proposed can be found in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** submitted with the application for development consent. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the DCO (**Application Document 3.1**).
Local community	The proposal to make landfall at Aldeburgh Beach is unacceptable. We are fundamentally opposed to this landfall option. It would be seriously damaging to a much loved and fragile coastline which is part of a nationally protected Area of Outstanding Natural Beauty.	N	The sensitivity of the area is noted. The routeing and siting of the Suffolk Onshore Scheme has taken into consideration designations, including the Suffolk Coast & Heaths AONB and Suffolk Heritage Coast. The effects arising from the Suffolk Onshore Scheme on the AONB (and Heritage Coast) are outlined within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**.

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	No incursions of this kind into the AONB should be permitted without specific and public government authorisation. The Aldeburgh beach stretches northwards uninterrupted from the Martello Tower to Thorpeness village, it is beloved of residents and visitors, and the Haven is a favourite walking and cycling area as well as the site of many protected and rare seashore plants. A landfall structure requiring a two hectare construction area and a motorway-width cable corridor leading from it would cause immense damage to this unique stretch of coastline. The fact that the cable corridor would then cross a significant wetland nature reserve and important rural areas further inland before reaching a giant industrial-style converter station compounds the offence. Horizontal direct drilling might reduce the impact if it is practicable - if not, the environmental damage would be immense.		**Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity** provides an assessment of potential impacts on wildlife. The Proposed Project is committed to achieving 10% Biodiversity Net Gain. Further details regarding Biodiversity Net Gain are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**. Where cables are routed through sites with statutory designations, National Grid will employ trenchless solutions. It acknowledges that there will be a temporary impact until the trench is fully reinstated and any planting established. The commitment to a trenchless solution is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity** provides an assessment of potential impacts on vulnerable species. The Proposed Project is committed to achieving 10% Biodiversity Net Gain. Further details regarding Biodiversity Net Gain are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**. Where necessary, and insofar as is possible, measures will be implemented to mitigate identified significant effects. The mitigation measures proposed can be found in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** submitted with the application for development consent. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Impacts on footpaths in Suffolk are considered in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. An outline PRoW Management Plan has been prepared for Suffolk as part of the DCO application. This has been developed in consultation with the relevant local planning authorities and provides details on PRoW diversions, closures and management during the construction, operation and decommissioning phases. See **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**.
Q16 What do you think about our plans to use overhead lines to connect the proposed substation into the existing Richborough to Canterbury overhead line? Comments			
Sudbourne Parish Council	The Parish welcomes the undergrounding of cables from the landing point to the substations. However the PC has concerns regarding the impact on the special landscape of the area and wishes to have assurance that this is minimised and suitable mitigation is put in place. In particular the PC supports the response from the Nature conservation organisations (including Suffolk Wildlife Trust and RSPB) with regard to the protection of vulnerable species impacted by your proposed works. Full and accurate environmental impact assessments must be carried out and all mitigation works, including the realignment of the route (where necessary) must be undertaken.	N	National Grid acknowledges these concerns. The visual impact of the overhead lines on the character of the area and how the impacts have been quantified is assessed in **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**. Wherever possible National Grid has designed the cables associated with the Proposed Project to be underground. In some places it will be necessary to install overhead lines due to consideration of a range of factors concerning engineering feasibility, environmental impact and cost. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce ecology and biodiversity impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity** provides an assessment of potential impacts on vulnerable species. The Proposed Project is committed to achieving 10% Biodiversity Net Gain. Further details regarding Biodiversity Net Gain are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**.

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			Where necessary, and insofar as is possible, measures will be implemented to mitigate identified significant effects. The mitigation measures proposed can be found in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** submitted with the application for development consent. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
General commentary			
Local community	The sites you have earmarked are wrong - they would be huge eyesores; the landfall at Aldeburgh would be destructive of tourist and wildlife sites; the 'cable corridor' proposed is highly destructive, permanently; construction traffic forecasts are entirely inappropriate for this part of the country with its narrow lanes, leading to emergency vehicle delays, to name only one probable outcome; noise and light pollution in these protected country areas would be severe and permanent; probably flood risks would be increased with no alternative escape routes for the population; heavy negative impact on tourism and therefore livelihoods of all the people living in this area. I beg you to reconsider and choose the offshore and brownfield sites instead.	N	The reasoning behind the selection of the location and the alternatives considered is set out in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**. In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. The issues raised by the respondent are addressed in the following Application Documents: • **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism;** • **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity;** • **Application Document 6.2.2.7 Part 2 Suffolk Traffic and Transport;** • **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration;** • **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual; and** • **Application Document 6.2.2.4 Part 2 Suffolk Chapter 4 Water Environment.** Where necessary, and insofar as possible, mitigation measures will be implemented for identified significant effects. The mitigation measures proposed can be found in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** submitted with the application for development consent. Compliance

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			with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	Large infrastructure projects often have profound implications for the environment and local communities and the Minster Marshes proposed connector site certainly ticks those boxes. It will damage an area used by a diverse range of species example IUCN red listed bird species like Turtle Doves, Curlews also other bird species that are declining rapidly Skylarks, Ravens, Nightingales and a plethora of other fauna and flora. Whilst you claim a biodiversity net gain and mitigation measures the reality is 22 acres will be covered largely in concrete. The site is some 3 m above sea level and as you indicate climate change is here. This means inevitable increases in sea level. I believe the UK Environment Agency predicts these marshes may be flooded by increasing sea levels within 30 or 40 years so building in such a place is by no means long term in thinking. We have a climate change and ecological crisis emergency the 2 are intrinsically linked. We should not be impacting areas near to existing SSSI's on the guise of supposedly resolving longer term energy needs. The minister marshes site already has nearby industrial facilities on both sides and the remaining area between acts as a corridor for a diverse range of species, including migratory birds which have been and will be impacted by high voltage pylons. The entry to the coast of underground cables through the Pegwell bay National Nature Reserve also a Ramsar designated site and also has SSSI's within it is unacceptable. Work was done some 2 or 3 years on the Pegwell Bay area and the site still has not recovered from that scenario. I would personally like to see an emphasis on local energy production for local energy consumption. However I do recognise that a grid is necessary to supply heavy industrial energy uses and to add to city energy requirements, these should not be achieved by trashing more of this declining earth diversity of species flora and fauna. However the idea that large grids are the way ahead is really questionable particularly with the voltage drop losses that are accrued. I believe this can account for around a 40% with voltage drop. I understand there are alternative approaches including an offshore option that would cost more financially initially. Financial costs should not outway environment diversity of species and community welfare.	N	The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce ecology and biodiversity impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. National Grid recognise the sensitivity of Minster Marshes and have taken into account statutory designations in the Proposed Project EIA, refer to **Application Document ES 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. The Proposed Project is also committed to achieving 10% Biodiversity Net Gain. Further details regarding Biodiversity Net Gain are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**. A detailed flood risk assessment has been conducted within **Application Document 6.8 Flood Risk Assessment**. The flood risk assessment involves detailed modelling and assessment, and accounts for the impacts of climate change on flooding. Where cables are routed through sites with statutory designations, National Grid will employ trenchless solutions. The commitment to a trenchless solution is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). The reasoning behind the selection of the location and the alternatives considered is set out in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**. In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide.
Local community	First of all I would like to say that in general we are in favour of the development of offshore wind and other "green" solutions to the UK's energy needs. What we are not in favour of is National Grid's proposals with regard to the development of onshore infrastructure in Suffolk. It seems to us that National Grid is guilty of taking the (for	N	The reasoning behind the selection of the location and the alternatives considered is set out in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**.

Consultee	Matters raised in response to 2023 statutory consultation	Change Y/N?	Regard had to response (s49)
	them) easy way out, regardless of its impact on local areas which obtain no benefit from the proposals but must bear the cost in terms of disruption, destruction, environmental damage etc. We have not been persuaded that National Grid has properly explored the option of an offshore transmission network connecting to brownfield sites closer to where the power is actually required, in spite of the fact that this is the preferred solution by our local elected representatives. National Grid has ignored previous consultation feedback requests and, as far as we can tell, has made no proper assessment of the offshore solution or of possible brownfield sites such as Bradwell. This seems particularly ironic in light of the fact that National Grid has recently announced that a study has just been commissioned into the replacement of the contentious onshore Norfolk/Suffolk/Essex pylon route by an offshore cable route. That being the case, it seems that National Grid (and by extension the country generally) could obtain much greater cost efficiency and savings in terms of construction and taking a genuinely joined-up approach by combining these two projects. In terms of specific objections to the current proposals, we would cite the following. The converter station to be sited just outside Saxmundham (with the possibility of a further two stations to be built next to it) will destroy a substantial area of highly productive farmland at a time when food security in the UK is also an issue. Each Converter Station will be 26 metres high and cover an area of nearly 20 acres. They will completely overshadow the town of Saxmundham and create an enormous eyesore in a rural area of natural beauty, without even taking into account the potential light and noise pollution. No proper account has been taken of the impact on the area of the fact that this project will substantially overlap with the construction of Sizewell C. This is likely to be particularly severe in the case of the enormously increased traffic load on both major and minor roads, with the latter in particular being entirely unsuited to the type and number of vehicles which will be required to use them. At the recent public information exhibition in Saxmundham one of National Grid's representatives was closely questioned on just this point and was completely unable to give any coherent answer to how this was to be mitigated or, perhaps more concerning, could not demonstrate to any of his listeners satisfaction that either he or whoever had briefed him actually understood the situation or had bothered to look into the detail. The route of the Landfall and Cable Corridor seems almost to have been chosen to create the maximum adverse environmental impact, passing as it does across Aldeburgh beach and RSPB North Warren, next to protected areas such as AONB and SSSI and on through other environmentally sensitive areas to the detriment of fragile wildlife and conservation work. The principle driver of much of the area’s economic activity outside farming is tourism - employing at least 4500 local people directly		In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. A complete assessment of the impacts on agriculture in Suffolk has been undertaken. This is set out in **Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils**. The sensitivity of the area is noted and is reflected in the assessment of effects as set out within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. National Grid’s landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section of the ES. Mitigation includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting and has been designed in collaboration with relevant stakeholders. Furthermore, the ES sets out the environmental considerations, including landscape and visual considerations, which have informed the siting and outline design of the proposed Converter Station. The design of this structure, in terms of the building form and the external materials, will be developed alongside consultation and stakeholder feedback. A Design Code for the building will be provided with the application for development consent. The Design Code will provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. National Grid will continue to engage with relevant stakeholders throughout the development of the converter station site design and in establishing masterplanning principles and will seek engagement with local design panels to further inform the design and development process. The potential impacts on traffic are assessed in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. The assessment takes account of the construction traffic management plans for Sizewell C. National Grid’s plans will be prepared considering the plans for Sizewell traffic, e.g. peak traffic movement times will be programmed in consideration of each other wherever possible. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce ecology and biodiversity impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. National Grid confirms that a trenchless construction solution will be

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	and benefitting many more. This stands to be permanently damaged by the proposed agglomeration of major infrastructure projects, to an extent that cannot be realistically mitigated or compensated for. For these reasons we urge National Grid and Government to reconsider the current SeaLink proposals and give proper consideration to the undoubtedly viable, less destructive and more forward thinking alternatives offered by offshore and brownfield utilisation.		employed for the crossing of the North Warren Nature Reserve and the AONB. The commitment to a trenchless solution is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). An assessment of ecological impacts is contained in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. A complete assessment of socio-economics effects has been undertaken. This is set out in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. The chapter concludes that there are no anticipated significant effects as a result of the Proposed Project.

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