The Great Grid Upgrade

Sea Link

Sea Link

Volume 5: Consultation Report

Document 5.1.7 Appendix F Targeted Consultation Part 1 of 2

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

Page intentionally blank

Contents

1. Targeted Consultation Section 42(1)(d) Consultees 1
2. Targeted Consultation Newsletter 2
3. Targeted Consultation Section 48 Notice 3
4. Targeted Consultation Section 42 Letters 4
5. PINS Notification of Upcoming Targeted Consultation 5
6. Targeted Consultation Project Update Document 6
7. Additional Preliminary Environmental Information 7
8. Additional Preliminary Environmental Information Executive Summary 8
9. Targeted Consultation Environmental Constraint Plan 9
10. Targeted Consultation General Arrangement Plans 10
11. Targeted Consultation Changes to Order Limits Plans 11
12. Targeted Consultation Further Design Drawings 12
13. Targeted Consultation Section 47 Notice 13
14. Targeted Consultation Social Media 14
15. Targeted Consultation Site Notices 15
16. Targeted Consultation Notices in Newspapers 16
17. Targeted Consultation Section 42 Regard Had 17
18. Targeted Consultation Section 47/48 Regard Had 18

19. Programme Document 19

20. National Grid's Responses to Pre-Submission Comments on the Draft DCO 20

1. Targeted Consultation Section 42(1)(d) Consultees

Contents

1. 2024 Targeted Consultation, Section 42(1)(d) Parties 1

1.1 Introduction 1

1.2 Targeted Consultation Documents 1

Table 1.1 Section 42 (1)(d) parties consulted during the 2024 Targeted consultation 2

1. 2024 Targeted Consultation, Section 42(1)(d) Parties

1.1 Introduction

1.1.1 Sets out the parties identified under Section 42(1)(d) of the Planning Act 2008 who were consulted during the 2024 targeted consultation as described in Chapter 9 of the Consultation Report (Document Reference 5.1).

1.1.2 Where a row is highlighted in orange, this denotes that the 2024 targeted consultation documents were sent via post and email. In all other cases, the 2024 targeted consultation documents were sent via Royal Mail Special Delivery and proof of delivery was recorded using the Royal Mail online tracking system.

1.2 Targeted Consultation Documents

1.2.1 The table below set out the dates on which the consultation documents for the Targeted consultation were received by each consultee. The deadline provided to all consultees was 11:59pm on 11 August 2024.

Table 1.1 Section 42 (1)(d) parties consulted during the 2024 Targeted consultation

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_001	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_002	08/07/2024	11/08/2024	Y	Y	Y	Y	
Sea Link_s.44 2407_003	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_004	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_005	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_006	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_007	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_008	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_009	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_010	08/07/2024	11/08/2024	Y	Y	Y	Y	
Sea Link_s.44 2407_011	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_012	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_013	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_014	08/07/2024	11/08/2024	N	Y	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_015	08/07/2024	11/08/2024	Y	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_016	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_017	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_018	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_019	08/07/2024	11/08/2024	N	Y	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_020	08/07/2024	11/08/2024	Y	Y	Y	Y	
Sea Link_s.44 2407_021	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_022	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_023	08/07/2024	11/08/2024	Y	Y	Y	Y	
Sea Link_s.44 2407_024	08/07/2024	11/08/2024	Y	Y	Y	N	Party is deceased
Sea Link_s.44 2407_025	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_026	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_027	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_028	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_029	08/07/2024	11/08/2024	N	Y	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_031	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_032	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_033	19/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_034	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_035	08/07/2024	11/08/2024	Y	Y	Y	Y	
Sea Link_s.44 2407_036	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_037	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_038	08/07/2024	11/08/2024	Y	Y	Y	Y	
Sea Link_s.44 2407_039	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_040	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_041	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_042	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_043	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_044	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_045	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_046	08/07/2024	11/08/2024	Y	N	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_047	08/07/2024	11/08/2024	N	Y	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_048	08/07/2024	11/08/2024	Y	Y	Y	Y	
Sea Link_s.44 2407_049	08/07/2024	11/08/2024	Y	Y	Y	Y	
Sea Link_s.44 2407_050	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_051	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_052	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_053	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_054	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_055	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_056	08/07/2024	11/08/2024	Y	Y	Y	Y	
Sea Link_s.44 2407_057	08/07/2024	11/08/2024	Y	Y	Y	Y	
Sea Link_s.44 2407_058	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_059	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_060	08/07/2024	11/08/2024	Y	Y	Y	Y	
Sea Link_s.44 2407_061	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_062	08/07/2024	11/08/2024	N	Y	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_063	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_064	08/07/2024	11/08/2024	Y	Y	Y	Y	
Sea Link_s.44 2407_065	08/07/2024	11/08/2024	Y	Y	Y	Y	
Sea Link_s.44 2407_066	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_067	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_068	08/07/2024	11/08/2024	Y	Y	Y	Y	
Sea Link_s.44 2407_069	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_070	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_071	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_072	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_073	08/07/2024	11/08/2024	Y	Y	Y	Y	
Sea Link_s.44 2407_074	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_075	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_076	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_077	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_078	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_079	08/07/2024	11/08/2024	N	N	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_080	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_081	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_082	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_083	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_084	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_085	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_086	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_087	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_088	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_089	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_090	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_091	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_092	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_093	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_094	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_095	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_096	08/07/2024	11/08/2024	N	Y	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_097	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_098	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_099	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_100	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_101	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_102	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_103	08/07/2024	11/08/2024	Y	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_104	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_105	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_106	08/07/2024	11/08/2024	N	Y	N	Y	
Sea Link_s.44 2407_107	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_108	08/07/2024	11/08/2024	Y	Y	Y	Y	
Sea Link_s.44 2407_109	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_110	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_111	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_112	08/07/2024	11/08/2024	N	Y	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_113	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_114	19/07/2024	11/08/2024	Y	Y	Y	Y	
Sea Link_s.44 2407_115	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_116	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_117	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_118	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_119	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_120	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_121	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_122	08/07/2024	11/08/2024	Y	Y	Y	Y	
Sea Link_s.44 2407_123	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_124	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_125	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_126	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_127	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_128	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_129	08/07/2024	11/08/2024	Y	N	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_130	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_131	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_132	08/07/2024	11/08/2024	Y	Y	Y	Y	
Sea Link_s.44 2407_133	08/07/2024	11/08/2024	Y	Y	Y	Y	
Sea Link_s.44 2407_134	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_135	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_136	19/07/2024	11/08/2024	Y	Y	Y	Y	
Sea Link_s.44 2407_137	08/07/2024	11/08/2024	N	Y	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_138	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_139	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_140	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_141	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_142	08/07/2024	11/08/2024	Y	N	Y	N	Party is deceased
Sea Link_s.44 2407_143	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_144	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_145	08/07/2024	11/08/2024	N	Y	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_146	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_147	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_148	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_149	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_150	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_151	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_152	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_153	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_154	08/07/2024	11/08/2024	Y	Y	Y	Y	
Sea Link_s.44 2407_155	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_156	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_157	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_158	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_159	08/07/2024	11/08/2024	Y	Y	Y	Y	
Sea Link_s.44 2407_160	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_161	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_162	08/07/2024	11/08/2024	Y	Y	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_163	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_164	08/07/2024	11/08/2024	Y	Y	Y	Y	
Sea Link_s.44 2407_165	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_166	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_167	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_168	08/07/2024	11/08/2024	Y	Y	Y	Y	
Sea Link_s.44 2407_169	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_170	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_171	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_172	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_173	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_174	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_175	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_176	19/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_177	08/07/2024	11/08/2024	N	Y	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_178	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_179	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_180	19/07/2024	11/08/2024	Y	Y	Y	Y	
Sea Link_s.44 2407_181	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_182	08/07/2024	11/08/2024	Y	Y	Y	Y	
Sea Link_s.44 2407_183	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_184	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_185	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_186	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_187	08/07/2024	11/08/2024	Y	Y	Y	Y	
Sea Link_s.44 2407_188	08/07/2024	11/08/2024	Y	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_189	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_190	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_192	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_193	08/07/2024	11/08/2024	N	Y	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_194	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_195	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_196	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_197	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_198	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_199	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_200	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_201	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_202	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_203	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_204	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_205	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_206	08/07/2024	11/08/2024	Y	Y	Y	Y	
Sea Link_s.44 2407_207	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_208	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_209	08/07/2024	11/08/2024	N	N	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_210	Sent 05/07/2024 - International Address so limited tracking ability	11/08/2024	Y	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_211	18/07/2024	11/08/2024	N	Y	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_212	Sent 05/07/2024 - International Address so limited tracking ability	11/08/2024	Y	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_213	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_214	08/07/2024	11/08/2024	Y	Y	Y	Y	
Sea Link_s.44 2407_215	08/07/2024	11/08/2024	Y	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_216	18/07/2024	11/08/2024	N	Y	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_217	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_218	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_219	08/07/2024	11/08/2024	Y	Y	Y	Y	
Sea Link_s.44 2407_220	08/07/2024	11/08/2024	Y	Y	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_221	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_222	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_223	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_224	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_225	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_226	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_227	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_228	08/07/2024	11/08/2024	Y	Y	Y	Y	
Sea Link_s.44 2407_229	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_230	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_231	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_232	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_233	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_234	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_235	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_236	08/07/2024	11/08/2024	Y	N	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_237	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_238	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_239	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_240	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_241	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_242	08/07/2024	11/08/2024	Y	Y	Y	Y	
Sea Link_s.44 2407_243	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_244	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_245	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_246	08/07/2024	11/08/2024	Y	Y	Y	Y	
Sea Link_s.44 2407_247	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_248	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_249	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_250	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_251	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_252	08/07/2024	11/08/2024	Y	Y	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_253	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_254	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_255	25/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_256	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_257	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_258	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_259	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_260	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_261	08/07/2024	11/08/2024	N	Y	Y	N	Public Trustee no longer required
Sea Link_s.44 2407_262	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_263	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_264	08/07/2024	11/08/2024	N	N	Y	N	Public Trustee no longer required

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_265	08/07/2024	11/08/2024	N	N	Y	N	Public Trustee no longer required
Sea Link_s.44 2407_266	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_267	08/07/2024	11/08/2024	Y	Y	Y	Y	
Sea Link_s.44 2407_268	08/07/2024	11/08/2024	N	N	Y	N	Public Trustee no longer required
Sea Link_s.44 2407_269	08/07/2024	11/08/2024	N	N	Y	N	Public Trustee no longer required
Sea Link_s.44 2407_270	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_271	08/07/2024	11/08/2024	Y	Y	Y	Y	
Sea Link_s.44 2407_272	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_273	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_274	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_275	08/07/2024	11/08/2024	Y	Y	Y	Y	
Sea Link_s.44 2407_276	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_277	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_278	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_279	08/07/2024	11/08/2024	N	Y	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_280	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_281	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_282	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_283	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_284	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_285	08/07/2024	11/08/2024	Y	Y	Y	Y	
Sea Link_s.44 2407_286	08/07/2024 - RTS, Reserved on 17/07/2024 - Royal Mail tracking indicates that this is still 'in transit', 05/08/2024 - further notice sent 1st class	11/08/2024	Y	Y	Y	Y	
Sea Link_s.44 2407_287	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_288	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_289	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_290	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_291	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_292	08/07/2024	11/08/2024	N	Y	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_293	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_294	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_295	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_296	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_297	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_298	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_299	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_300	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_301	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_302	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_303	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_304	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_305	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_306	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_307	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_308	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_309	08/07/2024	11/08/2024	N	N	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_310	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_311	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_312	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_313	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_314	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_315	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_316	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_317	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_318	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_319	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_320	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_321	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_322	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_323	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_324	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_325	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_326	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_327	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_328	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_329	08/07/2024	11/08/2024	N	Y	N	Y	
Sea Link_s.44 2407_330	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_331	08/07/2024	11/08/2024	Y	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_332	08/07/2024	11/08/2024	N	Y	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_333	08/07/2024	11/08/2024	N	Y	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_334	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_335	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_336	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_337	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_338	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_339	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_340	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_341	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_342	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_343	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_344	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_345	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_346	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_347	08/07/2024	11/08/2024	Y	N	N	Y	
Sea Link_s.44 2407_348	08/07/2024	11/08/2024	N	N	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_349	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_350	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_351	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_352	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_353	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_354	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_355	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_356	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_357	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_358	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_359	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_360	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_361	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_362	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_363	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_364	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_365	08/07/2024	11/08/2024	N	N	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_366	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_367	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_368	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_369	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_370	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_371	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_372	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_373	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_374	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_375	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_376	23/07/2024 - Site Notice Affixed near to the property	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_377	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_378	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_379	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_380	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_381	08/07/2024	11/08/2024	N	N	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_382	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_383	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_384	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_385	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_386	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_387	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_388	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_389	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_390	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_391	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_392	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_393	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_394	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_395	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_396	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_397	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_398	08/07/2024	11/08/2024	N	N	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_399	08/07/2024	11/08/2024	Y	Y	Y	Y	
Sea Link_s.44 2407_400	08/07/2024	11/08/2024	Y	Y	Y	Y	
Sea Link_s.44 2407_401	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_402	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_403	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_404	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_405	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_406	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_407	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_408	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_409	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_410	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_411	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_412	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_413	13/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_414	08/07/2024	11/08/2024	Y	N	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_415	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_416	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_417	08/07/2024	11/08/2024	Y	Y	Y	Y	
Sea Link_s.44 2407_418	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_419	13/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_420	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_421	08/07/2024	11/08/2024	Y	Y	Y	Y	
Sea Link_s.44 2407_422	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_423	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_424	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_425	08/07/2024	11/08/2024	Y	N	N	Y	
Sea Link_s.44 2407_426	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_427	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_428	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_429	08/07/2024	11/08/2024	Y	N	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_430	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_431	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_432	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_433	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_434	18/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_435	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_436	08/07/2024	11/08/2024	N	Y	Y	Y	
Sea Link_s.44 2407_437	08/07/2024	11/08/2024	Y	N	Y	Y	
Sea Link_s.44 2407_438	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_439	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_440	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_441	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_442	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_443	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_444	08/07/2024	11/08/2024	N	N	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_445	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_446	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_447	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_448	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_449	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_450	19/07/2024	N/A	N	N	Y	Y	
Sea Link_s.44 2407_451	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_452	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_453	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_454	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_455	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_456	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_457	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_458	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_459	23/07/2024 - Site Notice Affixed near to the property	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_460	08/07/2024	11/08/2024	N	N	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_461	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_462	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_463	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_464	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_465	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_466	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_467	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_468	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_469	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_470	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_471	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_472	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_473	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_474	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_475	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_476	08/07/2024	11/08/2024	N	N	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_477	19/07/2024	N/A	N	N	Y	Y	
Sea Link_s.44 2407_478	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_479	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_480	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_481	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_482	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_483	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_484	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_485	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_486	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_487	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_488	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_489	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_490	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_491	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_492	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_493	08/07/2024	11/08/2024	N	N	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_494	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_495	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_496	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_497	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_498	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_499	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_500	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_501	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_502	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_503	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_504	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_505	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_506	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_507	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_508	08/07/2024	11/08/2024	N	N	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_509	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_510	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_511	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_512	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_513	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_514	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_515	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_516	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_517	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_518	08/07/2024	11/08/2024	N	N	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_519	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_520	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_521	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_522	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_523	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_524	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_525	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_526	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_527	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_528	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_529	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_530	18/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_531	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_532	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_533	08/07/2024	11/08/2024	N	N	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_534	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_535	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_536	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_537	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_538	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_539	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_540	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_541	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_542	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_543	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_544	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_545	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_546	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_547	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_548	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_549	08/07/2024	11/08/2024	N	N	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_550	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_551	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_552	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_553	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_554	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_555	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_556	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_557	17/07/2024 - Hand Delivered on site	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_558	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_559	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_560	08/07/2024	11/08/2024	N	N	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_561	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_562	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_563	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_564	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_565	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_566	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_567	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_568	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_569	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_570	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_571	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_572	08/07/2024	11/08/2024	N	N	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_573	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_574	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_575	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_576	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_577	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_578	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_579	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_580	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_581	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_582	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_583	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_584	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_585	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_586	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_587	19/07/2024	N/A	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_588	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_589	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_590	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_591	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_592	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_593	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_594	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_595	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_596	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_597	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_598	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_599	18/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_600	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_601	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_602	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_603	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_604	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_605	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_606	08/07/2024	11/08/2024	N	N	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_607	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_608	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_609	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_610	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_611	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_612	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_613	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_614	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_615	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_616	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_617	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_618	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_619	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_620	08/07/2024	11/08/2024	N	N	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_621	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_622	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_623	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_624	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_625	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_626	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_627	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_628	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_629	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_630	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_631	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_632	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_633	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_634	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_635	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_636	08/07/2024	11/08/2024	N	N	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_637	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_638	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_639	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_640	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_641	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_642	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_643	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_644	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_645	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_646	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_647	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_648	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_649	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_650	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_651	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_652	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_653	08/07/2024	11/08/2024	N	N	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_654	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_655	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_656	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_657	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_658	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_659	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_660	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_661	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_662	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_663	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_664	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_665	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_666	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_667	08/07/2024	11/08/2024	N	N	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_668	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_669	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_670	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_671	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_672	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_673	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_674	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_675	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_676	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_677	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_678	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_679	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_680	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_681	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_682	08/07/2024	11/08/2024	N	N	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_683	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_684	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_685	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_686	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_687	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_688	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_689	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_690	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_691	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_692	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_693	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_694	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_695	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_696	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_697	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_698	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_699	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_700	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_701	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_702	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_703	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_704	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_705	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_706	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_707	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_708	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_709	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_710	08/07/2024	11/08/2024	N	N	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_711	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_712	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_713	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_714	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_715	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_716	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_717	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_718	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_719	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_720	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_721	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_722	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_723	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_724	08/07/2024	11/08/2024	N	N	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_725	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_726	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_727	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_728	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_729	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_730	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_731	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_732	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_733	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_734	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_735	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_736	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_737	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_738	08/07/2024	11/08/2024	N	N	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_739	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_740	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_741	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_742	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_743	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_744	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_745	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_746	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_747	18/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_748	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_749	08/07/2024	11/08/2024	N	N	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_750	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_751	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_752	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_753	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_754	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_755	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_756	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_757	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_758	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_759	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_760	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_761	08/07/2024	11/08/2024	N	N	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_762	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_763	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_764	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_765	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_766	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_767	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_768	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_769	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_770	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_771	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_772	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_773	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_774	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_775	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_776	08/07/2024	11/08/2024	N	N	Y	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_777	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_778	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_779	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_780	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_781	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_782	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_783	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_784	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_785	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_786	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_787	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_788	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_789	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_790	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_791	08/07/2024	11/08/2024	N	N	Y	Y	
Sea Link_s.44 2407_792	08/07/2024	11/08/2024	Y	N	N	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_793	08/07/2024	11/08/2024	Y	N	N	Y	
Sea Link_s.44 2407_794	08/07/2024	11/08/2024	Y	N	N	Y	
Sea Link_s.44 2407_795	08/07/2024	11/08/2024	Y	N	N	Y	
Sea Link_s.44 2407_796	08/07/2024	11/08/2024	Y	N	N	Y	
Sea Link_s.44 2407_797	08/07/2024	11/08/2024	Y	N	N	Y	
Sea Link_s.44 2407_798	08/07/2024	11/08/2024	Y	N	N	Y	
Sea Link_s.44 2407_799	08/07/2024	11/08/2024	Y	N	N	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_800	08/07/2024	11/08/2024	Y	N	N	Y	
Sea Link_s.44 2407_801	08/07/2024	11/08/2024	N	Y	N	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_802	08/07/2024	11/08/2024	N	Y	N	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_803	08/07/2024	11/08/2024	Y	N	N	Y	
Sea Link_s.44 2407_804	08/07/2024	11/08/2024	Y	N	N	Y	

Reference	2024 Targeted consultation		Cat 1	Cat 2	Cat 3	Included in the Book of Reference (Document Reference 4.3)	Comments [For the 'N' only for the BoR inclusion]
	Statutory Consultation Documents Received	Statutory Consultation Deadline Provided					
Sea Link_s.44 2407_805	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_806	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_807	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer
Sea Link_s.44 2407_808	08/07/2024	11/08/2024	N	N	Y	N	No interests within DF4 limits or Category 3 Buffer

2. Targeted Consultation Newsletter

The need for Sea Link

Sea Link is needed because the existing electricity transmission network does not have enough capacity to reliably transport all the new energy we expect to connect to the network over the next ten years and beyond.

The way we generate electricity in the UK is changing rapidly, and we are transitioning to more secure, cheaper, and cleaner forms of energy, like new offshore windfarms. This is a result of the UK Government's commitment to net zero (achieving a balance between the greenhouse gases put into the atmosphere and those taken out).

The energy industry is key to this transition - from developing renewable energy generation, to upgrading the existing electricity transmission network, enabling other sectors to decarbonise and enabling communities across the country to benefit from clean energy.

As part of this, the electricity transmission network is undergoing its largest overhaul in generations. We need more than five times the amount of transmission infrastructure built in the last 30 years in the UK to be delivered in the next seven years. National Grid Electricity Transmission, which owns and operates the high voltage transmission network in England and Wales, has a key part to play in developing this new transmission infrastructure. This work is known as The Great Grid Upgrade, and Sea Link is one of the projects being delivered to make sure the network is ready for the increase in supply and demand of electricity.

Exploring opportunities for coordination in Suffolk

Our plans in Suffolk have been developed for Sea Link as a standalone project but have been designed in a coordinated way with other projects, including two potential National Grid projects.

As development work on Sea Link and these other projects has progressed, our approach to coordination has evolved. Read more about coordination in our Project update document.

More information on what was presented during statutory consultation can be found in the document library on our website, **nationalgrid.com/sealink**. All feedback received will be summarised and responded to in the Consultation report, which will form part of our application for development consent.

How our proposals evolve over time

Between each round of consultation, and in the run up to the submission of an application for development consent, we have and will continue to refine our proposals based on:

- the feedback we receive from local communities, local authorities and stakeholders
- the results of ongoing environmental and engineering assessment work
- surveys taking place along the proposed route.

We continually review our proposals as new information comes to light. You can read more about how our project has evolved in our Project update document or on our website.

Detailed maps are available on our project website and at deposit points. You can request paper copies by contacting us using the details at the end of this newsletter, charges for some documents may apply.

What's happened so far?

In 2022, we held a non-statutory consultation to introduce our proposals for Sea Link. This was an opportunity for you to provide feedback on our early proposals, to explain why the reinforcement is needed, and to set out the options considered by National Grid. You can read about our non-statutory consultation activity, the feedback we received, and how we have responded to that feedback, in the Non-statutory consultation report, which is available on our website.

In 2023, we held a statutory consultation on our refined proposals for Sea Link. As part of this consultation, we presented our Preliminary environmental information report, which looks at the likely significant effects of our proposed activities on the local environment and how we intend to mitigate any adverse impacts. We also provided further information on how we had developed our proposals, including detailed plans.



Find out more

You can learn about the changes we're making to our plans in the following ways:

Read our Project update document

All of the changes we are making to our plans are summarised in our Project update document, which you can download from our website. Alternatively, you can pick up a paper copy of this document and our latest newsletter from the below locations between Monday 8 July and Sunday 11 August:

Kent	Suffolk
Ash Library, 11 Queen's Rd, Ash, Canterbury CT3 2BG	Saxmundham Library, Block B, Street Farm Rd, Saxmundham IP17 1AL
Minster Library, 4a Monkton Rd, Minster, Ramsgate CT12 4EA	Leiston Library, Main St, Leiston IP16 4ER
Sandwich Library, 13 Market St, Sandwich CT13 9DA	Aldeburgh Library, Victoria Rd, Aldeburgh IP15 5EG
Ramsgate Library, Guildford Lawn, Ramsgate CT11 9AY	Snape Village Hall, 5 Garrett Cl, Snape, Saxmundham IP17 1RN
Newington Library, Royal Harbour Academy, Stirling Way, Ramsgate CT12 6FA	Friston Village Hall, Church Rd, Friston, Saxmundham IP17 1PU
Thanet District Council, Cecil Street, Margate CT9 1AY	
Margate Library, Thanet Gateway Plus, Cecil Street, Margate CT9 1RE	

For opening hours, please contact the venue or our team using the contact details at the end of this newsletter.

Attend a webinar

A pre-recorded webinar explaining the changes is available to watch on our project website at **nationalgrid.com/sealink**. You can also sign up to a live webinar via email or by calling us. Each live session includes the opportunity to ask questions.

Kent		Suffolk	
Date	**Time**	**Date**	**Time**
Tuesday 16 July 2024	6:30pm-7:45pm	**Monday 15 July 2024**	6:30pm-7:45pm
Monday 22 July 2024	6:30pm-7:45pm	**Wednesday 17 July 2024**	6:30pm-7:45pm

Community newsletter

July 2024

National Grid Electricity Transmission is undertaking further consultation on changes to its proposals for reinforcing the electricity transmission network between Suffolk and Kent.

Project update

Since the end of our statutory consultation in December 2023, we have been reviewing all feedback received and have carried out further technical and environmental assessments. As a result of this work, we have made some alterations to our plans, that we want to share with you before we submit our application for development consent early next year.

The changes we are proposing do not substantially alter the project as a whole. Much of our proposals remain largely the same as presented at our consultation last year.

What has changed?

- in Suffolk, the changes include an alteration to the cable route north of Aldeburgh, confirmation of the proposed access route to the converter station and changes to this access route and the associated bridge over the River Fromus. We are also proposing various changes to construction and maintenance access and temporary overhead line diversions, and have identified additional land for environmental mitigation and enhancement. The strategy for coordination with other projects has also evolved
- offshore, the changes include refinements to the cable route, additional marine areas for construction vessel manoeuvring, and changes to the approach for backfilling marine trenches
- in Kent, the changes include an increase of the overall maximum height of the converter station, confirmation of the type of pylon we intend to use for the connection to the existing overhead line, and identifying a further construction and maintenance access route off Sandwich Road via the former hoverport. We are also proposing various other changes to construction and maintenance access routes, compounds, and temporary overhead line diversions, and have identified additional land for environmental mitigation and enhancement.

We have also made a range of smaller changes to our proposals, including various refinements, reductions and increases to the size of the land we would need to build and operate Sea Link. We are also providing further detail on our construction methodology, including changes to planned working hours.

What's next?

We will continue to carefully consider any feedback we receive, alongside the findings from ongoing environmental assessment work and surveys, as we prepare our application for development consent.

You can read more about the development consent process on the Planning Inspectorate's website at **infrastructure.planninginspectorate.gov.uk**.



Providing feedback

You do not need to resubmit comments given at a previous stage of consultation. When sharing your comments, it would be helpful if you could include which part of the Sea Link project they relate to:

- **permanent infrastructure:** proposed changes to the permanent infrastructure planned as part of Sea Link, including the cable routes and converter station/substation(s)
- **construction and maintenance work:** proposed changes to how we would build and maintain Sea Link during the construction and operational phases
- **mitigation, enhancements and approach to biodiversity net gain:** proposed changes to how we will mitigate the impact of Sea Link on the environment and deliver enhancements to the local environment
- **strategy for coordination:** proposed changes to how we will coordinate the construction and operation of Sea Link with other projects proposed or planned in Suffolk
- **anything else**

Please provide your feedback by 11:59pm on 11 August 2024.

Share your further feedback

If you would like to share further feedback on the latest changes to our plans for Sea Link or on the proposals more generally, you can do so in the following ways:

- Email us – **contact@sealink.nationalgrid.com**
- Write to us – **FREEPOST Sea Link**

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**.

19664_National Grid_Sea Link Project - A4 Community Update 4pp_AW2.indd 2 27/06/2024 17:20

Overview of our proposals in Suffolk, Kent and offshore

Legend
- Draft order limits

Overview of our proposals in Kent

New construction and maintenance access

Realigned HVDC cable route

Changes to converter station height

Construction compound reduced in size

Temporary pylons

Additional land for environmental mitigation and enhancement

Legend
- Draft order limits
- Proposed pylon
- Pylon modification works
- Proposed pylon removal
- Proposed high voltage alternating current (HVAC) cable alignment
- Proposed high voltage direct current (HVDC) cable alignment
- Proposed converter station
- Proposed substation
- Land removed from draft order limits
- Land in draft order limits (unchanged from previous consultation)
- Land added to draft order limits

Overview of our proposals in Suffolk

Selection of western access route and removal of alternative

Evolution of approach to coordination

Modified western access route and bridge

Changes to construction compounds

Confirmation of temporary pylon works near Friston (if built as part of Sea Link)

Realigned HVDC cable route

Additional land for environmental mitigation and enhancement

Legend
- Draft order limits
- Existing pylon
- Proposed pylon
- Proposed cable joint bay
- Proposed high voltage alternating current (HVAC) cable alignment
- Proposed high voltage direct current (HVDC) cable alignment
- Proposed converter station
- Proposed substation
- Land removed from draft order limits
- Land in draft order limits (unchanged from previous consultation)
- Land added to draft order limits

19864_National Grid_Sea Link Project - A4 Community Update 4pp_AW2.indd 3
27/06/2024 17:21

3. Targeted Consultation Section 48 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 Energy Security and Net Zero 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. This is the second time the Notice of the Application has been published as it was originally published in October 2023 as part of a statutory consultation for the 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, but with onshore elements to connect into the transmission network. The proposed Project is split into three key 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 1.9 km in length between the proposed Friston Substation and a proposed converter station (below).
- A 2 GW HVDC converter station up to 26 m high plus external equipment (such as lightning protection, safety rails for maintenance works, ventilation equipment, aerials, similar small scale operational plant, or other roof treatment) 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 Offshore Scheme

- Approximately 122 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 the cable continues underground for approximately 1.7 km to a proposed new converter station (below).
- A 2 GW HVDC converter station, up to 28 m high plus external equipment (such as lightning protection, safety rails for maintenance works, ventilation equipment, aerials, and similar small scale operational plant, or other roof treatment), near Minster. A new substation would be located immediately adjacent.
- Removal of approximately 2.2 km of existing HVAC overhead line, and installation of approximately 3.5 km of new HVAC overhead line from the converter station and substation near Minster and the existing Richborough to Canterbury overhead line.

The Proposed Project also includes modifications to sections of existing overhead lines in Suffolk (only if Friston Substation is not built under other existing third party consents) 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. The construction phase will involve various temporary construction activities including overhead line diversions, use of temporary towers or masts, working areas for construction equipment and machinery, site offices, parking spaces, 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.

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

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.

A further consultation will take place between 08 July 2024 and 11 August 2024 (23:59).

Following the previous statutory consultation which took place between 24 October and 18 December 2023 NGET has been reviewing feedback and making a series of refinements to Project proposals and the further consultation will focus on these refinements. The proposed changes are grouped into four categories that include permanent infrastructure; construction and maintenance work; mitigation, enhancements and approach to biodiversity net gain; and strategy for coordination.

The changes to the proposals in Suffolk include an alteration to the cable route north of Aldeburgh; confirmation of the proposed access route to the Saxmundham converter station, and alterations to the route and associated bridge over the River Fromus; various changes to construction and maintenance access routes, compounds, and temporary overhead line diversions; and areas of newly introduced environmental mitigation and enhancement. The strategy for coordination with other projects in the vicinity has also evolved. Changes to the proposals offshore include refinements to the cable route; the introduction of additional marine areas for construction vessel manoeuvring; and changes to the approach for backfilling marine trenches. Changes in Kent include an increase of the overall maximum height of the converter station; confirmation of the use of standard pylon type for the AC connection; the introduction of a further construction and maintenance access route off Sandwich Road via the former hoverport; various other changes to construction and maintenance access routes, compounds, and temporary overhead line diversions; and areas of newly introduced environmental mitigation and enhancement. This further consultation includes details of the construction methodology including working hours.

We have also made a range of smaller changes to our proposals. These include various refinements, including reductions and increases to the size of the draft order limits, which comprise the land we would need to build and operate Sea Link.

All documents, plans and maps showing the nature and location of the proposed application and changes proposed as part of the further consultation, including the additional preliminary environmental information, will be available to download free of charge from 08 July 2024 until 11 August 2024 on www.nationalgrid.com/sealink (via the document library page).

Reference copies of the documents, plans and maps showing the nature and location of the proposed development will also be available to view free of charge from 08 July 2024 at the following locations in the vicinity of the project for the duration of the consultation (until 11 August 2024).

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

Location	Address	Opening times
Snape Village Hall	5 Garrett Cl, Snape, Saxmundham IP17 1RN	Village hall opening depending on events. Contact the village hall in advance via email at snapevillagehallbookings@gmail.com or VH-chair@snapevillage.info
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 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 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
Margate Library at Thanet Gateway Plus	Thanet's Gateway Plus, Cecil Street, Margate, CT9 1RE	Mon: 10:00-17:30 Tues: 10:00-17:00 Weds: 10:00-17:00 Thur: 10:00-17:30 Fri: 10:00-17:30 Sat: 10:00-15:30 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 08 July 2024 and 11:59pm on 11 August 2024.

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

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

- by post at Freepost SEA LINK
- by email (contact@sealink.nationalgrid.com)

National Grid must receive all responses by 11:59pm on 11 August (or 16 August 2024 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

4. Targeted Consultation Section 42 Letters

Freepost SEA LINK

T: *0808 134 9569*
email: contact@sealink.nationalgrid.com
www.nationalgrid.com/sealink

[INSERT ADDRESS]

[INSERT DATE]

Dear [Sir/Madam or consultee name],

Statutory Consultation for the Proposed Sea Link Project (the "proposed Project"): Tuesday 24 October 2023 to Monday 18 December 2023

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

National Grid Electricity Transmission plc (NGET) writes in relation to the launch of a statutory consultation in accordance with Sections 42 and 47 of the Planning Act 2008 (as amended) for its proposed Sea Link Project ("the Project"). The consultation starts on 24 October 2023 and runs until 23:59 on 18 December 2023.

The Project involves the reinforcement of the electricity transmission network between Suffolk and Kent, predominantly via an offshore High Voltage Direct Current (HVDC) link, but with onshore elements to connect into the transmission network. The proposed Project is split into three key 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 HVDC converter station up to 26 m high plus external equipment (such as lightning protection and railings for walkways) near Saxmundham.
- An 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).

Our 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 and 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 and native tree planting). 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.

The Secretary of State for Business, Energy and Industrial Strategy directed on 31 March 2022 that the Project is to be treated as development for which development consent is required. NGET will therefore apply for a Development Consent Order (DCO) from the Secretary of State, now known as the Secretary of State for Energy Security and Net Zero (the “Secretary of State”) for the proposed Project. The development consent being sought will include a number of other provisions, including those which authorise the compulsory acquisition of land, and the compulsory acquisition of rights in, on or over land, if necessary, to construct, operate and maintain the proposed Project.

During the pre-application process, we (NGET) must consult with a variety of persons and organisations about our application in accordance with the requirements of section 42 and section 47 of the Planning Act 2008 (the “Act"), Regulation 3 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (the “Regulations”), and Regulation 11 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.

You have been identified as a prescribed consultee under section 42(1) of the Act and in accordance with Schedule 1 of the Regulations, or as a person it would be appropriate to consult in any event.

This letter is, therefore, formal notice that NGET is holding a consultation on the proposed Project under the Act. The consultation will run from Tuesday 24 October 2023 until 11:59pm on Monday 18 December 2023 and we invite responses on or before the closing date.

Concurrent with the Section 42 consultation, we are undertaking consultation with the public pursuant to Section 47 and in accordance with a Statement of Community Consultation (SoCC) which is available to view on the proposed Project’s website. A notice advertising the SoCC that has been published in local and national newspapers.

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

As part of the consultation we are seeking views on the potential environmental effects of the proposals and if consultees have suggestions for reducing these effects (for example, through mitigation measures). This information is detailed in the Preliminary Environmental Information Report (PEIR). An Environmental Statement will be prepared subsequently in accordance with the EIA Regulations and will accompany the application for development consent.

Comments on any other aspect of the Project are also welcome.

Consultation documents

The consultation will begin on Tuesday 24 October 2023 and end at 11:59pm on 18 December 2023.

Enclosed within this letter are the following materials, which provide further details of this consultation and our proposals:

- A copy of the Sea Link community newsletter;
- A Sea Link feedback form; and
- A freepost envelope.

Documents providing further details about this consultation and our proposals can be viewed online at: www.nationalgrid.com/sealink

As required by Regulation 13 of the EIA regulations, we also enclose a copy of the formal newspaper notice of the Application in accordance with section 48 of the Act and Regulation 4 of the APFP Regulations.

Public consultation events

During the consultation period, a series of public consultation events will be held. These events will provide an opportunity to hear further details about the Scheme and speak with the project team. Dates, times and locations for these events are provided on our website, and in the SoCC.

We are also holding a series of webinars and appointment only 'ask the experts' sessions to enable attendees to find out more about the proposals and ask any questions.

Responding to the consultation

We encourage you to respond to this consultation between 24 October 2023 and 18 December 2023.

Responses to this consultation can be submitted online at www.nationalgrid.com/sealink. Alternatively, you can return a printed copy of the response form or a free text response via email to contact@sealink.nationalgrid.com or post to Freepost SEA LINK.

Requests for paper copies of the technical documents 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 by email at contact@sealink.nationalgrid.com, or by calling 0808 134 9569.

Please get in touch with us using the details below if you would like a printed or alternative format copy of the materials.

Telephone: 0808 134 9569

Email: contact@sealink.nationalgrid.com

[redacted]

We will review the proposals for the Project in light of the feedback we receive as part of this consultation and will consider if changes are needed to further reduce the effects on communities and the local area before we make our application for development consent.

We may be required to make copies of representations available to the Secretary of State. We will however request that personal details are not placed on the public record. Personal details will be held securely in accordance with the applicable data laws 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, please don't hesitate to get in touch with us.

Yours faithfully

[redacted]

Senior Project Manager

FREEPOST Sea Link

T: 0808 134 9569
E: contact@sealink.nationalgrid.com
https://www.nationalgrid.com/sealink

IMPORTANT: THIS COMMUNICATION AFFECTS YOUR PROPERTY

[Insert address]

[Insert date]

Dear Sir/Madam,

Sea Link Project Further Consultation: Monday 08 July 2024 to Sunday 11 August 2024

Section 42 Planning Act 2008 (as amended): Duty to consult on a proposed Application.

National Grid Electricity Transmission plc (NGET) writes in relation to the launch of a further consultation in accordance with sections 42, 44, 47 and 48 of the Planning Act 2008 (as amended) for its proposed Sea Link Project ("the Project"). The consultation starts on 08 July 2024 and runs until 23:59 on 11 August 2024.

NGET intends to submit an application for an order granting development consent for the proposed Project which involves the reinforcement of the electricity transmission network between Suffolk and Kent, predominantly via an offshore High Voltage Direct Current (HVDC) link, but with onshore elements to connect into the transmission network. The proposed Project is split into three key 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 1.9 km in length between the proposed Friston Substation and a proposed converter station (below).
- A 2 GW HVDC converter station up to 26 m high plus external equipment (such as lightning protection, safety rails for maintenance works, ventilation equipment, aerials, similar small scale operational plant, or other roof treatment) near Saxmundham.
- An 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 Offshore Scheme

- Approximately 122 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 1.7 km to a proposed new converter station (below).
- A 2 GW HVDC converter station, up to 28 m high plus external equipment (such as lightning protection, safety rails for maintenance works, ventilation equipment, aerials, and similar small scale operational plant, or other roof treatment), near Minster. A new substation would be located immediately adjacent.
- Removal of approximately 2.2 km of existing HVAC overhead line, and installation of approximately 3.5 km of new HVAC overhead line from the converter station and substation near Minster and the existing Richborough to Canterbury overhead line.

The Proposed Project also includes modifications to sections of existing overhead lines in Suffolk (only if Friston Substation is not built by SPR) 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 (which could include hedgerow creation, native tree planting, or habitat creation). The construction phase will involve various temporary construction activities including overhead line diversions, use of temporary towers or masts, working areas for construction equipment and machinery, site offices, parking spaces, storage, accesses, bellmouths, and haul roads, as well as watercourse crossings and the diversion of public rights of way (PROWs).

Further Consultation

The further consultation will focus on the design changes proposed following the previous statutory consultation which took place between 24 October and 18 December 2023. Following the statutory consultation, NGET has been reviewing feedback and making a series of refinements to Project proposals. The proposed changes are grouped into four categories that include permanent infrastructure; construction and maintenance work; mitigation, enhancements and approach to biodiversity net gain; and strategy for coordination. In summary:

- changes to the proposals in Suffolk include an alteration to the cable route north of Aldeburgh, confirmation of the proposed access route to the Saxmundham converter station and changes to the selected access route and associated bridge over the River Fromus. We are also proposing various changes to construction and maintenance access routes, compounds, and temporary overhead line diversions, and have introduced new areas of land for environmental mitigation and enhancement. The strategy for coordination with other third-party proposals in the vicinity has also evolved.
- changes to our marine proposals include refinements to the cable route, the introduction of additional marine areas for construction vessel manoeuvring, and changes to the approach for backfilling marine trenches.
- changes to our proposals in Kent include an increase of the overall maximum height of the converter station and confirmation of the type of pylon we intend to use for the connection to the Richborough to Canterbury 400 kV overhead line. We have also identified a further construction and maintenance access route off Sandwich Road via the former hoverport and are proposing various other changes to construction and maintenance access routes, compounds, and temporary overhead line diversions. New areas of land for environmental mitigation and enhancement have also been added to our proposals.

We have also made a range of smaller changes to our proposals. These include various refinements, including reductions and increases to the size of the draft order limits, which comprise the land we would need to build and operate Sea Link. We are also providing further detail on our construction methodology, including changes to planned working hours.

Development Consent Order Application

The Secretary of State for Business, Energy and Industrial Strategy directed on 31 March 2022 that the Project is to be treated as development for which development consent is required. NGET will therefore apply for a Development Consent Order (DCO) from the Secretary of State, now known as the Secretary of State for Energy Security and Net Zero (the "Secretary of State") for the proposed Project. The development consent being sought will include a number of other provisions, including those which authorise the compulsory acquisition of land, and the compulsory acquisition of rights in, on or over land, if necessary, to construct, operate and maintain the proposed Project.

During the pre-application process, we (NGET) must consult with a variety of persons and organisations about our application in accordance with the requirements of section 42 and section 47 of the Planning Act 2008 (the "Act"), Regulation 3 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (the "Regulations"), and Regulation 11 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.

You have been identified as a prescribed consultee under section 42(1)(d) of the Act and in accordance with Schedule 1 of the Regulations, as a person who has an interest in land that may be affected by our proposals, or as a person it would be appropriate to consult with. To aid us with your specific feedback you can use the following PIL Reference number on all correspondence. XXXX.

This letter is, therefore, formal notice that NGET is holding a consultation on the proposed Project under the Act. The consultation will run from Monday 08 July 2024 to Sunday 11 August 2024 and we invite responses on or before the closing date.

Concurrent with the Section 42 consultation, we are undertaking consultation with the public pursuant to Section 47 and in accordance with a Statement of Community Consultation (SoCC) which is available to view on the proposed Project's website. The SoCC allowed for future targeted consultations in accordance with the principles and methods set out therein. A notice advertising the SoCC has been published in local and national newspapers.

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

As part of the further consultation we are seeking views on the potential additional or different environmental effects of the amended proposals and if consultees have suggestions for reducing these effects (for example, through mitigation measures). This information is detailed in the Additional Preliminary Environmental Information. An Environmental Statement will be prepared subsequently in accordance with the EIA Regulations and will accompany the application for development consent.

Comments on any other aspect of the Project are also welcome.

Further Consultation documents

The further consultation will begin on 08 July 2024 and ends at 23:59 on Sunday 11 August 2024.

Enclosed within this letter are the following materials, which provide further details of this further consultation and our proposals:

- A copy of the formal newspaper notice of the Application in accordance with section 48 of the Act and Regulation 4 of the APFP Regulations; and
- A freepost envelope.

Documents providing further details about this consultation and our proposals can be viewed online at: www.nationalgrid.com/sealink

Consultation webinars

During the consultation period, a series of public webinars will be held. These webinars will provide an opportunity to hear further details about the Proposed Project and raise questions with members of the project team. Dates, times and locations for these webinars are provided on our website, and set out below:

- Webinar 1 (Suffolk): 15 July, 6:30 – 7:45pm
- Webinar 2 (Kent): 16 July, 6:30 – 7:45 pm
- Webinar 3 (Suffolk): 22 July, 6:30 – 7:45pm
- Webinar 4 (Kent): 23 July, 6:30 – 7:45 pm

Responding to the further consultation

The further consultation is running between 08 July 2024 and 11:59 on 11 August 2024. We encourage you to respond before the closing date.

You can return a free text response via email to contact@sealink.nationalgrid.com or post to Freepost SEA LINK.

Requests for paper copies of the technical documents 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 further consultation documents. These can be requested by contacting the Project Team by email at contact@sealink.nationalgrid.com, or by calling 0808 134 9569.

Please get in touch with us using the details below if you would like a printed or alternative format copy of the materials.

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

[redacted]

We will review the proposals for the Project in light of the feedback we receive as part of this further consultation and will consider if changes are needed before we make our application for development consent.

We may be required to make copies of representations available to the Secretary of State. We will however request that personal details are not placed on the public record. Personal details will be held securely in accordance with the applicable data laws 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, please don't hesitate to get in touch with us.

Yours faithfully

[redacted]

Senior Project Manager

5. PINS Notification of Upcoming Targeted Consultation

Freepost SEA LINK

T: *0808 134 9569*
email: contact@sealink.nationalgrid.com
www.nationalgrid.com/sealink

The Secretary of State for Energy Security and Net Zero
c/o The Planning Inspectorate
Temple Quay House
Temple Quay
Bristol
BS1 6PN

For the attention of Louise Harraway.

05 July 2024

Your Reference EN020026

Dear Ms Harraway

Sea Link Project Further Consultation: Monday 08 July 2024 to Monday 11 August 2024

Duty to notify Secretary of State of a proposed Application

Further to notification of statutory consultation issued to The Planning Inspectorate on 20 October 2023, National Grid Electricity Transmission plc (NGET) ("the applicant") writes to provide formal notification of its intention to launch a further consultation for its proposed Sea Link Project ("the Project"), comprising reinforcement of the electricity transmission network between Suffolk and Kent, predominantly via an offshore High Voltage Direct Current link together with associated development.

The consultation period is due to start on 08 July 2024 and end at 11:59pm on 11 August 2024. The consultation will focus on a series of refinements to our proposals following consideration of the feedback received in response to the statutory consultation, which ran from 24 October 2023 to 18 December 2023.

The proposed changes are grouped into four categories that include permanent infrastructure; construction and maintenance work; mitigation, enhancements and approach to biodiversity net gain; and strategy for coordination. In summary:

- changes to the proposals in Suffolk include an alteration to the cable route north of Aldeburgh, confirmation of the proposed access route to the Saxmundham converter station and changes to the selected access route and associated bridge over the River Fromus. We are also proposing various changes to construction and maintenance access routes, compounds, and temporary overhead line diversions, and have introduced new areas of land for environmental mitigation and enhancement. The strategy for coordination with other third-party proposals in the vicinity has also evolved
- changes to our marine proposals include refinements to the cable route, the introduction of additional marine areas for construction vessel manoeuvring, and changes to the approach for backfilling marine trenches
- changes to our proposals in Kent include an increase of the overall maximum height of the converter station and confirmation of the type of pylon we intend to use for the connection to the Richborough to Canterbury 400 kV overhead line. We have also identified a further construction and maintenance access route off Sandwich Road via the former hoverport and are proposing various other changes to construction and maintenance access routes, compounds, and temporary overhead line diversions. New areas of land for environmental mitigation and enhancement have also been added to our proposals.

We have also made a range of smaller changes to our proposals. These include various refinements, including reductions and increases to the size of the draft order limits, which comprise the land we would need to build and operate Sea Link. We are also providing further detail on our construction methodology, including changes to planned working hours.

Concurrent with the s42 consultation, we are undertaking consultation with the public pursuant to s47, and in accordance with the approach set out in the Statement of Community Consultation (SoCC). Notice of the publication of the SoCC was printed in local and national newspapers during the statutory consultation period which ran from October to December 2023, and this process has been repeated for the forthcoming further consultation.

The SoCC allowed for future targeted consultations in accordance with the principles and methods set out therein. A copy of the SoCC is enclosed with this letter.

NGET supplies the Secretary of State with the materials that will be sent to the s42 consultees:

- Copy of the letter sent to S42 consultees;
- Copy of the Project newsletter sent to consultees; and
- Copy of the formal newspaper notice of the Application in accordance with section 48 of the Act and Regulation 4 of the APFP Regulations.

All consultees have been provided with a link to the Project website www.nationalgrid.com/sealink where they can access the full suite of documents previously published for the Sea Link statutory consultation, along with the new documents produced for this further consultation including:

- Community Newsletter
- Project update document
- Additional Preliminary Environmental Information
- Executive Summary of the Additional Preliminary Environmental Information
- Environmental Constraints Plans
- General Arrangement Plans
- Changes to Order Limit Plans
- Further Design Drawing

In addition to the website, consultation materials will be available at deposit locations within the vicinity of the Project.

National Grid will publish a notice in local and national newspapers as required under section 48 of the Act to publicise the proposed application. A copy of this notice is enclosed.

As required by section 47 of the Act, an additional notice of the publication of the Statement of Community Consultation is being published in relevant newspapers. A copy of this notice is enclosed.

I would be grateful for confirmation of safe receipt of this letter and accompanying items. Should you have any queries please do not hesitate to contact contact@sealink.nationalgrid.com

Yours faithfully,

[redacted]

Senior Project Manager

6. Targeted Consultation Project Update Document

The Great Grid Upgrade

Sea Link

Project update document

July 2024



nationalgrid

Welcome to this update from National Grid on Sea Link, our plan to reinforce the electricity transmission network between Suffolk and Kent.

Since the close of our statutory consultation in December 2023, we have been reviewing all feedback received and have carried out further technical and environmental assessments. As a result of this work, we have made some changes to our plans that we want to share with you before we submit our application for development consent early next year. The changes we are proposing do not substantially alter the project as a whole.

In this update you can read about the background to our proposals, including why they are needed, and the story so far. You can also read about the changes that we are proposing to make. These include:

- in Suffolk, the proposed changes include an alteration to the cable route north of Aldeburgh, confirmation of the proposed access route to the converter station and changes to this access route and the associated bridge over the River Fromus. We are also proposing various changes to construction and maintenance access routes, compounds, and temporary overhead line diversions, and have identified additional land for environmental mitigation and enhancement. The strategy for coordination with other projects has also evolved
- offshore, the proposed changes include refinements to the cable route, additional marine areas for construction vessel manoeuvring, and changes to the approach for backfilling marine trenches
- in Kent, the proposed changes include an increase of the overall maximum height of the converter station, confirmation of the type of pylon we intend to use for the connection to the existing overhead line, and identifying a further construction and maintenance access route off Sandwich Road via the former hoverport. We are also proposing various other changes to construction and maintenance access routes, compounds, and temporary overhead line diversions, and have identified additional land for environmental mitigation and enhancement.

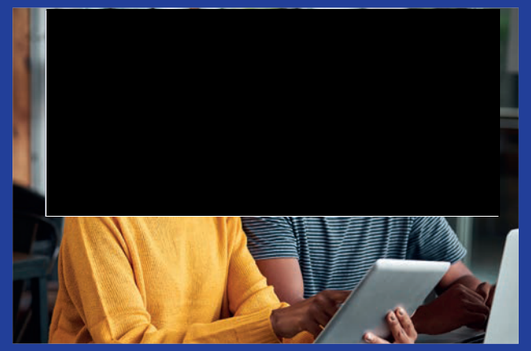
We have also made a range of smaller changes to our proposals, including various alterations, reductions and increases to the size of the land we would need to build and operate Sea Link. We are also providing further detail on our construction methodology, including changes to planned working hours.

If you have comments that you have not shared with us previously, whether related to the proposed changes or the project more generally, you can find out how you can submit this feedback at the end of this document.

Contents

1. **About the project** 4
2. **The story so far** 6
3. **Your feedback** 8
4. **Our proposals** 12
   - Our plans in Suffolk 14
   - Our marine plans 22
   - Our plans in Kent 24
5. **Find out more** 29
6. **Any further feedback** 31







1. About the project

About Sea Link

National Grid Electricity Transmission (NGET) is proposing to reinforce the transmission network between Suffolk and Kent via a new, primarily offshore, high voltage direct current (HVDC) link.

Sea Link has been designed to increase the capacity of the electricity transmission network, so it can carry more low carbon and renewable energy from where it is generated, to homes and businesses across the country. To do this, we would need to install a 2 gigawatt (GW) HVDC cable between Suffolk and Kent, approximately 138 kilometres (km) long and predominantly offshore.

To bring the power from the subsea cables into and out of the electricity network in both Suffolk and Kent, we would need to build new onshore infrastructure including converter stations, substations and new underground and overhead electricity lines, as well as upgrading existing overhead electricity lines.

Power will be able to flow along the Sea Link cables in either direction, depending on where renewable energy is being generated at that time and where in the country power is needed.

About National Grid

National Grid sits at the heart of Britain's energy system, connecting millions of people and businesses to the energy they use every day.

Within the National Grid Group, there are legally separate entities, each with their individual roles and statutory responsibilities. Each of the different entities within the National Grid Group is working to build a cleaner, fairer and more affordable energy system that serves everybody – powering the future of our homes, transport and industry.

NGET owns, builds and maintains the network in England and Wales, and is the part of the National Grid Group that is developing plans for Sea Link.

Read more about who we are and the work we do at nationalgrid.com.

The need for Sea Link

Sea Link is needed because the existing electricity transmission network does not have enough capacity to securely transport all the new energy we expect to connect to the network over the next ten years and beyond.

The way we generate electricity in the UK is changing rapidly, and we are transitioning to more secure, cheaper, and cleaner forms of energy such as new offshore windfarms. This is a result of the UK Government's commitment to net zero (achieving a balance between the greenhouse gases put into the atmosphere and those taken out) by 2050.

The energy industry is key to this transition - from developing renewable energy generation, to upgrading the existing electricity transmission network,enabling other sectors to decarbonise, and enabling communities across the country to benefit from clean energy.

As part of this, the electricity transmission network is undergoing its largest overhaul in generations. We need more than five times the amount of transmission infrastructure built in the last 30 years in the UK to be delivered in the next seven years. National Grid has a key part to play in this work, which is known as The Great Grid Upgrade. Sea Link is one of the projects being delivered to make sure the network is ready for the anticipated increase in supply and demand of electricity.

The network in and between East Anglia and the south-east of England needs reinforcing for four main reasons:

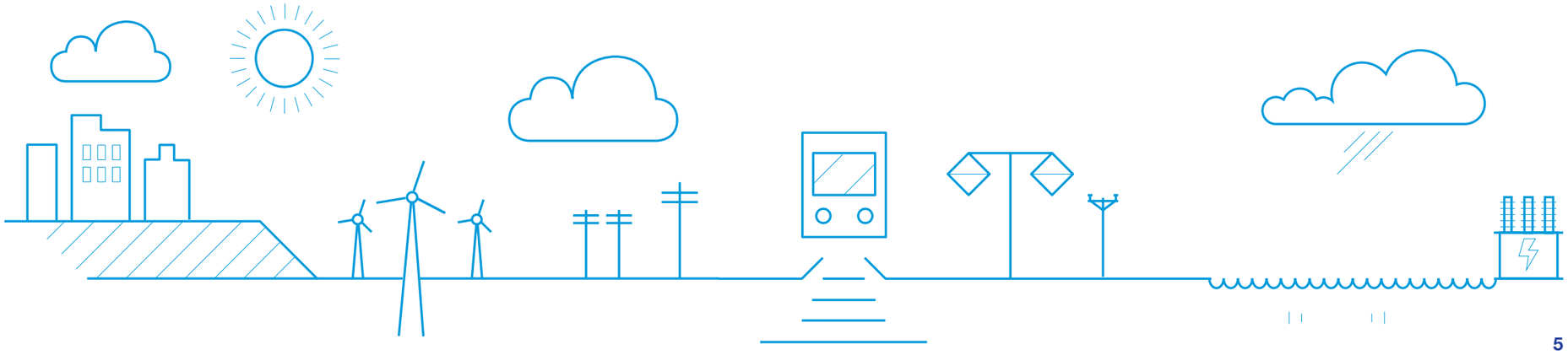
1. the existing transmission network was not designed to transport electricity from where we increasingly now generate it (largely offshore)
2. the growth in offshore wind, interconnectors and nuclear power means that more electricity will be generated in the years ahead than the current network is able to reliably transport
3. as a country, electricity demand is forecast to at least double by 2050, increasing the amount of energy we need to transport to homes and businesses
4. upgrading the existing network as it is today (such as through replacing cables to carry more power) will not be enough to meet the increasing need for electricity whilst operating to required standards.

Sea Link is just one of several electricity network reinforcements that are needed to ensure the electricity transmission network is fit for the future.

More information

If you would like more information about the background of the project, including why it is needed and how the proposals have developed, visit nationalgrid.com/sealink. Our document library is a full archive of our materials to date, and there are other useful resources such as our FAQs and interactive map to explore.

If you are unable to access the website for any reason, get in touch with the team using the contact information at the end of this document.



2. The story so far

Non-statutory consultation

Between 24 October and 18 December 2022, we held an initial non-statutory consultation to introduce our proposals for Sea Link. This was an opportunity for you to provide feedback on our early proposals, for us to explain why the reinforcement is needed, and to set out the options we have considered.

As part of the consultation, we wrote to over 17,000 homes and businesses across Suffolk and Kent, held six public exhibitions, nine stakeholder briefings, six webinars, and produced a number of technical and consultation materials that we made available at 20 deposit points. We received a total of **731** feedback responses to our non-statutory consultation, including responses from various local and national stakeholder organisations, such as:

- county and district councils (including Suffolk County Council, East Suffolk District Council, Kent County Council, Dover District Council, and Thanet District Council)
- key advisory and specialist bodies (including the Environment Agency, the RSPB, the Joint Nature Conservation Committee, the National Trust, and Suffolk and Kent Wildlife Trusts)
- parish and town councils (including Friston Parish Council, Benhall and Sternfield Parish Council, Aldeburgh Town Council, and others in both Suffolk and Kent)
- action groups (including Substation Action Save East Suffolk and Save Our Sandlings)
- third party developers (including EDF and CEMEX marine).

Amongst other matters, feedback from this consultation indicated that **coordination of multiple projects** was a priority. Many respondents expressed the view that several major energy projects proposed in East Suffolk should be, where possible, coordinated, reducing the overall impact to the area. You provided valuable feedback about the **design** of Sea Link, including by sharing views about implementing shorter cable routes and using existing infrastructure. You also asked about **alternatives to Sea Link**, such as connecting into the network at a different location or positioning converter station infrastructure offshore.

More information on the feedback submitted to our non-statutory consultation, along with National Grid's response to it, can be found in our Non-statutory consultation report, [1] which is available in the document library on our website. Alongside feedback from local communities, we considered the results of environmental and engineering assessment work, surveys, and ongoing engagement with stakeholders as we refined our proposals for the statutory consultation.

1. https://www.nationalgrid.com/electricity-transmission/document/150966/download

Statutory consultation

Between 24 October and 18 December 2023, we held a statutory consultation on our refined proposals for Sea Link.

As part of this consultation, we presented our Preliminary environmental information report, which looks at the likely significant effects of our proposed activities on the local environment and how we intend to mitigate any adverse impacts.

We also provided further information on how we had developed our proposals, including detailed plans.

All of the information presented at our statutory consultation can be found in the document library on our website. The rest of this chapter provides an overview of some of the key themes seen in statutory consultation feedback.

Deposit points
Kent: **7** Suffolk: **5**
12 deposit points in total

Community invites issued
35,142 issued in total

Stakeholder briefings
18 briefings in total

In-person events
Kent: **6** Suffolk: **5**
11 events in total

Event attendees
+1200 visitors in total

Webinars
Kent: **2** Suffolk: **3**
5 webinars in total

Total responses **2,700**

Organisations that responded to our statutory consultation included:

- county and district councils (including Suffolk County Council, East Suffolk District Council, Kent County Council, Dover District Council, and Thanet District Council)
- key advisory and specialist bodies (including the Environment Agency, Natural England, Historic England, and the Maritime and Marine Management Organisation)
- parish and town councils (including Aldeburgh Town Council, Benhall and Sternfield Parish Council, Friston Parish Council, Kelsale cum Carlton Parish Council, Minster Parish Council and Saxmundham Town Council)
- action groups (including Save Minster Marshes and Suffolk Energy Action Solutions)
- third party developers (including ScottishPower Renewables).

3. Your feedback

Since the close of our statutory consultation, we have been reviewing all feedback received from stakeholders and the local community. Some of the themes from this feedback, along with National Grid's response, are summarised below:

Need for Sea Link

Many responses questioned the need to reinforce the electricity transmission network between Suffolk and Kent.

Sea Link is needed because the existing transmission network infrastructure in East Anglia and the south-east was built in the 1960s and was not designed to accommodate the large volumes of generation capacity that is planned to connect here. The growth in offshore wind, new interconnectors (which allow electricity to be shared between countries), and nuclear power stations, means that by the end of the decade the existing network will not have the capacity to reliably transport all the energy to where it is needed around the electricity network.

Sea Link would reinforce the network in both East Anglia and the south-east, addressing - in a single solution - the constraints of each region. Connecting in the Sizewell area (at the proposed Friston substation), Sea Link would allow more power to flow out of East Anglia from the generators connecting into the network in the region. When renewable generation (e.g. wind) is low, power can flow into the region. By connecting into the Kent coast (close to Richborough), Sea Link would increase 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.

While the majority of Sea Link would be located offshore, onshore elements would be required in Suffolk and Kent to connect into the electricity network. No transmission network can ever be completely offshore, as power needs to be moved around the country.



Coordination

Coordination amongst the several energy projects planned for Suffolk in the years ahead continued to be a theme of statutory consultation feedback.

Coordination is a key consideration for Sea Link. It has featured in our plans since our very first public consultation, and as part of this update we are providing information on how our approach to coordination has evolved (see page 20).

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[2] and the Electricity System Operator's Holistic network design.[3]

Sea Link 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 we continue to develop our proposals in tandem with these other processes.

Alternatives

Consideration of alternatives was another key theme raised in consultation feedback. Some responses made suggestions, such as keeping more infrastructure offshore, connecting into different parts of the country, or routeing and siting the Sea Link infrastructure differently.

Although Sea Link is primarily an offshore project, it is a transmission reinforcement that connects parts of the network onshore. Remaining offshore without connecting onshore would not deliver the reinforcement to the onshore network that Sea Link is required to provide.

Some respondents proposed connecting Sea Link into the network in different parts of the country. These included at Bradwell in Essex or on the Isle of Grain in Kent. While there is more detail on these suggested locations later in this section, it is worth noting that Sea Link is needed to connect two specific parts of the onshore transmission network. This means that connecting anywhere other than the Sizewell area in Suffolk and in Kent (east of Kemsley substation) would not allow power to flow between these two parts of the network, and further reinforcements would be needed in these areas.

We continually review and reconsider our emerging design, including our routeing and siting choices, as we develop our proposals and have regard to feedback. The rest of this section considers some of the alternatives that were raised in consultation feedback, and sets out the reasons these are not our preferred options for Sea Link. More information on discounted options can be found in previous consultation materials, such as the Strategic options report [4] published as part of our statutory consultation in 2023.

2. https://www.gov.uk/government/groups/offshore-transmission-network-review
3. https://www.nationalgrideso.com/future-energy/beyond-2030/holistic-network-design-offshore-wind
4. https://www.nationalgrid.com/electricity-transmission/document/150961/download

Alternatives at the Suffolk end of the route

In Suffolk, the Strategic options report details how Sea Link needs to connect to the network in the Sizewell area, as more electricity is due to connect in the years ahead here than the existing network can transport. Sea Link would create extra capacity to connect this power with the rest of the country, whilst alternative locations in the east of England would not provide additional capacity where it is needed.

Our non-statutory consultation in 2022 included an alternative landfall in the Sizewell area, but due to existing onshore and offshore constraints, this option was removed from our proposals at the statutory consultation phase.

Given the interest in whether Bradwell-on-Sea might be a suitable alternative for Sea Link, it is worth recognising that this location does not reinforce the network where it is needed (in the Sizewell area). A significant amount of existing and planned generation is located in the Sizewell area, which is not the case in the Bradwell area. Building Sea Link to Bradwell would not help resolve the future capacity limitations of the transmission network in Suffolk, meaning that it is not a viable alternative to our current proposals.



Alternatives at the Kent end of the route

In Kent, the Strategic options report sets out how we considered connections to the Sellindge, Richborough and Canterbury areas. These areas were considered because the constraint on 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 would therefore not reinforce the network in the right place.

In terms of the alternative connection points in Kent, a connection close to Richborough offers environmental and socio-economic benefits over connecting into the Canterbury area. As well as this, a northern Kent landfall is significantly constrained, as set out in the Corridor and preliminary routeing and siting study [6]. At Richborough, there are also opportunities to locate the converter station and substation close to the existing network and similar infrastructure.

Kent converter station location

Many respondents in Kent focused on the proposed converter station site. As a result, we reviewed our decision-making and the suitability of the proposed site. As part of this process, we reconsidered alternative locations within Search area A and Search area B, which were considered but not progressed during previous stages of work. This activity was presented at both non-statutory and statutory consultation and is set out in detail within the Option selection and design evolution report [5], and summarised below.

Search area A and Search area B are shown on the map on page 11. Sites within Search area B that were reconsidered include two sites north of Manston Airport, a site north of Monkton and east of Saint Nicholas-at-Wade, and a site west of Acol. On balance, our view remains that the currently proposed site is the most appropriate. This is because it is closest to our proposed landfall point, the existing network, and existing infrastructure (such as that at Richborough Energy Park). However, we also recognise the important ecological designations in close proximity to the proposed converter station and substation site. We have outlined at previous consultations how we would mitigate for this, including through habitat creation.

Reducing impacts

Many responses reiterated the need to reduce the impacts of Sea Link on the environment. This has been a key part of the process as we have developed our proposals.

At our statutory consultation, we published a Preliminary environmental information report [5] (PEIR). The report sets out the likely significant environmental effects of the project on the environment, along with how these impacts can be avoided, reduced or offset. The scope of the report was agreed in consultation with local authorities, and we will produce a more detailed Environmental statement as part of our application for development consent.

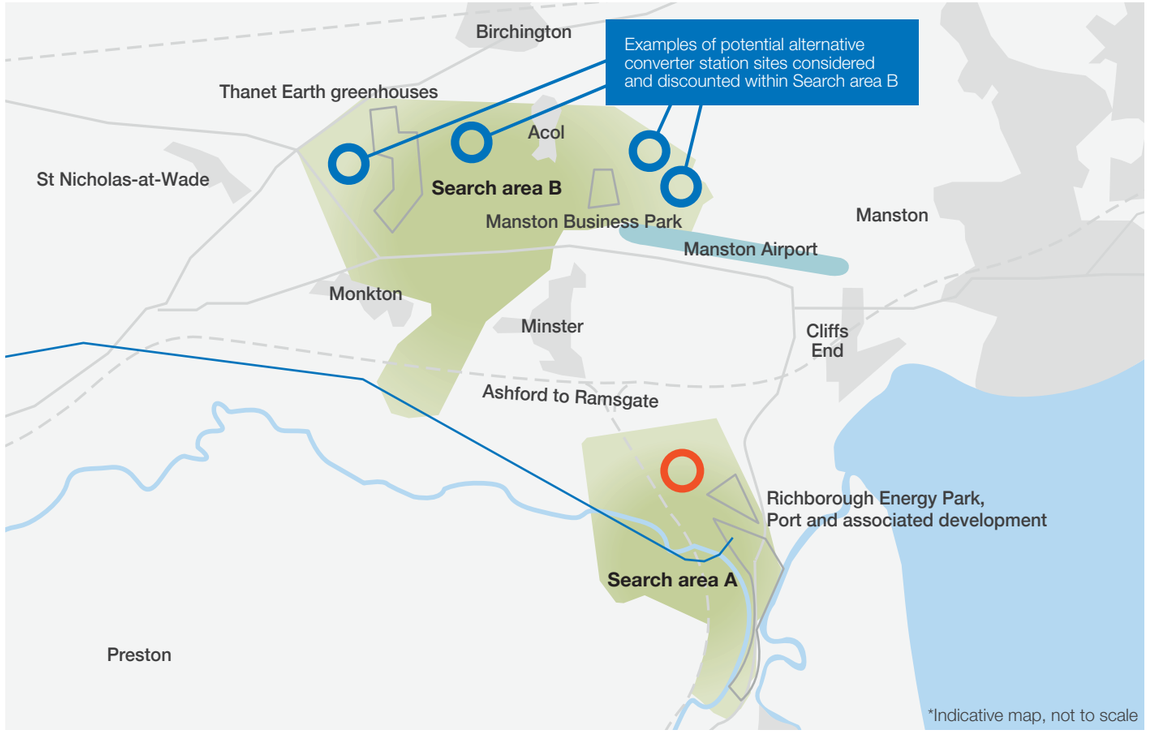
The changes we are communicating in this document include several areas where we are reducing the extent of our draft order limits, and therefore the land that would be impacted by our proposals. We have also identified additional areas that have been added to our draft order limits specifically so that we can deliver more environmental mitigations and enhancements, including further biodiversity net gain (improving the natural environment). We propose to deliver at least 10% biodiversity net gain across the entire project, meaning that the biodiversity of the natural environment will be improved compared to the current situation.

As part of our application for development consent, we will prepare a Consultation Report. This report will set out all feedback we received throughout each of our pre-application consultations, along with how we have had regard to that feedback.

Between now and submission of our application for development consent, we are continuing to refine our proposals based on the feedback we receive from local communities, results from ongoing environmental and engineering assessments, surveys taking place along the route, and engagement with local authorities and stakeholders.

5. https://www.nationalgrid.com/electricity-transmission/network-and-infrastructure/infrastructure-projects/sealink/document-library
6. https://www.nationalgrid.com/electricity-transmission/document/146256/download

Alternative converter station location search areas in Kent



Search Areas A and B were previously considered and presented during the non-statutory consultation in 2022 and the statutory consultation in 2023

Legend

- Existing overhead line
- Search area
- Proposed converter station

4. Our proposals

Our plans for Sea Link remain broadly the same as at our statutory consultation in 2023. We are proposing to reinforce the network between Suffolk and Kent via a new, primarily offshore, 2 gigawatt (GW) high voltage direct current (HVDC) link.

Our proposals in Suffolk begin with a connection from the existing transmission network via the proposed Friston substation, including the substation itself. High voltage alternating current (HVAC) underground cables would then run between the proposed Friston Substation and a proposed converter station near Saxmundham. A HVDC underground cable connection would connect the proposed converter station to a landfall point between Aldeburgh and Thorpeness.

Offshore, our proposals include a subsea HVDC cable route approximately 122 km long between the landfall in Suffolk and the landfall on the coast of Kent. In Kent, the offshore HVDC comes ashore at a landfall at Pegwell Bay. A HVDC underground cable would connect from the landfall to a proposed converter station and substation site near Minster. Finally, a new stretch of AC overhead line would connect the new substation into the existing network.

The detail of our proposals as presented during the statutory consultation can be found in the Project overview document [7] produced for that consultation. The following pages set out the detail of our proposals, including any changes we have made since the statutory consultation.

7. https://www.nationalgrid.com/electricity-transmission/document/150926/download

To make the changes easier to understand, we have grouped them into four categories:

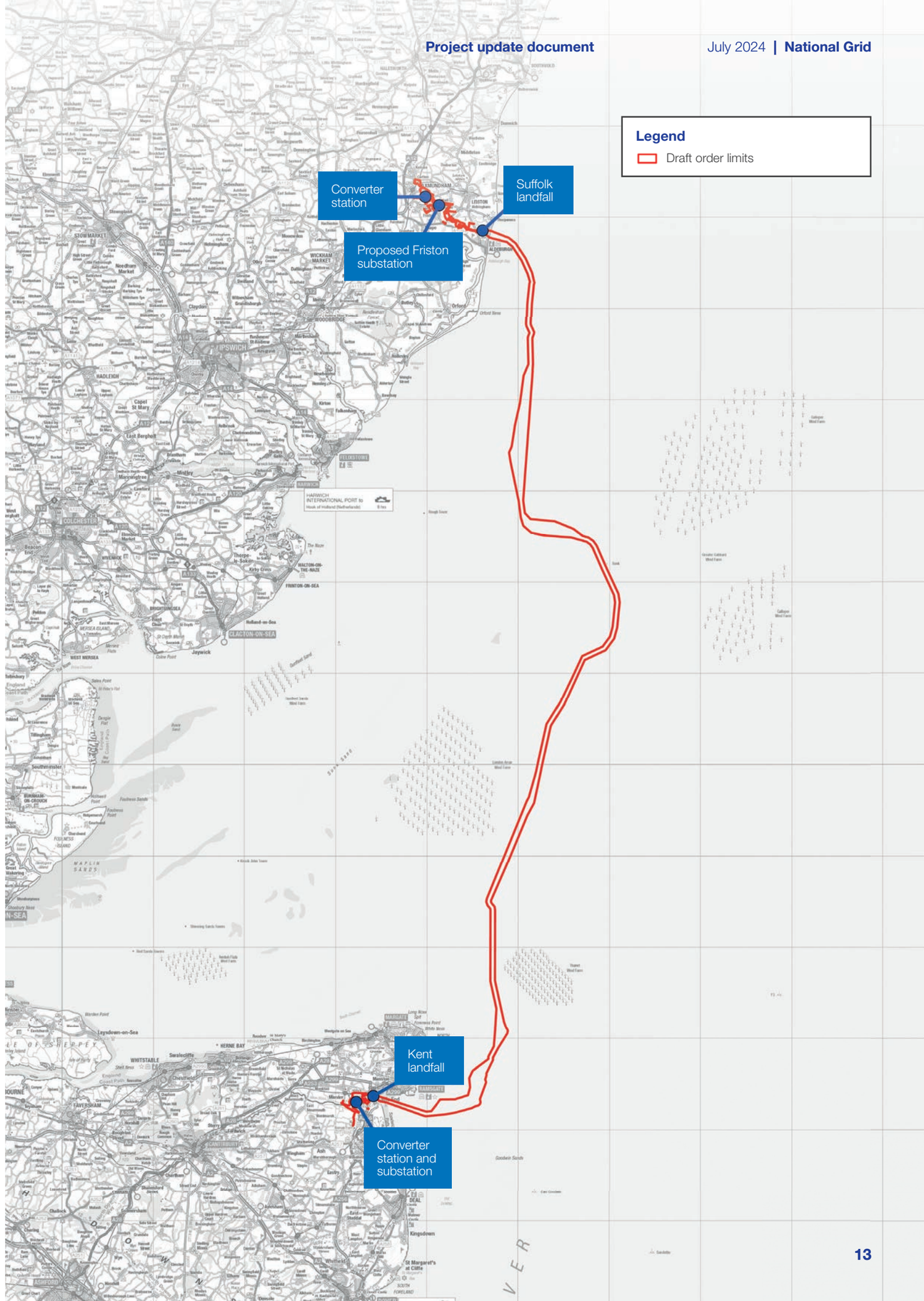
- **permanent infrastructure:** proposed changes to the permanent infrastructure planned as part of Sea Link, including the cable routes and converter station/substation(s)
- **construction and maintenance work:** proposed changes to how we would build and maintain Sea Link during the construction and operational phases
- **mitigation, enhancements and approach to biodiversity net gain:** proposed changes to how we will mitigate the impact of Sea Link on the environment and deliver enhancements to the local environment
- **strategy for coordination:** proposed changes to how we will coordinate the construction and operation of Sea Link with other projects planned in Suffolk.

As our plans have evolved in response to consultation feedback, further technical work and environmental assessments, we have also made a range of smaller changes to our proposals. These include various refinements, including reductions and increases to the size of the draft order limits. These limits form the current anticipated boundary of the entire area within which Sea Link could take place, including temporary and permanent works, as well as the works to the existing infrastructure. The maps on the following pages show any land that has been added or removed from our draft order limits, the list below sets out how we are showing these changes on the plans.

Land removed from draft order limits. This land would no longer be required for the construction or operation of Sea Link.

Land in draft order limits (unchanged from previous consultation). This land was in our draft order limits at our statutory consultation in 2023 and continues to be required for the construction and operation of Sea Link.

Land added to draft order limits. This land was previously not included in that required to build and operate Sea Link but has now been added to our plans.



Our plans in Suffolk

In Suffolk, our proposals for Sea Link include:

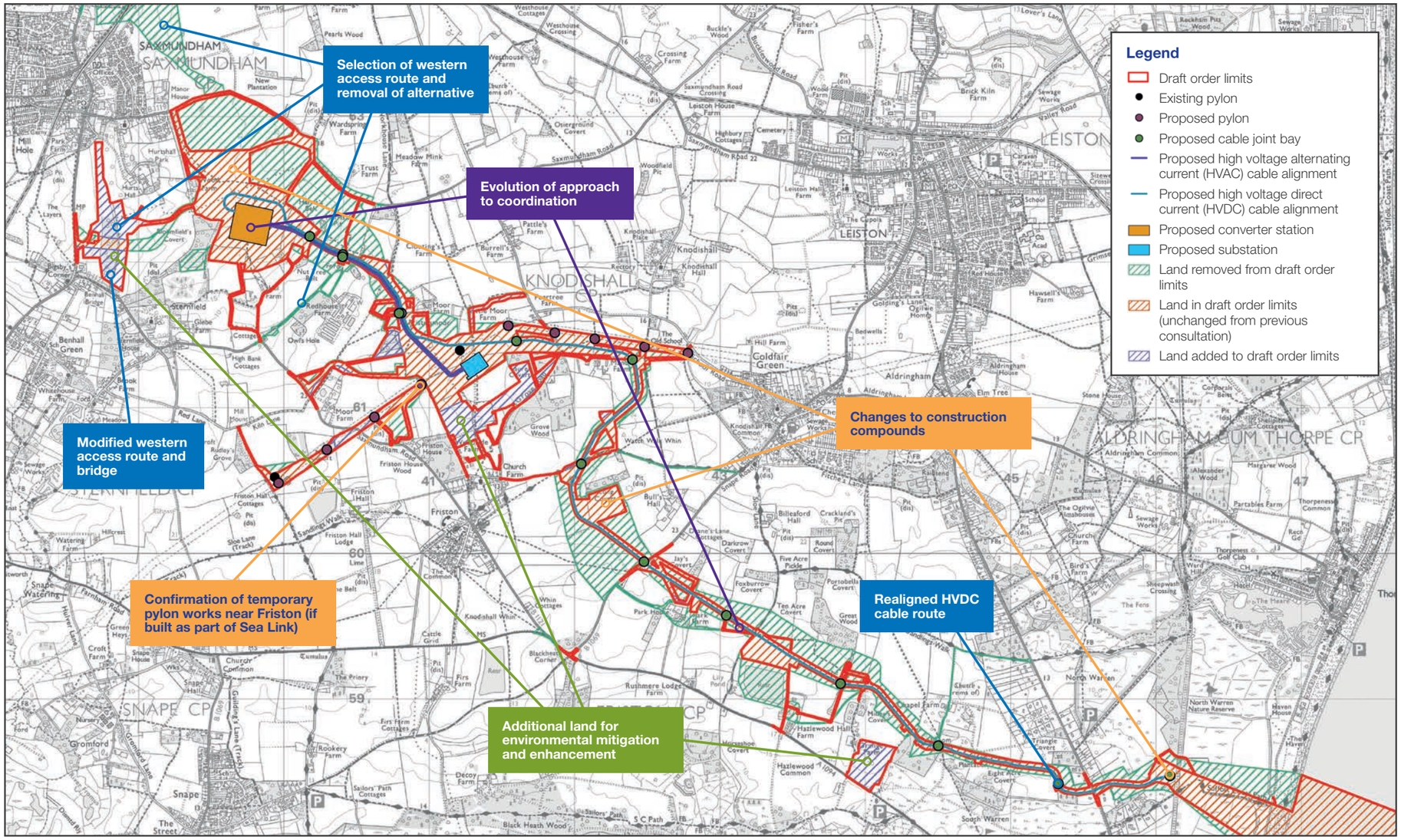
- a connection from the existing transmission network via the proposed Friston substation, including the National Grid part of the substation itself
- approximately 1.9 kilometres (km) of high voltage alternating current (HVAC) underground cable between the proposed Friston substation and a proposed converter station
- a 2 GW high voltage direct current (HVDC) converter station near Saxmundham
- approximately 10 km of HVDC underground cable between the proposed converter station near Saxmundham and a transition joint bay approximately 900 metres inshore from landfall, where the cable transitions between onshore and offshore technology
- a landfall on the Suffolk coast, between Aldeburgh and Thorpeness.

What hasn't changed?

Our proposals in Suffolk remain broadly the same as they were at our statutory consultation in 2023. We are still proposing to use underground cables between the proposed Friston substation, the converter station near Saxmundham and the landfall point on the Suffolk Coast. The route of these cables is mostly unchanged, and for the most part they will be constructed using standard open trenches. However, where our proposals interact with the Leiston to Aldeburgh Site of Special Scientific Interest, we are proposing to use a trenchless construction method to install cables beneath the surface, therefore minimising disturbance to the natural environment.

Our proposals continue to allow for the co-location of key infrastructure with potential future projects. Although it already has consent as part of another third-party project, we have kept the National Grid Electricity Transmission element of Friston substation within our proposals so that, in the unlikely event it is not built under the existing consent, it could be built as part of Sea Link. If the substation is built under the existing consent, we would only need to build a connection into it.

At our statutory consultation in 2023, we sought views on potential converter station architectural design approaches. We are still in the process of considering feedback on this topic, which will inform the detailed design approach within our application for development consent.



Underground cable construction methods

There are two methods we are proposing to lay the underground cables for Sea Link in Suffolk.

The majority of cables will be laid using standard open cable trenches. This method involves digging trenches, laying cable ducts within these trenches and then re-covering the trenches (using the original topsoil and subsoil, where possible) before reinstating the land. We would then pull cables through the previously-installed ducts at a later date.

Around the landfall point between Aldeburgh and Thorpeness, we are proposing to use a trenchless construction method to lay the underground cables. This would involve installing an underground duct or pipe between an onshore transition joint bay (where two sections of cable are connected together) and a point offshore. This approach does not require the removal of the topsoil or subsoil and minimises disturbance at the surface, such as along the beach.

What has changed?
Permanent infrastructure

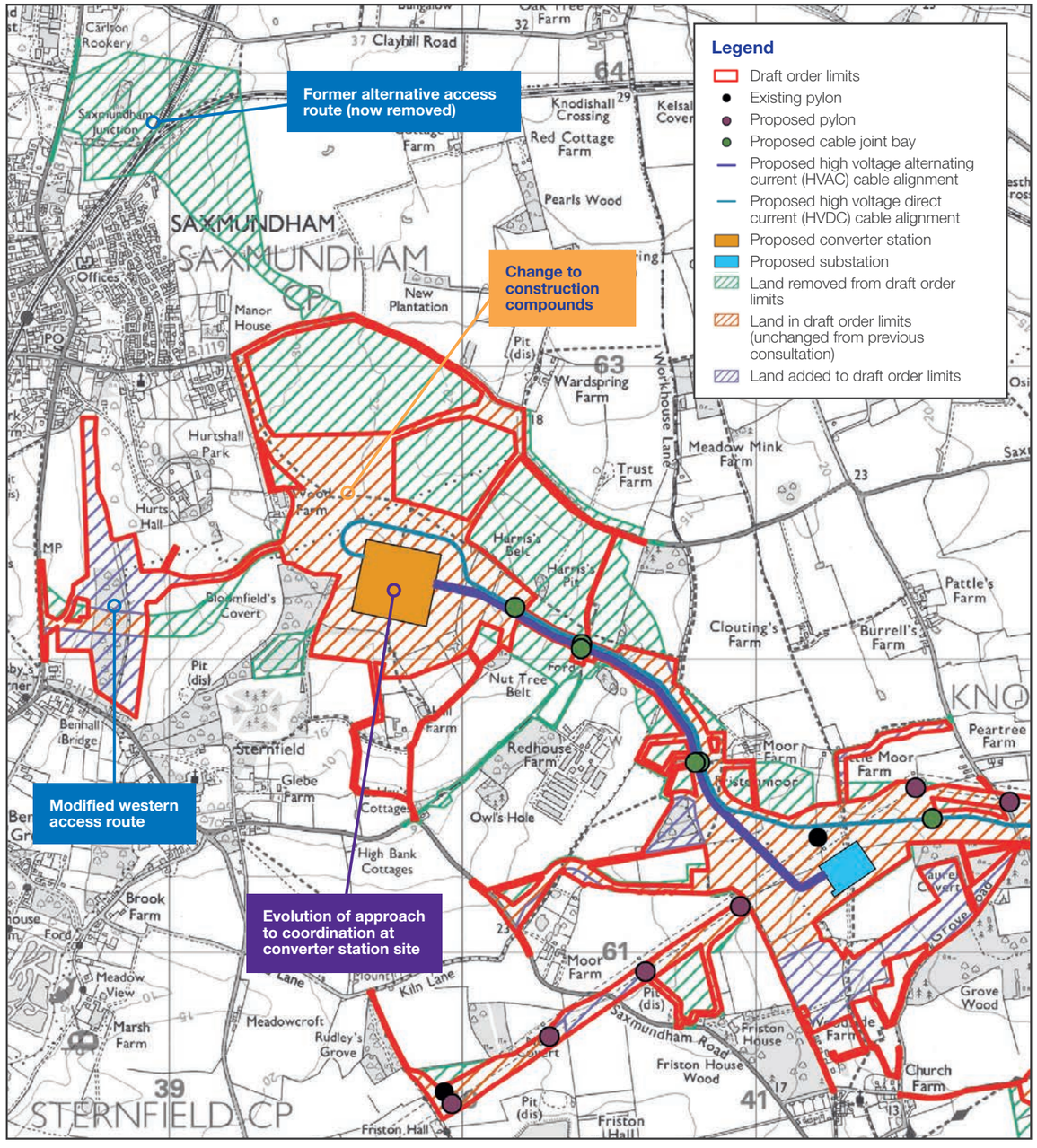
HVAC cable route
The length of the high voltage alternating current (HVAC) cable route has increased by approximately 0.2 km. This is because of a number of minor refinements to the cable corridor and the routeing of the cables into the converter station near Saxmundham and the proposed Friston substation.

HVDC cable route
We have realigned the high voltage direct current (HVDC) cable route near Leiston Road, moving it further away from the road. This change would move construction activity further away from nearby residential properties.

Saxmundham converter station access and bridge
We have identified a modified version of the proposed western construction and maintenance access route for the Saxmundham converter station site. The changes include moving the point at which the access route crosses the river further north, to reduce interaction with the flood zone.

A larger bridge crossing than previously anticipated may be needed. During the statutory consultation, we proposed a bridge with a width of six metres and a height of 2.6 metres. Following discussions with the Environment Agency and other stakeholders, we may now require a bridge height of up to 6 metres, with longer approach maps. These discussions are ongoing as we seek to develop a crossing design that would, on the whole, result in the least environmental impact when taking into account various factors. These factors include aquatic and terrestrial ecology, landscape and visual, heritage, and flood risk.

Selecting the western construction and maintenance access route means that we have removed the alternative northern and southern access routes from our 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 our proposals.



Construction and maintenance infrastructure

Construction and maintenance compounds

We have refined the size and location of several construction compounds that were shown in the general arrangement plans during our statutory consultation.

Proposed changes include:

- reducing the size of the construction compound at the Aldeburgh landfall, which would lessen the impact of this compound on the flood zone, nearby environmental receptors and residential properties
- relocating the construction compound east of Friston, moving it from the south of the high voltage direct current cable route to the north of the cable route. This change moves the compound further away from Friston
- reducing the number of construction compounds within the Saxmundham converter station site from two to one. The single compound would be located further west within the converter station site area, reflecting ongoing discussions around coordination with other projects.

Construction and maintenance accesses

In addition to the above changes, we have made changes to several construction accesses, including adding or removing accesses in some areas. These changes have been made in response to feedback and construction requirements.

Working hours

The proposed core working hours set out at our statutory consultation did not include Sundays or bank holidays. However, to accommodate contractor requirements, and to give us the flexibility to deliver the construction programme on time, we have identified a need to include 7am to 5pm on Sundays and bank holidays within the core working hours.

Whilst this change would give us the flexibility to carry out works when and where needed, we do 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.

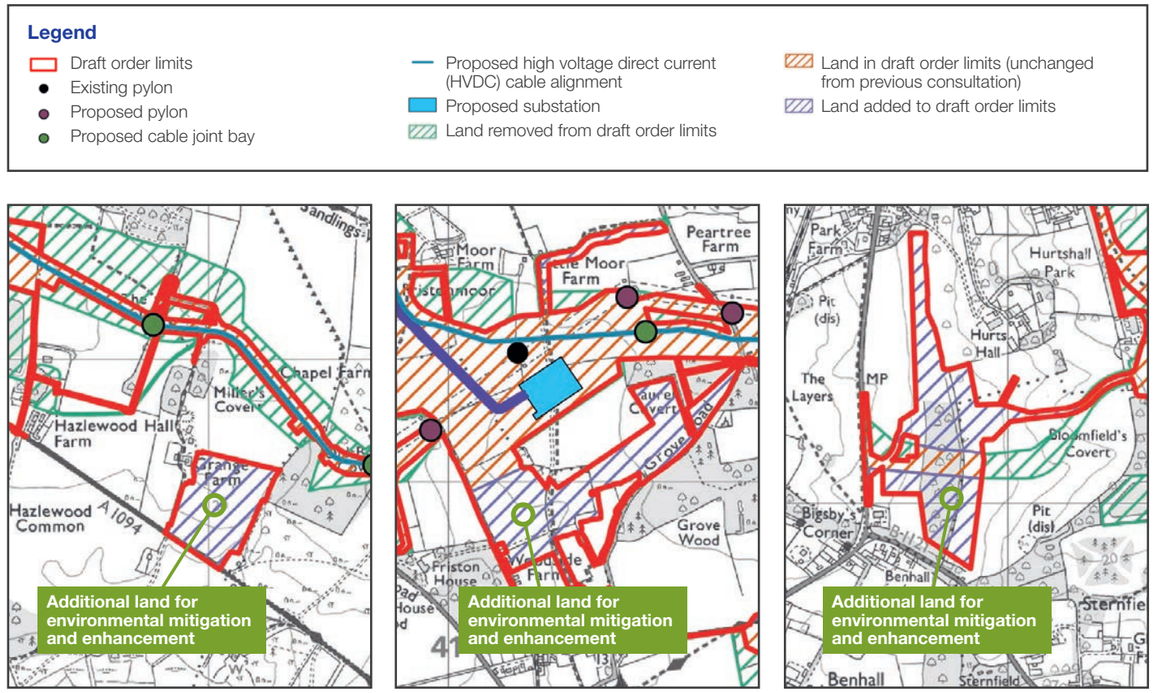
Temporary pylons or masts

In the event that we are required to build Friston substation ourselves (meaning that it is not built under ScottishPower Renewables' existing consent), we are confirming that we will need to build some temporary pylons during its construction. If the substation is built under the existing consent, then we would not need to build any temporary pylons in Suffolk as part of Sea Link.

Mitigation, enhancement and approach to biodiversity net gain

The draft order limits for Sea Link have changed in some areas to allow for further environmental mitigation, enhancement and biodiversity net gain.

Specifically, new land has been added to the draft order limits:



- north of Saxmundham Road near Aldeburgh. We are proposing to deliver new acid grassland here, which would provide ecological mitigation and enhancement to the Suffolk and Essex Coasts and Heaths National Landscape (formerly known as an area of outstanding natural beauty, or AONB)
- south of the proposed Friston substation. This land has been added to the order limits to reflect the mitigation works approved under ScottishPower Renewables' existing consent for Friston substation. We are therefore confirming that this mitigation work will be carried out irrespective of whether it is built under ScottishPower Renewables' or National Grid's application for development consent
- along the banks of the River Fromus. This land would enable the provision of further environmental enhancements.

Strategy for coordination

Our plans in Suffolk have been developed for Sea Link as a standalone project but have been designed in a coordinated way with other projects, including two potential National Grid Ventures (NGV) projects. As development work on Sea Link and these other projects has progressed, our approach to coordination has evolved.

A key part of our coordination strategy is to continue to explore opportunities to co-locate infrastructure where feasible and beneficial.

At statutory consultation, we presented a Sea Link 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 we 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 Sea Link.

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 Sea Link's near Saxmundham.

As our own design work and our engagement with the NGV projects has progressed, we have evolved our approach to coordinating with NGV.

We are considering further ways that we could coordinate our construction activities and other projects and developers, including National Grid Ventures, EDF Energy and ScottishPower Renewables.

Cable corridors and landfall

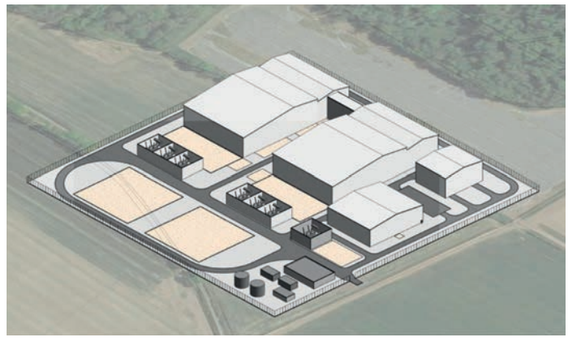
For the direct current (DC) cable route, this reflects the fact that LionLink no longer prefers the Aldeburgh landfall and onward cable route. For the shorter alternating current (AC) route, the Sea Link design has been refined to remove the LionLink cables to allow NGV, whose project is at an earlier stage, to fully consider and consult on the most appropriate AC cable route.

Nonetheless, Sea Link has been designed to allow space for the future delivery of other projects.

Converter stations

We have confirmed the preferred location of the Sea Link converter station within the wider site, and refined the draft order limits to remove the areas that may be required for the future NGV projects' converter stations.

However, one of the reasons that the Saxmundham site was identified was because of its capacity to accommodate further converter stations, and we continue to work collaboratively with NGV to consider the most appropriate way of developing the wider site in a coordinated way.



Indicative CGI of a converter station



Our marine plans

Our marine proposals for Sea Link include:

- a subsea high voltage direct current (HVDC) cable route approximately 122 km in length between the Suffolk landfall location and the Kent landfall location.

What hasn't changed?

Our marine proposals remain broadly the same as they were at our statutory consultation in 2023. Both the Suffolk and Kent landfall locations remain unchanged, with subsea HVDC cable used to connect these two locations.

What has changed?

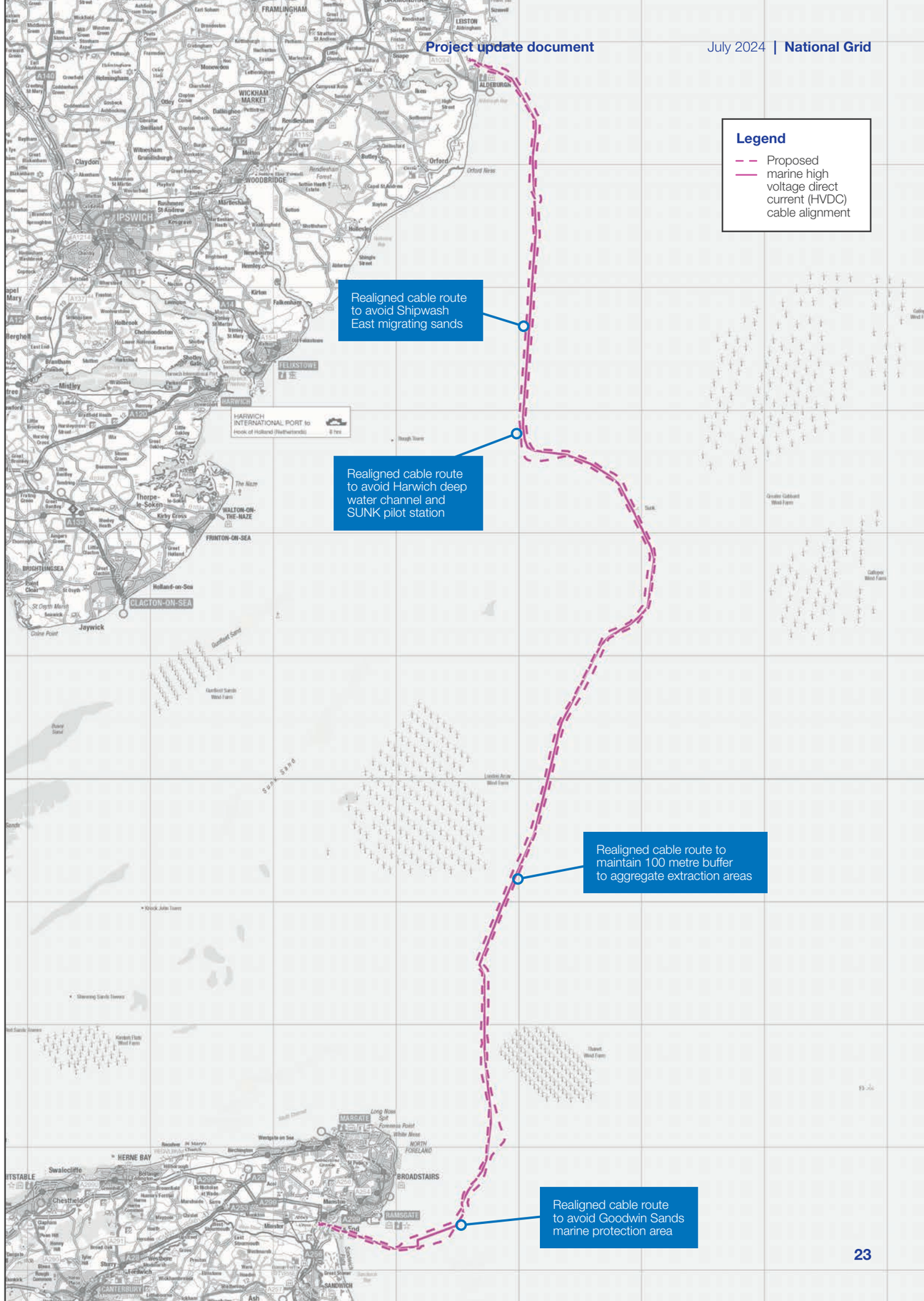
Permanent infrastructure

We have made various refinements to the marine HVDC cable route, resulting in a reduction of the offshore cable route length of approximately 8 km. The changes will allow us to avoid areas where aggregate is extracted from the sea, the Goodwin Sands marine protection area, migrating sands (which are less suited to cable protection), and the Harwich deep water channel and SUNK pilot station.

Further technical work has also identified a need for further rock emplacement (where rock is used to backfill the marine cable trench after the cable has been laid).

Construction and maintenance infrastructure

As a result of further work to understand the construction requirements for Sea Link, our proposals now include additional areas for vessel manoeuvring and temporary anchoring.



Our plans in Kent

In Kent, our proposals for Sea Link include:

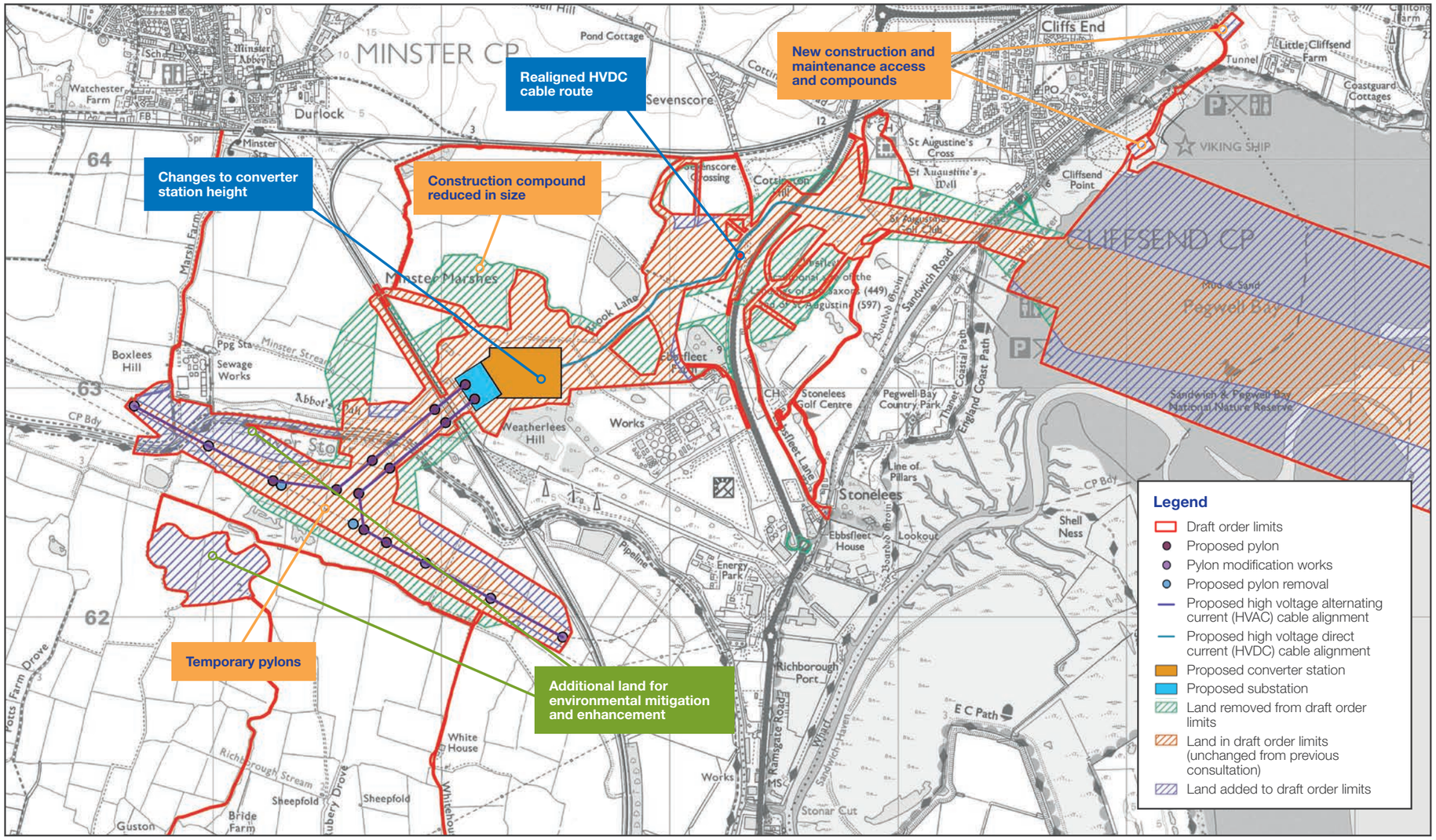
- a landfall point on the Kent coast at Pegwell Bay
- a transition joint bay approximately 800 metres inshore, where the cable transitions between offshore and onshore technology, and approximately 2 km of high voltage direct current (HVDC) underground cable to a proposed converter station near Minster
- a 2 GW HVDC converter station and substation near Minster
- removal of up to 2.2 km of existing high voltage alternating current (HVAC) overhead line, and installation of approximately 3.5 km of new HVAC overhead line between the new converter station and substation near Minster and the existing Richborough to Canterbury overhead line.

What hasn't changed?

Our proposals in Kent remain broadly the same as they were at our statutory consultation in 2023. We are still proposing to use underground cables between the landfall and proposed converter station, before using pylons to connect onto the existing Richborough to Canterbury 400 kV overhead line. The route of the underground cables and overhead line from the landfall point at Pegwell Bay, across to the proposed converter station and substation near Minster, and onto the existing overhead line, remains largely the same as it was previously. The route of these cables is mostly unchanged, and for the most part they will be constructed using standard open trenches. However, around the landfall point at Pegwell Bay we would use a trenchless construction method to install cables beneath the surface, therefore minimising disturbance to the natural environment.

The location of the proposed converter station and substation near Minster also remains the same as at our statutory consultation – please see pages 10 and 11 of this document for more information on how we considered your feedback about the location of this infrastructure.

At our statutory consultation in 2023, we sought views on potential converter station/substation architectural design approaches. We are still in the process of considering feedback on this topic, which will inform the detailed design approach within our application for development consent.



Underground cable construction methods

There are two methods we are proposing to use to lay the underground cables for Sea Link in Kent.

The majority of cables will be constructed using standard open cable trenches. This construction method involves digging trenches, laying the cable ducts within these trenches and then re-covering the trenches (using the original topsoil and subsoil, where possible) before reinstating the land. We would then pull cables through the previously-installed ducts at a later date.

Around the landfall point at Pegwell Bay, we are proposing to use a trenchless construction method to lay the underground cables. This would involve installing an underground duct or pipe between an onshore transition joint bay (where two sections of cable are connected together) and a point offshore. This approach does not require the removal of the topsoil or subsoil and minimises disruption at the surface, such as within Pegwell Bay.

What has changed?

Permanent infrastructure

HVDC cable route

We have realigned the high voltage direct current (HVDC) cable route near the A256 to avoid existing buried water infrastructure in this area. We are also proposing the use of trenchless crossing technology here to reduce the impact of construction activity on road users.

Converter station height

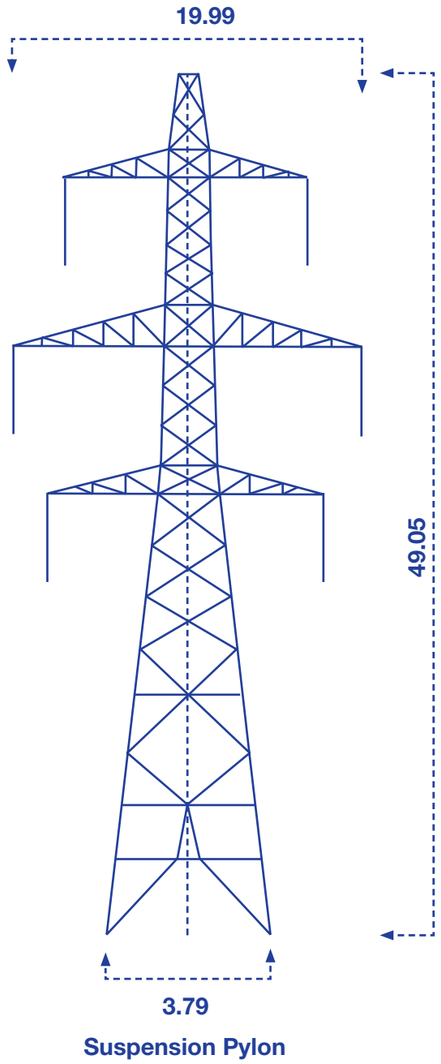
Following more detailed design work after completing site surveys, we are proposing to increase the ground level at the converter site around the converter station height by constructing a stone platform of up to two metres.

We may need to improve the ground beneath the platform, such as by installing modular columns, which are underground concrete supports approximately 20 metres deep that help to spread the weight of buildings above, or by piling into the bedrock below. The approach taken will depend on ongoing and future detailed survey work.

The maximum height of the converter station buildings themselves would not change. However, as these structures would now be on a raised platform, the maximum total height will now be 28 metres rather than 26 metres.

Location and type of new pylons

Of the options consulted on previously, we are confirming the use of full-height (approximately 50 metre) 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, we have refined the location of these pylons 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. This will reduce the risk that birds could become trapped in between the new and existing overhead lines, but would result in an increase of approximately 1.2 km in the total length of new overhead line compared to our proposals at statutory consultation.

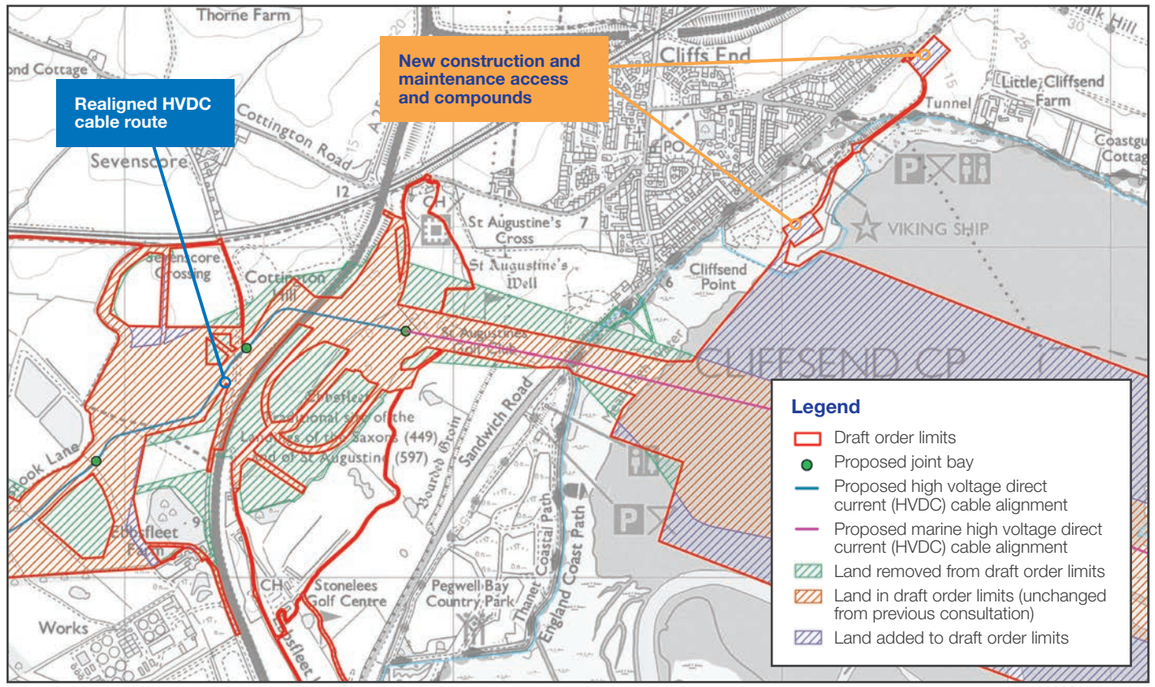


Suspension Pylon

Construction and maintenance infrastructure

Construction and maintenance compounds

We have removed one of the construction compounds previously proposed to the east of the A256, and are increasing the size of a construction compound proposed to the west of the A256. We have also reduced the size of the construction compound north of the proposed converter station site.



Construction and maintenance access

To avoid using the saltmarsh as an access route, we are proposing a new construction and maintenance access off Sandwich Road via the former hoverport in Pegwell Bay. This includes a compound off Sandwich Road.

In response to feedback and construction requirements, we have made amendments to several construction accesses, including adding or removing accesses in some areas. The changes include removing the requirement for the majority of construction traffic to pass close to a school and businesses on Jutes Lane.

Temporary pylons and masts

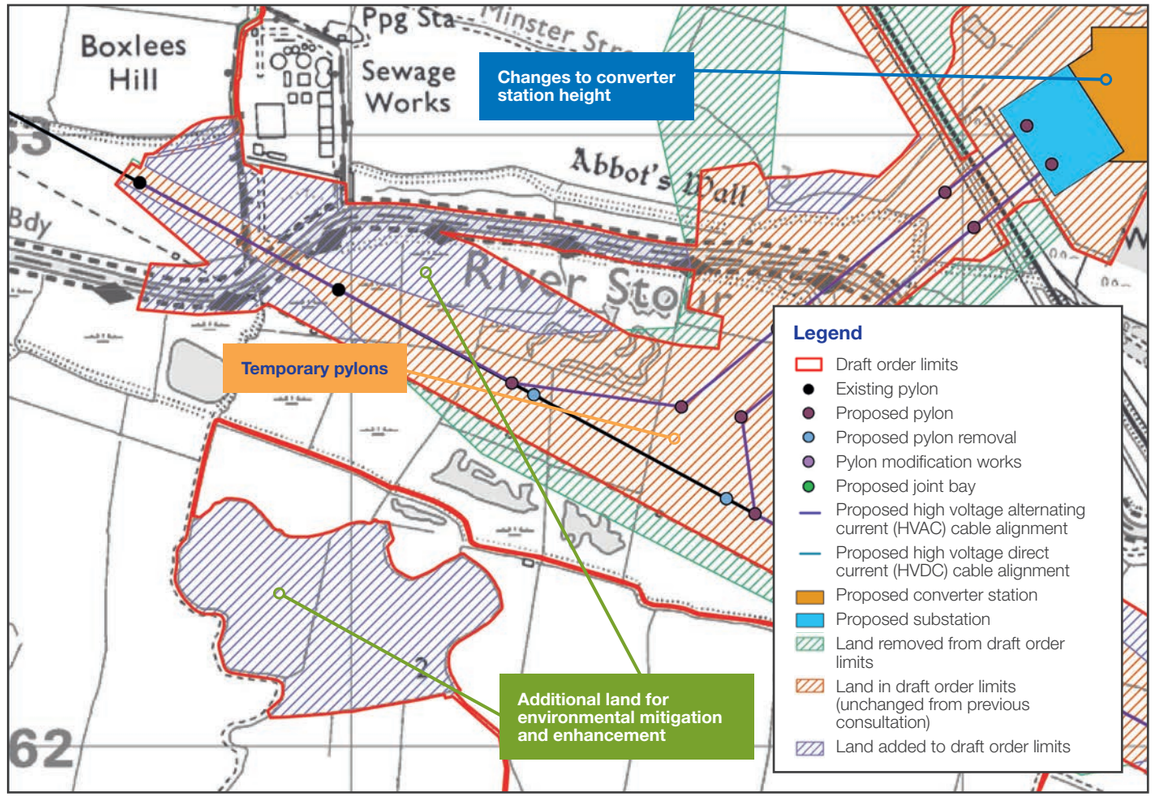
We are confirming that we would need to divert the existing overhead line between Richborough and Canterbury in the vicinity of the converter station and substation site during construction. To facilitate this work, we would need to build up to six temporary pylons or use guyed masts (structures that use tensioned cables attached to the ground for stability).

The draft order limits have been widened in this area to accommodate this change.

Working hours

The proposed core working hours set out at our statutory consultation did not include Sundays or bank holidays. However, to accommodate contractor requirements, and to give us the flexibility to deliver the construction programme on time, we have identified a need to include 7am to 5pm on Sundays and bank holidays within the core working hours.

Whilst this change would give us the flexibility to carry out works when and where needed, we do 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.



Mitigation, enhancement and approach to biodiversity net gain

The draft order limits for Sea Link have been increased in some areas so we can deliver additional environmental mitigation, enhancement and biodiversity net gain. Specifically, new land has been added to the draft order limits:

- along the banks of the River Stour, to provide opportunities for mitigation and enhancement
- to the south of part of the existing Richborough to Canterbury 400 kV overhead line. Enhancements would be carried out on this land to provide additional foraging habitat for birds moving inland from Pegwell Bay.

5. Find out more

We have written to over 35,000 homes and businesses across Suffolk and Kent to advertise the changes we are making to our proposals. We have also contacted stakeholders and consultees identified during earlier stages of the Sea Link Project. We are promoting this update via published notices in local and national newspapers, across our website, on social media, and to those who have registered for email updates on Sea Link.

For more information about the changes we are making to our plans, you can:

Join a webinar

A pre-recorded webinar is available to view on our project website, nationalgrid.com/sealink. It covers the latest changes to the Sea Link Project across Suffolk, Kent and offshore.

As well as the pre-recorded webinar, we will be hosting four live webinars where the project team will present a brief overview of the proposals plus the latest changes to the plans. There will also be an opportunity for you to ask questions. Two webinars will focus on the proposals in Suffolk and offshore, and two will focus on our proposals in Kent and offshore.

The pre-recorded webinar will include a British Sign Language interpreter. To watch a pre-recorded webinar or sign-up for a live webinar, please visit our website.

Date	Time	Location
Monday 15 July 2024	6:30pm-7:45pm	Our proposals in Suffolk and marine proposals
Tuesday 16 July 2024	6:30pm-7:45pm	Our proposals in Kent and marine proposals
Wednesday 17 July 2024	6:30pm-7:45pm	Our proposals in Suffolk and marine proposals
Monday 22 July 2024	6:30pm-7:45pm	Our proposals in Kent and marine proposals

Deposit points

Paper copies of consultation material will be available at the following locations between Monday 8 July and Sunday 11 August.

Please check with the venue for opening hours.

Suffolk	Address
Saxmundham Library	Block B, Street Farm Rd, Saxmundham IP17 1AL
Leiston Library	Main St, Leiston IP16 4ER
Aldeburgh Library	Victoria Rd, Aldeburgh IP15 5EG
Snape Village Hall	5 Garrett Cl, Snape, Saxmundham IP17 1RN
Friston Village Hall	Church Rd, Friston, Saxmundham IP17 1PU

Kent	Address
Ash Library	11 Queen's Rd, Ash, Canterbury CT3 2BG
Minster Library	4a Monkton Rd, Minster, Ramsgate CT12 4EA
Sandwich Library	13 Market St, Sandwich CT13 9DA
Ramsgate Library	Guildford Lawn, Ramsgate CT11 9AY
Newington Library	Royal Harbour Academy, Stirling Way, Ramsgate CT12 6FA
Thanet Library	Thanet Gateway Plus, Cecil Street, CT9 1A
Margate Library	Cecil Street, Margate, CT9 1RE



6. Any further feedback

Share your further feedback

All feedback on our emerging proposals for Sea Link is welcomed. If you would like to share further feedback on the latest changes to our plans for Sea Link or on the proposals more generally, you can do so in the following ways:

- **Email us:** contact@sealink.nationalgrid.com
- **Write to us:** FREEPOST Sea Link

You do not need to resubmit comments given at a previous stage of consultation. When sharing your comments, it would be helpful if you could include in your email or letter which part of the Sea Link Project they relate to:

- **permanent infrastructure:** proposed changes to the permanent infrastructure planned as part of Sea Link, including the cable routes and converter station/substation(s)
- **construction and maintenance work:** proposed changes to how we would build and maintain Sea Link during the construction and operational phases
- **mitigation, enhancements and approach to biodiversity net gain:** proposed changes to how we will mitigate the impact of Sea Link on the environment and deliver enhancements to the local environment
- **strategy for coordination:** proposed changes to how we will coordinate the construction and operation of Sea Link with other projects proposed or planned in Suffolk
- **anything else.**

Please submit any comments by 23:59 on 11 August 2024.

If you have questions about our proposals or require information in an alternative format, you can contact the team in the following ways:

- **email us:** contact@sealink.nationalgrid.com
- **call us:** Our information line (0808 134 9659) is available Monday to Friday between 9am-5:30pm
- **write to us:** FREEPOST Sea Link

Next steps

We will continue to carefully consider any feedback we receive, alongside the findings of ongoing environmental and engineering assessment work and surveys, as we prepare our application for development consent.

You can read more about the development consent process on the Planning Inspectorate's website at infrastructure.planninginspectorate.gov.uk.

National Grid plc
National Grid House
Warwick Technology Park
Gallows Hill
Warwick
CV34 6DA
United Kingdom

nationalgrid.com

July 2024. Cavendish

7. Additional Preliminary Environmental Information

The Great Grid Upgrade

Sea Link

Additional Preliminary Environmental Information

Version A

July 2024



nationalgrid

Contents

1. Additional Preliminary Environmental Information 1

1.1 Introduction 1
1.2 Environmental Impact Assessment 1
1.3 Description of the Proposed Project and Changes Since Statutory Consultation 2
1.4 Additional PEI Approach and Method 4
1.5 Regulatory and Planning Policy Context 5
1.6 Preliminary Environmental Impact of the Changes Since Statutory Consultation 5
1.7 Suffolk Onshore Scheme (Part 2 of the PEIR) 6
1.8 Kent Onshore Scheme (Part 3 of the PEIR) 19
1.9 Offshore Scheme (Part 4 of the PEIR) 34
1.10 Extended Working Hours for the Onshore Scheme 39
1.11 Project Wide Effects (Part 5 of the original PEIR) 41

List of Tables

Table 1.1: Environmental Topics with Similar Effects to the Original PEIR – Suffolk Onshore Scheme 6
Table 1.2: Environmental Topics with Similar Effects to the Original PEIR – Kent Onshore Scheme 19
Table 1.3: Environmental Topics with Similar Effects to the Original PEIR – Offshore Scheme 34
Table 1.4: Project Wide Effects 41

This page is intentionally left blank

Sea Link
Document control

Document Properties	
Organisation	AECOM
Title	Additional Preliminary Environmental Information
Data Classification	Public

Version History

Date	Version	Status	Description / Changes
08/07/2024	A	FINAL	For Issue

1. Additional Preliminary Environmental Information

1.1 Introduction

1.1.1 This report provides further Preliminary Environmental Information ('additional PEI') to support the Project Update Document. It sets out the potential for any additional or different likely significant environmental effects associated with the proposed changes to Sea Link (hereafter referred to as the 'Proposed Project'), comparing against those presented within the Preliminary Environmental Information Report ('original PEIR') produced in October 2023 and presented at statutory consultation.

1.1.2 As this report discusses the potential changes to effects identified in the original PEIR, it is recommended that the original PEIR (and its appendices and figures) is reviewed alongside this additional PEI.

1.2 Environmental Impact Assessment

1.2.1 Environmental Impact Assessment (EIA) is a process that is used to identify the likely significant effects that could occur as a result of a project. The information gathered is taken into account by the decision-making body when determining the application for consent. Three main EIA documents are produced as part of the Nationally Significant Infrastructure Project (NSIP) pre-application process:

- Scoping Report: This sets out the likely significant environmental effects from the Proposed Project and proposes the scope (approach and methodology) of the EIA bearing in mind those identified effects. To inform the identification of likely significant environmental effects it presents the data collected to reach those conclusions. National Grid submitted the Scoping Report for the Proposed Project to the Planning Inspectorate in October 2022. The Planning Inspectorate provided a Scoping Opinion (a document concluding their thoughts on the potential for significant environmental effects and what they would want to see as part of an EIA) on behalf of the Secretary of State in December 2022. This included a number of items to be considered when producing the Environment Statement (ES) and the application for development consent.
- Preliminary Environment Information (PEI) Report: This sets out the information that is reasonably required for the consultation bodies to develop an informed view of the likely significant environmental effects of the Proposed Project. The original PEIR was published in October 2023 and was used by consultees to inform their consultation responses during the statutory consultation.
- Environmental Statement (ES): The ES is a document that presents the results of the EIA undertaken for the Proposed Project. It identifies the likely significant environmental effects that may result if the Proposed Project were to be implemented, and any proposed mitigation to avoid or reduce those significant environmental effects to a non-significant level (where possible). The ES will be

submitted as part of the application for development consent and will be taken into account during the decision-making process.

1.2.2 An Outline Code of Construction Practice (PEIR Volume 2 Part 1 Appendix 1.4.A) (hereafter referred to as the Outline CoCP) was published as part of the original PEIR during the statutory consultation. This includes the general principles and good practice control and management measures that National Grid Electricity Transmission plc (hereafter referred to as 'National Grid') has made to reduce the construction effects of the Proposed Project on the environment. A final version will be submitted with the ES and the application for development consent. Commitments contained within the Outline CoCP also apply to the changes that are now being proposed to the Proposed Project.

1.2.3 National Grid is also in the process of drafting a suite of management plans for the Proposed Project. These will include further details of how the Proposed Project would be manged during construction, should consent be granted. Management plans and other related documents that will be incorporated as part of the application for development consent, will include but not necessarily be limited to the following (separate plans will be produced for Suffolk and Kent, where relevant):

- Offshore Construction Environmental Management Plan;
- Onshore Construction Environmental Management Plan;
- Outline Landscape and Ecological Management Plan;
- Outline Construction Traffic Management and Travel Plan;
- Outline Air Quality Management Plan;
- Outline Soil Management Plan;
- Outline Noise and Vibration Management Plan;
- Outline Public Rights of Way (PRoW) Management Plan;
- Onshore Written Scheme of investigation (WSI);
- Offshore Written Scheme of Investigation (WSI);
- Marine Archaeological Method Statements;
- Outline Marine Mammal Mitigation Plan;
- Outline Invasive Non-Native Species Management Plan;
- Marine Biosecurity Plan;
- Red Throated Diver Best-Practice Protocol; and
- Greenhouse Gas Management Plan.

1.3 Description of the Proposed Project and Changes Since Statutory Consultation

1.3.1 The plans for the Proposed Project as a whole remain the same as presented during the statutory consultation. The proposals for the Suffolk Onshore Scheme include:

- a connection from the existing transmission network via the proposed Friston substation, including the National Grid part of the substation itself;

- approximately 1.9 kilometres (km) of high voltage alternating current (HVAC) underground cable between the proposed Friston substation and a proposed converter station;
- a 2 Gigawatt (GW) high voltage direct current (HVDC) converter station near Saxmundham;
- approximately 10 km of HVDC underground cable between the proposed converter station near Saxmundham and a transition joint bay approximately 900 metres (m) inshore from landfall, where the cable transitions between onshore and offshore technology; and
- a landfall on the Suffolk coast, between Aldeburgh and Thorpeness.

1.3.2 The proposals for the Offshore Scheme include:

- a subsea HVDC cable route approximately 122 km in length between the Suffolk landfall location and the Kent landfall location.

1.3.3 The proposals for the Kent Onshore Scheme include:

- a landfall point on the Kent coast at Pegwell Bay;
- a transition joint bay approximately 800 m inshore, where the cable transitions between offshore and onshore technology, and approximately 2 km of HVDC underground cable to a proposed converter station near Minster;
- a 2 GW HVDC converter station and substation near Minster; and
- removal of up to 2.2 km of existing HVAC overhead line, and installation or approximately 3.5 km of new HVAC overhead line between the new converter station and substation near Minster and the existing Richborough to Canterbury 400 kV overhead line.

1.3.4 The additional PEI concentrates on the main changes which are proposed across the three aspects of the Proposed Project (Suffolk Onshore Scheme, Kent Onshore Scheme and the Offshore Scheme).

1.3.5 Changes proposed to the Suffolk Onshore Scheme include an alteration to the cable route north of Aldeburgh, confirmation of the proposed access route to the Saxmundham Converter Station and changes to the selected access route and associated bridge over the River Fromus. There are also various proposed changes to construction and maintenance access routes, compounds, and temporary overhead line diversions. New areas of land have also been introduced for environmental mitigation and enhancement. The strategy for coordination with other third-party land proposals in the vicinity has also evolved.

1.3.6 Changes proposed to the Offshore Scheme include refinements to the cable route, the introduction of additional marine areas for construction vessel manoeuvring, and changes to the approach for backfilling marine trenches.

1.3.7 Changes proposed to the Kent Onshore Scheme include an increase of the overall maximum height of the Minster Converter Station and confirmation of the type of pylon intended to be used for the connection to the Richborough to Canterbury 400 kV overhead line. A further construction and maintenance access route off Sandwich Road, via the former hoverport, has also been identified. Various other changes to construction and maintenance access routes, compounds and temporary overhead line

diversions are also proposed, as well as new areas of land for environmental mitigation and enhancement.

1.3.8 There is also a proposed change to the construction working hours, to include the possibility of some works being undertaken on Sundays and Bank Holidays as referred to in Section 4: Our Proposals of the Project Update Document.

1.3.9 A range of smaller changes are also proposed, including various refinements, including reductions and increases to the size of the draft Order Limits, which comprise the land required to build and operate the Proposed Project. However, it is considered that such minor changes would not, either individually or in combination, result in any new or different likely significant environmental effects to those presented within the original PEIR. Therefore, they are not considered further in this additional PEI.

1.3.10 Volume 1, Part 1, Chapter 4 Description of the Proposed Project of the original PEIR provides the description of the Proposed Project presented at statutory consultation. For further information, when reviewing the description of the main design changes considered in this additional PEI, refer to Section 4: Our Proposals of the Project Update Document.

1.4 Additional PEI Approach and Method

1.4.1 This report sets out the additional PEI that is relevant in relation to the changes set out in the Project Update Document. The methodology used in this additional PEI follows the same approach that was adopted in the original PEIR (see Volume 1, Part 1, Chapter 5 PEIR Approach and Method). The exception to this is the assessment of co-location with the two National Grid Ventures projects, LionLink and Nautilus, in Suffolk which is no longer embedded as an assessment scenario within the main assessment of the EIA. This is because whilst the Proposed Project continues to allow space in the surrounding area for the delivery and potential co-location of key infrastructure associated with these projects (converter stations at Saxmundham and cable corridors), the draft Order Limits have been narrowed such that they no longer encompass the land necessary for those proposed projects. The reasons for this are explained in Section 4: Our Proposals of the Project Update Document. The assessment of the combined impacts of Sea Link, LionLink and Nautilus will be considered within the cumulative effects assessment to be presented in the ES and will be reliant on the information available for those two other projects at the time of assessment, in line with the methodology for assessing other cumulative developments. This is discussed further in Table 1.1 below in relation to Volume 1, Part 2, Chapter 14 Suffolk Onshore Scheme Inter-Project Cumulative Effects.

1.4.2 The additional PEI has been undertaken in accordance with the EIA Regulations 2017 and therefore focuses on the likely significant environmental effects during the construction phase, the operation and maintenance phase and the decommissioning phase that would be material to a decision to consent the Proposed Project. There are generally no anticipated changes to decommissioning to those set out in the original PEIR. Therefore, decommissioning will not be discussed further in this additional PEI, with the exception of a design change discussed in Table 1.3, relevant to the Offshore Scheme and the benthic ecology assessment.

1.4.3 The additional PEI presented in this report has taken into account the embedded mitigation measures that were identified within the original PEIR, which would help to avoid or reduce significant environmental effects that may otherwise be experienced during the construction and operation phases of the Proposed Project.

1.4.4 Volume 1, Part 1, Chapter 4 Description of the Proposed Project of the original PEIR includes current Proposed Project assumptions regarding the construction programme, construction workforce and vehicles. It also includes information on the working methods, for example how sensitive features would be crossed. These assumptions still apply (unless specified otherwise below) and have been used when assessing the changes presented within this additional PEI. One key assumption that has changed relates to the proposed construction working hours as set out in Section 1.3 above.

1.5 Regulatory and Planning Policy Context

1.5.1 The additional PEI has given due consideration to relevant national policy and local policy, including those outlined in Volume 1, Part 1, Chapter 2 Regulatory and Planning Policy Context of the original PEIR. The additional PEI has considered those environmental topics presented within the relevant National Policy Statements (NPS); the Overarching NPS for Energy (EN-1) and the NPS for Electricity Networks Infrastructure (EN-5). Since the original PEIR was produced and the statutory consultation undertaken, these relevant NPS have been updated and were designated on 17 January 2024. However, the original PEIR did already address these now designated NPS in their draft forms that were available at the time of production of the PEIR.

1.6 Preliminary Environmental Impact of the Changes Since Statutory Consultation

1.6.1 As noted above, the additional PEI of the proposed changes presents whether these are likely to result in new or different significant environmental effects compared with those reported in the original PEIR.

1.6.2 Similarly to the original PEIR, the remainder of this additional PEI has been separated out into the three main areas of the Proposed Project: Suffolk Onshore Scheme (Part 2 of the PEIR) within Section 1.7; Kent Onshore Scheme (Part 3 of the PEIR) within Section 1.8; and the Offshore Scheme (Part 4 of the PEIR) within Section 1.9. A section is also included for Project Wide Effects (Part 5 of the PEIR) within Section 1.11. The proposed change to the working hours for both the Suffolk Onshore Scheme and Kent Onshore Scheme is addressed within Section 1.10.

1.6.3 The environmental assessment undertaken as part of the additional PEI has identified that for a number of the environmental topics, the environmental effects would likely be very similar to those presented within the original PEIR. In these cases, the conclusions have been summarised and are presented below in Table 1.1,Table 1.2 and Table 1.3.

1.6.4 An additional assessment is reported for three of the environmental topics; Landscape and Visual, Ecology and Biodiversity and Cultural Heritage, where there is potential for more substantial differences in the baseline environment and impact assessment compared with that presented within the original PEIR.

1.6.5 The relevant environmental features are shown on the Environmental Constraints Plan which form a standalone document within the targeted consultation.

1.7 Suffolk Onshore Scheme (Part 2 of the PEIR)

1.7.1 The additional PEI concentrates on the main design changes for Suffolk, which are described in Section 4: Our Proposals of the Project Update Document.

1.7.2 The environmental effects that are likely to be very similar to those presented in the original PEIR are presented below in Table 1.1.

Table 1.1: Environmental Topics with Similar Effects to the Original PEIR – Suffolk Onshore Scheme

Topic	Discussion on Key Features of the Existing Baseline, any Changes to Potential Impacts and Receptors and Conclusion in terms of Likely Significant Effects
Water Environment	From a water environment perspective, the main design changes are associated with the River Fromus, which is a main river with its tributaries classified as ordinary watercourses. There are areas of Flood Zone 2 (medium) and 3 (high risk) associated with the River Fromus within the draft Order Limits, however the majority of the Proposed Project lies within Flood Zone 1 (low risk of river flooding). The majority of the design changes proposed would have a neutral effect on the water environment, with no change to the assessment presented in the original PEIR for all phases of the Proposed Project. With the implementation of good practice measures set in the Outline CoCP, there would be no likely significant adverse effects on the water environment from any of the proposed changes. There are two design changes which are more beneficial for the water environment than compared with the design presented at statutory consultation. These relate to the changes to the Saxmundham Converter Station access. The western construction and maintenance access route has been selected over the alternative northern route, and this western access has also been revised slightly further north to reduce the interaction with the River Fromus floodplain. At the revised crossing location, the floodplain is narrower in extent, therefore construction works within the functional floodplain can be avoided. There would be no likely significant effects on the water environment resulting from this change, however there would be a positive change (i.e. reduction) in the impact on flood risk. Some works would still be within Flood Zone 3, so there would still be a requirement for some mitigation, but less so than the previous proposed crossing location. The other design change in this location which will have a positive impact on the water environment is that additional land is being included within the draft Order Limits along the banks of the River Fromus either side of this crossing to facilitate watercourse improvements and an existing reservoir has been removed from the draft Order Limits.
Geology and Hydrogeology	The geology across the study area generally comprises various lithologies of the Lowestoft Formation, with limited areas comprising Tidal Flat Deposits, Marine Beach Deposits, Alluvium and Head

Topic	Discussion on Key Features of the Existing Baseline, any Changes to Potential Impacts and Receptors and Conclusion in terms of Likely Significant Effects
	Deposits. The bedrock geology generally comprises the Crag Formation and Chillesford Church Sand Member with limited areas comprising the Corraline Crag generally at the landfall location. The draft Order Limits are located within a Mineral Consultation Area. The majority of the study area is indicated to have generally remained as undeveloped agricultural land since the earliest mapping reviewed, dated 1885, and therefore there is generally considered to be a very low risk of significant sources of contamination being present. Some small discrete areas of the study area have been identified as a low risk in relation to the potential for existing/historical contamination. The groundwater within the study area comprises the Waveney and East Suffolk Chalk and Crag groundwater body, which was assessed as having a poor status when last assessed in 2019. The draft Order Limits are predominantly located within a Source Protection Zone 3. The aquifer classifications of the geology beneath the study area vary depending on the geology, from a principal aquifer to unproductive strata. There are no major changes to the existing baseline within the draft Order Limits or potential new impacts introduced as a result of the design changes, when compared with that presented in the PEIR. With the implementation of the good practice measures set out within the Outline CoCP, it is considered that the design changes proposed would result in the same effects as those presented in the original PEIR during all phases of the Proposed Project.
Agriculture and Soils	The soil types present within the study area comprise three major types. Along the eastern areas the soil is described as freely draining and slightly acidic sandy soils. Moving westwards the soils around Leiston are categorised as freely draining acid but base-rich highly fertile loamy soils. The north-western section of the proposed site around Saxmundham consists of slowly permeable, and seasonally wet slightly acid but base-rich loamy and clayey soils. The design changes mostly comprise reductions in the draft Order Limits, but new areas of land are also now being included within the draft Order Limits. Overall, it is considered that the change in land area required is likely to be neutral compared to the assessment presented in the original PEIR. The additional land north of the A1094, required for acid grassland creation, will be assessed both from the perspective of the loss of the existing land use practice but also the potential for a different agricultural regime to be undertaken to support the long-term management of this habitat. However, with the implementation of the good practice methods set in the Outline CoCP and the development of an Outline Soil Management Plan, there would be no additional significant adverse effects on agriculture and soils from any of the proposed design changes.
Traffic and Transport	The design changes interact with various parts of the surrounding highway network, including Thorpe Road, B1122 Leiston Road, A1094

Topic	Discussion on Key Features of the Existing Baseline, any Changes to Potential Impacts and Receptors and Conclusion in terms of Likely Significant Effects
	Aldeburgh Road, B1069 Snape Road, Grove Road, B1121 Main Road (both north and south of Saxmundham) and B1121 The Street. In terms of Public Rights of Way (PRoW), the design changes interact with PRoW E-103/006/0 (west of Thorpe Road), E-103/016/0 (west of B1122 Leiston Road), E-260/013/A (north of A1094 Aldeburgh Road), E-103/001/0 (west of B1122 Leiston Road), E-354/020/0, E-354/036/0 and E-354/002/0 (all west of B1069 Snape Road or east of Grove Road), E-354/022/0 (west of B1069 Snape Road), E-344/034/0 and E-460/001/0 (both east of B1121 Main Road), E-491/010/0 (northeast of The Street), E-491/006/0 (east of B1121 Main Road), E-491/005/0 (due to Saxmundham Converter Station) and E-354/006/0 (due to Friston Substation). The Suffolk Coastal Path, King Charles III England Coast Path and Sandlings Walk are also key walking and cycling routes to be considered. The new accesses/ proposed access works on Thorpe Road, A1094 Aldeburgh Road and Grove Road are expected to be used by a limited number of additional vehicle movements. The smaller compound accessed via B1122 Leiston Road is likely to attract fewer construction vehicles than previously assessed. The removal of the maintenance accesses from the B1122 Leiston Road and B1069 Snape Road would also reduce vehicle movements on these parts of the network. The removal of the construction access from the B1121 Main Road to the north of Saxmundham would reduce construction vehicle movements on this part of the network. The southern access on the B1121 Main Road to the south of Saxmundham would be retained, and any additional construction vehicle movements associated with the landscaping strategy at the converter station are expected to be limited. Construction vehicles would no longer be required to use part of the B1121 The Street after limiting the use of this access to the operational phase only. The trenchless methods at the landfall would minimise any impacts on PRoW E-103/006/0, the Suffolk Coastal Path and the King Charles III England Coast Path. A number of PRoW (E-103/006/0, E-491/005/0, E-354/036/0, E-354/002/0, E-491/006/0 and E-354/006/0), as well as Sandlings Walk, would still require similar management and mitigation as proposed in the original PEIR as a result of the design changes. However, a number of PRoW would require less management and mitigation as a result of the design changes (reducing the number of potential interactions/ conflict points with road users) including PRoW E-103/001/0, E-354/020/0, E-260/013/A, E-354/022/0, E-344/034/0, E-460/001/0 and E-491/010/0, including as a result of the revised strategy for coordination and colocation. Several potential PRoW diversion routes have been identified where PRoW closures and diversions would be necessary. A new PRoW corridor has also been identified for the operational phase, with the aim of improving PRoW connectivity. In conclusion, there is a positive change in terms of a reduction in adverse impacts on traffic and transport during construction and

Topic	Discussion on Key Features of the Existing Baseline, any Changes to Potential Impacts and Receptors and Conclusion in terms of Likely Significant Effects
	operation as a result of the design changes compared to those presented in the original PEIR. This is following the reduction in the area of the draft Order Limits, the removal of several access points and fewer PRoW interactions. Whilst some new access points have been identified, a limited number of additional vehicle movements are expected to be associated with each of these and no additional impacts are expected on the surrounding highway network. Should any additional mitigation or management be needed, then these measures will be set out within the Outline Construction Traffic Management and Travel Plan and Outline PRoW Management Plan, following further consultation with Suffolk County Council (SCC) highway officers. In addition, further consultation will be carried out with SCC PRoW officers to review potential PRoW diversion routes and any further mitigation where required.
Air Quality	There are no major changes to the existing baseline within the draft Order Limits or potential new types of impacts introduced as a result of the design changes, when compared with that presented in the PEIR. Although in certain cases, the reduction in the area of the draft Order Limits and the removal of several access points has meant that some sensitive receptors are now located further from the Proposed Project. For instance, the high voltage direct current (HVDC) cable route near Leiston Road has been moved further from nearby residential properties. The removal of the option of the northern access S-BM12 also avoids the need for construction vehicles to use the B1121 Main Road to the north of Saxmundham, therefore, reducing construction traffic emissions for receptors in the vicinity of that access route. Whilst impacts from the realignment of access roads and construction and maintenance compounds require reassessment, they are not likely to result in significant effects from an air quality perspective. Any change in construction vehicle emissions introduced by the design changes is limited and not likely to result in significant effects. With the implementation of the best practice measures set out within the Outline CoCP, it is considered that the design changes proposed would result in similar effects as those presented in the original PEIR during all phases of the Proposed Project, with no likely significant effects as a result of air quality.
Noise and Vibration	There are no major changes to the existing baseline within the draft Order Limits or potential new types of impacts introduced as a result of the design changes, when compared with that presented in the PEIR. Although in certain cases, the reduction in the area of the draft Order Limits and the removal of several access points has meant that some sensitive receptors are now located further from the Proposed Project. For instance, the HVDC cable route near Leiston Road has been moved further from nearby residential properties. The removal of the option of the northern access S-BM12 also avoids the need for construction vehicles to use the B1121 Main Road to the north of

Topic	Discussion on Key Features of the Existing Baseline, any Changes to Potential Impacts and Receptors and Conclusion in terms of Likely Significant Effects
	Saxmundham, therefore, reducing noise impacts from construction traffic for receptors in the vicinity of that access route. Any change in construction traffic and construction noise and vibration levels introduced by the design changes is limited and not likely to result in significant effects. With the implementation of the best practice measures set out within the Outline CoCP, it is considered that the design changes proposed would result in similar effects as those presented in the original PEIR during all phases of the Proposed Project, with no likely significant effects as a result of noise and vibration.
Socio-economics, Recreation and Tourism	The re-location of the construction compound north of Snape Road would move construction works further away from a farm, reducing impacts on this business receptor. The additional land north of the A1094, required for acid grassland creation, has the potential to adversely impact a new agricultural land holding and its associated business activities, as land would no longer be able to be kept in arable use (although it may be able to be converted to a different agricultural regime). Traffic and Transport above outlines the impacts on PRoW as a result of the design changes. These design changes are not envisaged to lead to material changes to the assessment in terms of the quality of the route and user experience. The preliminary assessment suggests that there may be slight improvements (i.e. reduced adverse effects) on socio-economics, recreation and tourism as a result of the proposed design changes compared to those presented in the original PEIR due to the reduction in the draft Order Limits, moving construction works away from a number of business receptors and fewer PRoW interactions. These changes are likely to result in the same, or a reduction in adverse effects to those presented in the original PEIR. The proposed additional land to the draft Order Limits, north of the A1094, may introduce slight adverse effects on socio-economics in comparison to the PEIR. However, none of these design changes are likely to result in significant adverse effects.
Health and Wellbeing	There are no major changes to the existing baseline within the draft Order Limits or potential new types of impacts introduced as a result of the design changes, when compared with that presented in the PEIR. The Health and Wellbeing technical discipline draws on other technical assessments, particularly Noise and Vibration, Air Quality, Landscape and Visual, Socio-economics, Tourism and Recreation, and Traffic and Transport. Having considered all other relevant topic inputs, no change is expected for health and wellbeing in terms of the conclusion of likely significant effects when compared to the PEIR. In certain cases, the reduction in the area of the draft Order Limits has generally reduced the interaction with PRoW and the removal of several access points has meant that some sensitive receptors are now located further from the Proposed Project. For instance, the

Topic	Discussion on Key Features of the Existing Baseline, any Changes to Potential Impacts and Receptors and Conclusion in terms of Likely Significant Effects
	HVDC cable route near Leiston Road has been moved further from nearby residential properties. The removal of the option of the northern access S-BM12 also avoids the need for construction vehicles to use the B1121 Main Road to the north of Saxmundham, therefore, reducing construction traffic emissions for receptors in the vicinity of that access route. This would be a positive change (i.e. reduction) to health and wellbeing as a result of a reduced noise and air pollution. Similarly, the re-location of construction works further away from a farm north of Snape Road may also result in a reduced adverse effect.
Suffolk Onshore Scheme Intra-Project Cumulative Effects	Given the conclusions of the above technical assessments, no new or different likely significant intra-project cumulative effects have been identified compared with those included in the original PEIR.
Suffolk Onshore Scheme Inter-Project Cumulative Effects	No new or different significant effects have been identified compared with those included in the original PEIR. As noted in paragraph 1.4.1 above, the consideration of the combined impacts of the Proposed Project together with LionLink and Nautilus will now be assessed within the cumulative effects assessment in the ES, in line with the cumulative assessment undertaken for any other cumulative development. This means that the magnitude of some of the effects presented in each topic chapter within the original PEIR may be reduced where co-location is no longer considered, with effects being attributed instead to LionLink and Nautilus, as relevant, in the inter-project cumulative effects assessment. The overall cumulative effect of Sea Link with these other projects is anticipated to remain the same as presented in the original PEIR.

Additional Assessment

Landscape and Visual

Existing Baseline

1.7.3 Volume 1, Part 2, Chapter 2 Landscape and Visual of the original PEIR presented the results of the preliminary landscape and visual effects assessment arising from the Suffolk Onshore Scheme. This included setting out a preliminary magnitude of effect level for each of the landscape and visual receptors and whether such effects were anticipated to be significant.

1.7.4 The Suffolk Onshore Scheme lies within several published Landscape Character Areas (LCA), including LCAs B4: Fromus Valley, L1: Heveningham and Knodishall Estate Claylands, K3: Aldringham and Friston Sandlands and D4: Thorpeness to Aldeburgh. It is also located within the Seascape Character Type 03: Nearshore Waters.

1.7.5 There are a range of visual receptors within the study area with potential for views of the Suffolk Onshore Scheme, including residential receptors (settlements and scattered properties), recreational receptors (users of the PRoW) network, long distance trails and

visiting the Area of Outstanding Natural Beauty (AONB)), road and railway users and those working in the landscape.

Summary of Key Changes for Landscape and Visual

1.7.6 The majority of the proposed design changes are not considered to introduce new or different significant effects to those identified within the original PEIR during construction or operation. Those that could are the increased scale of the bridge across the River Fromus and the introduction of temporary towers during construction to facilitate overhead line (OHL) works at Friston.

1.7.7 The proposed bridge across the River Fromus would be located through existing plantation woodland in close proximity to the B1121, existing PRoW and within the setting of Hurts Hall (Grade II listed building). The bridge would facilitate the temporary and permanent access route and would have a maximum bridge parapet height of 6 m above ground level when measured from the ground level at the abutments of the bridge. The approach ramps to the bridge could be up to 80 m in length as a worst-case. The height and dimensions of the bridge are currently being discussed with the Environment Agency (EA).

1.7.8 The bridge over the River Fromus would be visible from recreational receptors on local PRoW to the west of the B1121 and road receptors travelling along the B1121 on the approach to and leaving Saxmundham. The key visual receptors with the potential to experience this design change were represented by Viewpoint 2 in the original PEIR. In addition, there are three locally important views as cited within the published Saxmundham Neighbourhood Plan which reference views to Hurts Hall and St John's Church, Saxmundham within an open farmland setting backed by wooded rising land, as important scenic aspects to the views. The bridge would be located within LCA B4: Fromus Valley. The objectives for this LCA relate to enhancing views to church towers and the scenic approach to Saxmundham with views of Hurts Hall and its grounds and minimising poplar plantations.

1.7.9 In the assessment scenario where the proposed Friston Substation is built as part of the Proposed Project, temporary towers would be required to facilitate OHL works at Friston. These would be located near to the existing OHL alignment in the vicinity of the proposed substation. The temporary structures could be temporary towers (similar to standard towers in terms of foundation and structure) or they could be masts which are lighter and require cable stays to support them. A worst-case scenario relating to landscape and visual matters has been adopted for the purposes of this additional PEI, which assumes that the temporary towers would be a different design to the existing OHL. It has also been assumed that there is potential for overlap of temporary and new permanent towers during the construction phase resulting in more towers being present at a given point in time (it is assumed up to three temporary towers would be needed for approximately eight months).

1.7.10 The temporary towers would be visible from residential receptors, recreational receptors along the local PRoW network and those using the local road network in the landscape surrounding the proposed Friston Substation. The key visual receptors with the potential to experience this change were represented by Viewpoints 6 and 7 in the original PEIR. The temporary towers would be located within LCA L1: Heveningham and Knodishall Estate Claylands. The objectives for the LCA include to protect the unspoilt, quiet and essentially undeveloped rural character of the area.

Likely Significant Effects During Construction

1.7.11 The original PEIR reported a preliminary medium magnitude of effect and a significant adverse effect for recreational receptors along the local PRoW network to the west of the B1121 (Viewpoint 2). Due to the increased scale of the bridge now proposed over the River Fromus, the increased construction activity has the potential to have a higher magnitude of effect on sensitive receptors within the vicinity, including the local PRoW network. The construction activity associated with the bridge would increase the scale of change within the view in the context of Hurts Hall and St John's Church, Saxmundham and such changes would be in closer proximity to the receptor than the construction activity associated with the converter station site and potentially viewed in combination with it. The removal of vegetation to facilitate the construction of a larger bridge, including both plantation vegetation and mature woodland, has the potential to further open up views toward the converter station site and increase the focus towards this activity. The effects to such recreational receptors in the locality would remain as a significant adverse effect, as reported within the original PEIR.

1.7.12 The original PEIR reported a preliminary medium magnitude of effect and a significant adverse effect at construction within LCA B4: Fromus Valley. Due to the increased scale of the bridge over the River Fromus, the increased construction activity and associated vegetation removal, has the potential to have a higher magnitude of effect on the LCA. The construction activity would occupy a larger area in closer proximity to the setting of Hurts Hall and within the parkland landscape, which is a special quality and feature of the LCA. The increased scale of the bridge would result in further plantation vegetation removal and whilst this is expressed as positive for the LCA within the published assessment, the removal of the mature woodland vegetation along a section of the River Fromus, would alter the vegetation network, which is stated in the published assessment as contributing to the natural heritage value of the LCA. The effects to the LCA would remain as a significant adverse effect, as reported within the original PEIR.

1.7.13 For the scenario in which the proposed Friston Substation would be built as part of the Suffolk Onshore Scheme, the original PEIR reported a medium to large magnitude of effect and a significant adverse effect at construction for residential receptors, recreational receptors along the local PRoW network and those using the local road network in the landscape surrounding the proposed Friston Substation (Viewpoints 6 and 7). The temporary OHL towers would introduce a new structure into the view, temporarily increasing the wirescape present in views for a short period of time, although this would be seen within the context of existing construction activity associated with the proposed Friston Substation. This has the potential to have a higher magnitude of effect on the visual receptors in the locality. The effects to such receptors in the locality would remain as a significant adverse effect, as reported within the original PEIR.

1.7.14 For the scenario in which the proposed Friston Substation would be built as part of the Suffolk Onshore Scheme, the original PEIR reported a very large magnitude of effect and a significant adverse effect at construction for LCA L1: Heveningham and Knodishall Estate Claylands. The temporary OHL towers would introduce a new component in a small part of the LCA which would have effects on scenic quality and tranquillity but would be within the context of other construction activity associated with the proposed Friston Substation. The magnitude of effect presented in the original PEIR was the highest level of magnitude, therefore this would not increase as a result of the new temporary towers. The effects to the LCA would remain as a significant adverse effect, as reported within the original PEIR.

Likely Significant Effects During Operation and Maintenance

1.7.15 The original PEIR reported a preliminary medium magnitude of effect and a significant adverse effect at operation for recreational receptors along the local PRoW network to the west of the B1121 (Viewpoint 2). Due to the increased scale of the bridge over the River Fromus, there is the potential to have a higher magnitude of effect on the receptors within the local PRoW network as a bridge of this footprint and height would remain prominent within views within the local landscape even once the mitigation planting is established. The removal of the plantation and woodland vegetation to facilitate the construction of the bridge structure has the potential to further open up views toward the converter station site and consequently direct views toward the permanent infrastructure. The effects on such recreational receptors in the locality would remain as a significant adverse effect, as reported within the original PEIR.

1.7.16 The original PEIR reported a preliminary medium magnitude of effect and a significant adverse effect at operation within LCA B4: Fromus Valley. Due to the increased scale of the bridge, there is the potential to have a higher magnitude of effect on the LCA as a bridge of this footprint and height would remain an incongruent feature within the local landscape even once the mitigation planting is established. The removal of vegetation would permanently alter the vegetation network along the River Fromus which contributes to the natural heritage value of the LCA. Landscape planting around the bridge would assist in lessening this effect in the long-term. This would be within the setting of Hurts Hall and within the parkland landscape, which is a special quality and feature of the LCA. The effects to the LCA would remain as a significant adverse effect, as reported within the original PEIR.

1.7.17 The temporary OHL towers would not be in place during the operational phase of the Suffolk Onshore Scheme, so would not result in any change to the operational effects assessment of visual receptors or landscape character reported within the original PEIR.

Ecology and Biodiversity

Existing Baseline

1.7.18 Volume 1, Part 2, Chapter 3 Ecology and Biodiversity of the original PEIR presented the preliminary likely significant effects of the Suffolk Onshore Scheme on ecology and biodiversity. Key information from this is provided below where considered relevant to the proposed design changes.

1.7.19 At the time of writing the PEIR, the Phase 1 Habitat Survey reports had been produced, and the first season of non-breeding and breeding bird surveys had been completed. The main results of the Phase 1 Habitat Survey and the bird surveys were discussed in the PEIR.

1.7.20 At time of writing this additional PEI, the second season of non-breeding bird surveys has been completed, indicating an assemblage very similar to that identified in the first season. A full report is being produced and will form part of the ES. Other surveys identified in Table 2.3.6 of Volume 1, Part 2, Chapter 3 Ecology and Biodiversity of the original PEIR are ongoing, including a second season of breeding bird surveys.

1.7.21 The additional areas included in the draft Order Limits for this consultation are very similar in terms of habitat to those already considered in the original PEIR and therefore are not expected to introduce new species or habitats into consideration in the ES. Key findings of results to date are:

- Dormouse surveys have been undertaken in suitable habitat across the Suffolk Onshore Scheme. No evidence of dormouse has been found to date;
- Trees with bat roost potential have been identified and further surveys to confirm the presence of roosts in affected trees will be undertaken during summer 2024 following the most recent Bat Survey Guidelines;
- Breeding birds of note present within or close to the draft Order Limits include nesting skylark in arable fields and acid grassland, and several pairs of nesting woodlark (not restricted to Sandlings Special Protection Area (SPA)) recorded in grassland close to the draft Order Limits. Woodlark is a Wildlife and Countryside Act Schedule 1 species as well as being a qualifying interest of Sandlings SPA;
- Wintering birds of note present within the draft Order Limits include populations of white-fronted goose, gadwall, shoveler, teal, wigeon, pintail, lapwing and golden plover. The first five of these species are qualifying non-breeding features of either Alde-Ore Estuary SPA or Minsmere-Walberswick SPA and several are also qualifying features of Leiston-Aldeburgh Site of Special Scientific Interest (SSSI). The populations of the first six species were found within North Warren Royal Society for the Protection of Birds (RSPB) Reserve. The populations of lapwing and golden plover were also found on inland arable areas. Neither species is a qualifying interest of any SPA or SSSI in the area;
- Reptile surveys are being completed at the time of writing. Acid grassland adjacent to Sandlings SPA/Leiston-Aldeburgh SSSI and north of Aldeburgh Golf Course supported a low population of grass snake and adder and a good population of slow worm and common lizard;
- Bat activity surveys will be undertaken in summer 2024;
- Riparian mammal, fish and aquatic invertebrate surveys are being undertaken of the River Fromus, Hundred River and other relevant watercourses. These surveys are ongoing;
- Terrestrial invertebrate surveys are being undertaken of the acid grassland adjacent to Sandlings SPA/Leiston-Aldeburgh SSSI and north of Aldeburgh Golf Course during spring/summer 2024. These surveys are ongoing;
- Badger surveys have been undertaken. Records of setts are confidential to avoid persecution and therefore are not publicly disclosed; and
- Great crested newt surveys are not being undertaken as Natural England has agreed to the use of the District Level Licensing Scheme for Suffolk.

1.7.22 There are five SPAs, SACs or Ramsar sites within 10 km of the draft Order Limits. This includes Sandlings SPA, close to the landfall and construction compound. There are seven ecological SSSIs within 5 km of the draft Order Limits, the closest of which is Leiston-Aldeburgh SSSI which is to be traversed by the proposed Suffolk Onshore Scheme using trenchless techniques and covering the same area as Sandlings SPA. RSPB North Warren Reserve is located adjacent to the Aldeburgh landfall and associated construction compound. It supports a wide range of breeding and non-breeding birds as well as other wildlife. There are 17 non-statutory County Wildlife Sites (CWS) or roadside nature reserves within 2 km of the draft Order Limits.

Summary of Key Changes for Ecology and Biodiversity

1.7.23 The main design changes of potential ecological significance are as follows. There is a refinement to the location and layout of the proposed construction compound at the landfall on land south of North Warren RSPB Reserve which reduces the size of the compound and moves it further from the RSPB Reserve, Leiston-Aldeburgh SSSI and Sandlings SPA. A proposed access route has been added which traverses the boundary of Sandlings SPA and Leiston-Aldeburgh SSSI, using an existing track for foot access and a small number of 4x4 vehicle movements for monitoring purposes during the trenchless cable installation.

1.7.24 The additional land north of the A1094, would enable provision of acid grassland as long term habitat improvement. The proposed relocation of the other construction compounds would still continue to impact areas of arable land as with the original PEIR.

1.7.25 The bridge across the River Fromus would be increased in scale, resulting in more land take from terrestrial ecological features. There is also the proposed introduction of temporary OHL towers to facilitate OHL works at the proposed Friston Substation, which would be located near to the existing OHL alignment in the vicinity of the proposed substation.

Likely Significant Effects During Construction

1.7.26 The original PEIR included Volume 1, Part 5, Chapter 3 Habitat Regulations Assessment Screening Report. That report concluded that likely significant effects on SPAs and SACs in Suffolk (particularly Sandlings SPA but also Minsmere-Walberswick Heaths & Marshes SPA/SAC and Alde-Ore & Butley Estuaries SPA) could not be dismissed without further investigation. This was primarily due to the potential for noise and visual disturbance impacts on Sandlings SPA but was also related to potential impacts on functionally-linked habitat. The proposed design changes would not change the overall conclusions of that screening assessment, although as noted below the disturbance impacts on Sandlings SPA may be reduced and an area is identified for long-term provision of acid grassland to offset the temporary loss of acid grassland foraging habitat for SPA birds and other features due to the construction works south of Sandlings SPA.

1.7.27 The refinement to the construction compound on land south of North Warren RSPB Reserve reduces the size of the compound and moves it further from the RSPB Reserve, Leiston-Aldeburgh SSSI and Sandlings SPA. This, coupled with noise and visual mitigation measures, would address the disturbance impact on these designated sites identified in the original PEIR and render it to be non-significant. Noise modelling will be submitted with the ES to support this conclusion. A proposed access route has been added which traverses the boundary of Sandlings SPA and Leiston-Aldeburgh SSSI. However, this is an existing track and would be required only for foot access and small numbers of 4x4 vehicles for monitoring purposes during the trenchless cable installations, with no vegetation clearance is required. Therefore, no likely significant effects are anticipated as a result of this change.

1.7.28 The additional land north of A1094 is beneficial as it is intended to enable provision of acid grassland as long term habitat improvement, contiguous with other areas of acid grassland/heathland to offset the temporary loss of acid grassland south of Sandlings SPA, to improve the extent of foraging habitat for SPA woodlark and nightjar in the long-term and account for the time which would be taken for the compound area south of Sandlings SPA to recover following works. The relocation of the construction compound north of Snape Road moves it from one arable area to another in close vicinity. It does

not change the impacts and effects reported in the original PEIR. Confirmation of a western access route into the proposed Saxmundham Converter Station site removes the need to assess the other access options included in the original PEIR, while the construction compound proposed in the location of the western access route to the west of the River Fromus only affects arable land and does not introduce any new significant effects. The ecological effects of the northern and western access routes presented in the original PEIR were not materially different in that both would involve a crossing of the River Fromus.

1.7.29 Relocation of the proposed Saxmundham Converter Station and cable construction compound would not materially affect ecological impacts or survey area. The outline Landscape and Ecology Management Plan to be submitted with the ES will provide further detail on the landscape and ecological mitigation proposals at the proposed Saxmundham Converter Station site.

1.7.30 A larger and relocated bridge over the River Fromus would involve more land take from terrestrial ecological features. At this stage it is assumed that there is potential for a significant adverse effect as a result of this design change, however this will be considered further within the ES subject to the ongoing surveys, further bridge design and consideration of mitigation measures. The delivery of habitat improvements associated with Biodiversity Net Gain (BNG) along the River Fromus in this location would have a positive impact on ecology.

1.7.31 The introduction of temporary towers to facilitate OHL works at the proposed Friston Substation does not change the ecological impacts reported in the original PEIR as it replaces the existing OHL towers with other temporary towers near to the existing OHL alignment. Although it may introduce new temporary towers such that the number of towers in this location may increase at a given time, this section of OHL is not on a flyway for vulnerable species and there would be no increase in the number of actual OHL compared to the baseline. The temporary towers are in arable land and there is therefore no significant net increase in loss of ecological habitat.

Likely Significant Effects During Operation and Maintenance

1.7.32 The original PEIR considered the potential for significant effects through disturbance, pollution/spillages, and shading of the River Fromus due to the new bridge crossing for the permanent access. No mitigation was identified as being necessary for operational disturbance, and standard pollution controls as required by The Environmental Damage (Prevention and Remediation) (England) Regulations 2015 and the Environmental Permitting (England and Wales) Regulations 2016. Appropriate design was identified as being able to avoid shading impacts on the River Fromus from the new bridge. The proposal to increase the height of the bridge would not make these potential effects from shading worse, although as discussed earlier the land take due to the bridge embankments could be significant from a terrestrial ecology perspective.

Cultural Heritage

Existing Baseline

1.7.33 Volume 1, Part 2, Chapter 4 Cultural Heritage of the original PEIR presented the existing baseline for the historic environment. Since the submission of the PEIR, additional non-intrusive field surveys have been undertaken to inform the baseline, as well as assist with the identification of possible impacts. These have included a review of aerial photographs, and geophysical survey. Intrusive works have been limited to the

archaeological monitoring of Ground Investigation works, while a phase of evaluation trenching is to be undertaken.

1.7.34 In most cases, the non-intrusive surveys have built on information already held on the sources such as the Suffolk Historic Environment Record, with previously recorded assets further defined. However, a number of new areas of potential archaeology have been identified including the fields to the east of Saxmundham where the proposed converter station is to be located. This field contains traces of what appear to be small enclosures and associated structures, as well as trackways, and these have been tentatively dated to the medieval period.

1.7.35 New areas of potential archaeological remains were also identified to the east of Grange Farm, north of the B1069, and north of Hill Farm.

Summary of Key Changes for Cultural Heritage

1.7.36 In a number of areas, the draft Order Limits have been reduced, resulting in a reduced physical impact on heritage assets. This includes the area of previously recorded archaeological remains at Gorse Hill which are currently assumed to be of National Significance by the Suffolk County Council archaeological advisor and Historic England (including ADB014, ADB202, and ADB068).

1.7.37 The draft Order Limits have also been reduced in areas where the geophysical survey has identified previously unrecorded remains including the proposed converter station site near Saxmundham, and north of the B1069.

1.7.38 An area where the draft Order Limits has increased is for the additional land north of the A1094, required for additional acid grassland habitat. This area has not been subject to archaeological evaluation to date and as such there is limited information available. As a worst-case it is possible this land could require topsoil stripping if it has been extensively fertilised in the past, so there is potential to impact on previously unrecorded remains that might survive in the area.

1.7.39 The proposed permanent access to Saxmundham Converter Station has now been defined as approaching from the west rather than north. As such, the removal of the option of construction access from the B1121 Main Road to the north of Saxmundham removes any potential physical impacts on assets recorded in this area from any further consideration, as well as possible impacts on setting that may have resulted from this option. However, the proposed amendment to the crossing of the River Fromus and the increased height of the bridge in the selected western access route has the potential to result in an increased impact on the setting of Hurst Hall, a Grade II listed building.

Likely Significant Effects During Construction

1.7.40 There is the potential for the Proposed Project to result in physical impacts on newly recorded assets identified through geophysical survey undertaken since the original PEIR, including the large complex to the east of Saxmundham. However, it is assumed that the new features recorded would not be of national significance based on current information, and that it would be possible to mitigate any impacts through standard mitigation measures (i.e. excavation, recording, and publication), such that there would not be any new likely significant adverse effects. Planned trial trenching will provide further information.

1.7.41 Where the draft Order Limits have been reduced in the Gorse Hill area, this results in a reduced physical impact on heritage assets. However, at this stage pending the results

of the trial trenching, the previously recorded archaeological remains at Gorse Hill are currently assumed to be of national significance and so the resulting effect is still considered to be significant adverse.

1.7.42 For the additional land north of the A1094, as a worst-case it is possible this could require topsoil stripping in order to create the additional acid grassland habitat. This has the potential to impact on previously unrecorded remains. This area of land is to be subject to further investigation to understand the baseline and ascertain the potential for any significant adverse effects. It topsoil stripping is required, the depth and amount would be minimised and would go no deeper than the farmer would normally require for ploughing. Otherwise, it would be a case of cultivating and reseeding the land. It is acknowledged that standard ploughing has the potential to have already been deep enough to have resulted in damage to archaeological deposits/heritage assets. The ES will report on the final significance of the effect from an archaeology perspective following the further assessment and once the approach to creating the grassland habitat has been confirmed.

Likely Significant Effects During Operation and Maintenance

1.7.43 The proposed bridge crossing required for the access road to cross the River Fromus has the potential to result in an increased impact on the setting of Hurts Hall, a Grade II listed building. This, however, should be limited as a result of existing retained tree cover as well as the distance between the proposed bridge and Hurts Hall. It is therefore, not likely to result in a significant adverse effect, but this will be kept under review and assessed within the ES as more design details emerge.

1.8 Kent Onshore Scheme (Part 3 of the PEIR)

1.8.1 The additional PEI concentrates on the main design changes for Kent Onshore Scheme, which are described in Section 4: Our Proposals of the Project Update Document.

1.8.2 The environmental effects that are likely to be very similar to those presented in the original PEIR are presented below in Table 1.2.

Table 1.2: Environmental Topics with Similar Effects to the Original PEIR – Kent Onshore Scheme

Topic	Discussion on Key Features of the Existing Baseline, any Changes to Potential Impacts and Receptors and Conclusion in terms of Likely Significant Effects
Water Environment	From a water environment perspective, the main feature is the River Stour which is a main river, with its tributaries classified as ordinary watercourses. The area north of the River Stour is drained by a network of ordinary watercourses of the Minster Marshes. There are areas of Flood Zone 2 (medium) and 3 (high risk) associated with the River Stour within the draft Order Limits. The majority of the design changes proposed would have a neutral effect on the water environment, with no change to the assessment presented in the original PEIR for all phases of the Proposed Project.

Topic	Discussion on Key Features of the Existing Baseline, any Changes to Potential Impacts and Receptors and Conclusion in terms of Likely Significant Effects
	The ground raising at the Minster Substation and Converter Station site has the potential to change the current land drainage regime, however, with the implementation of the good practice methods set out in the Outline CoCP, there would be no likely significant effects on the water environment. The changes are likely to result in no new or different effects to those presented in the original PEIR for construction and operation. The creation of new wetland areas/scrapes as foraging habitat for birds, and the inclusion of the River Stour channel for BNG watercourse enhancements within the draft Order Limits would deliver a positive impact on the Water Environment. Overall, the changes are likely to result in beneficial effects on the Water Environment during operation. The temporary towers introduced to facilitate OHL works would be located in the wetland area within Flood Zone 3. As the towers are not permanent, there would only likely be additional temporary effects during construction. These effects would be mitigated, for example, through implementation by the appointed contractor of a Flood Warning and Evacuation Plan for work sites in Flood Zone 3 and through temporary storage of materials so as not to form continuous barriers to floodplain flows. Therefore, there would be no change to the overall significance of effect on the water environment.
Chapter 7: Agriculture and Soils	The soil types present within the study area are predominantly described as loamy and clayey soils of coastal flats with naturally high groundwater. These soils are formed in the tidal flat deposits. Where these drift deposits are absent (along the alignment of Richborough Way) the soils are described as freely draining slightly acid loamy soils formed directly on the solid geology. The design changes include reductions in the draft Order Limits, but also additional land required. However, as these are relatively small changes compared to the overall scale of the Proposed Project, it is considered that the change in land area required is likely to be neutral compared to the assessment presented in the original PEIR. The requirement for land use change from arable to wetland as ecological mitigation, will be assessed within the ES both as a loss of arable land but also in terms of the potential for a different agricultural management regime to be undertaken as part of the long-term management of this land. With the implementation of the good practice methods set in the Outline CoCP and the development of an outline Soil Management Plan, there would be no additional significant adverse effects on agriculture and soils from any of the proposed design changes.
Chapter 8: Traffic and Transport	The design changes interact with various parts of the surrounding highway network including Sandwich Road, the A256, Jutes Lane, Richborough Road and Marsh Farm Road. In terms of PRoW, the design changes interact with PRoW TE39 (west of the A256), TE26

Topic	Discussion on Key Features of the Existing Baseline, any Changes to Potential Impacts and Receptors and Conclusion in terms of Likely Significant Effects
	(north bank of the River Stour), EE42 (south bank of the River Stour), TE35 and TE36 (both south of Marsh Farm Road). The Viking Coastal Trail, National Cycle Network, Contra Trail, King Charles III England Coast Path and Saxon Shore Way are also key walking and cycling routes to be considered. The new construction and maintenance access on Sandwich Road is expected to be used by a limited number of additional vehicle movements. The removal of the construction and maintenance access from Jutes Lane (except for during utility connection works) would reduce vehicle movements on this part of the network. The trenchless methods at the landfall would minimise any impacts on the A256, avoiding any potential road or lane closures. The main access on the A256 for the construction works associated with Minster Substation and Converter Station, pylons and OHL would be retained. Any additional construction vehicle movements associated with the landscaping strategy and additional earthworks at the converter station, the installation of temporary towers to facilitate the OHL works and the River Stour watercourse enhancements are expected to be limited and/or the anticipated peak traffic flows are not anticipated to change significantly. In addition, the use of standard height lattice lowers (compared to low-height option) is not expected to result in any changes, on the basis that the same type and size vehicles would be used. Any additional construction vehicle movements associated with the creation of the new wetland scrapes as foraging habitat for birds (via Richborough Road) or the installation of the temporary towers (via Marsh Farm Road) are expected to be limited both in number and size, to allow these to be suitably accommodated by the local highway network. A couple of railway level crossings would continue to be used by construction traffic (similar vehicle types/ numbers) and these would therefore need to be carefully managed. The trenchless methods at the landfall would minimise any impacts on the Viking Coastal Trail, Contra Trail, King Charles III England Coast Path and the National Cycle Network. These would need to be carefully managed where these are crossed by the new construction and maintenance access on Sandwich Road. A number of PRoW (TE39, TE35 and TE36) would require similar management and mitigation as a result of the design changes. PRoW TE39 would need to be temporarily diverted to accommodate the cable installation works and relocated construction compound to the west of the A256 and a temporary diversion route has been identified. The diverted route would need to be carefully managed where this is crossed by access/ haul roads. PRoW TE26 and EE42, as well as Saxon Shore Way would no longer need to be closed and diverted following the design changes, other than potentially when the OHL are installed. In conclusion, there may be slight improvements (i.e. reduced adverse effects) for traffic and transport during the construction (temporary) phase as a result of the design changes compared to those presented in the original PEIR following the commitment to trenchless works

Topic	Discussion on Key Features of the Existing Baseline, any Changes to Potential Impacts and Receptors and Conclusion in terms of Likely Significant Effects
	beneath the A256, the removal of the Jutes Lane access point (except for utility works) and fewer PRoW interactions. Whilst some new access routes have been identified, a limited number of additional vehicle movements are expected to be associated with each of these and no additional impacts are expected on the surrounding highway network. Should any additional mitigation or management be needed, then these measures will be set out within the Outline Construction Traffic Management and Travel Plan and Outline PRoW Management Plan, following further consultation with Kent County Council (KCC) highway officers. In addition, further consultation will be carried out with KCC PRoW officers to review the potential PRoW diversion route and any further mitigation where required. There is expected to be no change to the traffic and transport findings presented in the original PEIR following the design changes during the operational (permanent) phase.
Chapter 9: Air Quality	There are no major changes to the existing baseline within the draft Order Limits or potential new types of impacts introduced as a result of the design changes, when compared with that presented in the original PEIR. The new construction and maintenance access and construction compound off Sandwich Road, via the former hoverport in Pegwell Bay, has the potential to change construction vehicle and dust emissions. However, this is unlikely to result in any changes in terms of conclusions of significant effects, provided construction traffic avoids Ramsgate Air Quality Management Area (AQMA). Whilst impacts from other design changes require reassessment, such as the relocation of the main cable construction compound, ground raising at the Minster Substation and Converter Station site and the introduction of new wetland scrapes, they are not likely to result in significant effects from an air quality perspective. Any change in construction vehicle emissions introduced by the design changes is expected to be limited and any changes in Non-Road Mobile Machinery (NRMM) and construction dust emissions are not likely to result in significant effects. With the implementation of the best practice measures set out within the outline CoCP, it is considered that the design changes proposed would result in similar effects as those presented in the original PEIR during all phases of the Proposed Project, with no likely significant effects as a result of air quality.
Chapter 10: Noise and Vibration	There are no major changes to the existing baseline within the draft Order Limits or potential new types of impacts introduced as a result of the design changes, when compared with that presented in the PEIR. Any change in construction traffic and construction noise and vibration levels introduced by the design changes is limited and not likely to result in significant effects. With the implementation of the best practice measures set out within the Outline CoCP, it is considered

Topic	Discussion on Key Features of the Existing Baseline, any Changes to Potential Impacts and Receptors and Conclusion in terms of Likely Significant Effects
	that the design changes proposed would result in similar effects as those presented in the original PEIR during construction. There is a potential change in operational noise levels due to the ground raising at the Minster Substation and Converter Station site, due to changes to screening effects and propagation. However, this is not likely to result in a significant effect.
Chapter 11: Socio-economics, Recreation and Tourism	The removal of Jutes Lane as a construction and maintenance route would avoid interference with Great Oaks Small School (a Special Educational Needs (SEN) school), potentially reducing construction impacts on a sensitive community facility. The introduction of a new construction and maintenance access road from Sandwich Road via the former hoverport would move construction away from Pegwell Bay Country Park, potentially reducing impacts on an open space receptor. However, this design change would require additional land within the draft Order Limits located near a number of residential properties, potentially introducing impacts to these sensitive receptors. In terms of PRoW, as outlined by Traffic and Transport, the trenchless methods at landfall would minimise any impacts on the Viking Coastal Trail, Contra Trail, King Charles III England Coast Path and the National Cycle Network. These would need to be carefully managed where these are crossed by the new access and access route on Sandwich Road. A number of PRoW (TE39, TE35 and TE36) would require similar management and mitigation as a result of the main design changes. PRoW TE39 would need to be temporarily diverted to accommodate the cable installation works and relocated construction compound to the west of the A256 and a temporary diversion route has been identified. The diverted route would need to be carefully managed where this is crossed by access/ haul roads. PRoW TE26 and EE42, as well as Saxon Shore Way would no longer need to be closed and diverted following the design changes, other than potentially when the OHL are installed. However, the introduction of temporary towers to facilitate OHL works in the wetland area may have the potential to adversely alter the user experience and quality on existing PRoW TE26 and EE42. The preliminary assessment suggests that there may be slight improvements (i.e. reduced adverse effects) on socio-economics, recreation and tourism as a result of the proposed changes compared to those presented in the original PEIR due to avoiding Great Oaks SEN School, moving construction works away from an open space receptor and fewer PRoW interactions. These changes are likely to result in the same, or less adverse effects to those presented in the original PEIR. The proposed changes for additional land to the draft Order Limits close by to residential receptors and temporary towers nearby to PRoW, may introduce slightly more adverse effects in comparison to the original PEIR. However, it is unlikely that these changes would create any new significant effects.

Topic	Discussion on Key Features of the Existing Baseline, any Changes to Potential Impacts and Receptors and Conclusion in terms of Likely Significant Effects
Chapter 12: Health and Wellbeing	There are no major changes to the existing baseline for health and wellbeing within the draft Order Limits or potential new types of impacts introduced as a result of the design changes, when compared with that presented in the original PEIR. The Health and Wellbeing assessment draws on other technical assessments, particularly Noise and Vibration, Air Quality, Landscape and Visual, Socio-economics, Tourism and Recreation, and Traffic and Transport. Having considered all other relevant topic inputs, no change is expected for health and wellbeing in terms of any new or more adverse significant effects when compared to the original PEIR. The design changes interact with Sandwich Road, the A256, Jutes Lane, Richborough Road, and Marsh Farm Road. Whilst some changes to access routes have been identified, a limited number of additional vehicle movements are expected to be associated with each of these and no additional impacts are expected on the surrounding highway network. Limited additional vehicle movements would therefore mean no significant effect on noise and air pollution. As outlined by Air Quality, any potential change in NRMM emissions and construction dust emissions is unlikely to be significant. Hence, it can be concluded there would be no significant effect on health and wellbeing. However, it should be ensured that construction traffic avoids Ramsgate AQMA. In certain cases, there has been a reduction in the area of the draft Order Limits, which would reduce the impact on heritage sites. Access to heritage sites and green spaces is beneficial to health and wellbeing and therefore it is possible there may be a benefit (i.e. reduced adverse effects) from this change compared with the design presented in the original PEIR. There is also a potential benefit (i.e. reduced adverse effects) compared with the design presented in the original PEIR, as a result of the removal of Jutes Lane as a construction and maintenance route. This design change would move construction works to avoid interfering with Great Oaks SEN School, which could reduce impacts on a sensitive community facility, important to community health and wellbeing. Additionally, the introduction of a new construction and maintenance access road from Sandwich Road via the former hoverport would move construction away from Pegwell Bay Country Park, potentially reducing impacts on an open space receptor. Access to open space is important to a community's health and wellbeing. It should be noted however that this design change would require additional land within the draft Order Limits near to a number of residential properties, which could introduce impacts to these sensitive receptors, although they are not likely to result in significant effects. The preliminary assessment suggests that on balance there may be slight improvements (i.e. reduced adverse effects) on Health and Wellbeing as a result of the proposed changes compared to those presented in the original PEIR due to the reduction in the draft Order Limits, moving construction works away from a number of sensitive

Topic	Discussion on Key Features of the Existing Baseline, any Changes to Potential Impacts and Receptors and Conclusion in terms of Likely Significant Effects
	receptors such as Great Oaks SEN School and fewer PRoW interactions.
Chapter 13: Kent Onshore Scheme Intra-Project Cumulative Effects	Given the conclusions of the above technical assessments, no new or different significant intra-project cumulative effects have been identified compared with those included in the original PEIR.
Chapter 14: Kent Onshore Scheme Inter-Project Cumulative Effects	No new or different significant effects have been identified compared with those included in the original PEIR. At this stage, no additional cumulative developments have been identified for consideration, but the list of cumulative developments will be kept under review and updated as necessary (including feedback from relevant authorities) and reported and assessed in the ES.

Additional Assessment

Landscape and Visual

Existing Baseline

1.8.3 Volume 1, Part 3, Chapter 2 Landscape and Visual of the original PEIR presented the results of the preliminary landscape and visual effects assessment arising from the Kent Onshore Scheme. This included setting out a preliminary magnitude of effect level for each of the landscape and visual receptors and whether such effects were anticipated to be significant.

1.8.4 The proposed Kent Onshore Scheme lies within several published LCA, including LCAs B1: Wantsum North Slopes, E1: Stour Marshes, F1: Pegwell Bay, A2: Ash Levels, C1: Sandwich Bay and H1: Richborough Bluff. It is located within Seascape Character Type C5A / I1A: Sandwich and Pegwell Bays.

1.8.5 There are a range of visual receptors within the study area with potential for views of the Kent Onshore Scheme, including residential receptors (settlements and scattered properties), recreational receptors (users of the PRoW network, long distance trails, cycle networks and areas such as Country Parks and Richborough Roman Fort), road and railway users and those working in the landscape.

Summary of Key Changes for Landscape and Visual

1.8.6 The majority of the proposed design changes are not considered to introduce new or different significant effects to those identified within the original PEIR during construction or operation. Those that could are the proposed ground level raising at the Minster Substation and Converter Station site, the introduction of temporary towers within the wetland area to facilitate OHL works and the inclusion of the River Stour channel within the draft Order Limits for potential watercourse and BNG enhancements.

1.8.7 The ground is to be raised at the converter station and substation site by up to 2 m above existing ground level. The maximum building height presented in the original PEIR was up to 26 m plus roof equipment (such as lightning protection, aerials, walkways and fall arrest equipment), therefore the design change considers that the overall height would be 28 m above existing ground level plus roof equipment. This design change has the potential to affect various landscape and visual receptors across the study area. The key receptors are considered to be recreational users along the local PRoW network which was represented in the original PEIR by Viewpoint 4 and LCA E1: Stour Marshes.

1.8.8 Temporary towers or masts to facilitate OHL works would be located near to the existing alignment of the OHLs to the south of the River Stour. The temporary fixtures could be temporary towers (similar to standard towers in terms of foundation and structure) or they could be masts which are lighter and require cable stays to support them. A worst-case scenario relating to landscape and visual matters has been adopted for the purposes of this additional PEI, this assumes that the temporary towers would be a different design to the existing OHL. It has also been assumed that there is potential for overlap of temporary and new permanent towers during the construction phase resulting in more towers being present at a given point in time.

1.8.9 The temporary towers would be visible from recreational receptors, including those walking along the local PRoW network and the Saxon Shore Way. The key visual receptors associated within this change were represented by Viewpoints 3 and 10 in the original PEIR. The temporary towers would be located within LCA A2: Ash Levels. The objectives for the LCA include to conserve the open landscape and to enhance the wildlife associated with wetlands and agricultural fields.

Likely Significant Effects During Construction

1.8.10 The original PEIR reported a medium magnitude of effect and a significant adverse effect for recreational receptors along the local PRoW network (Viewpoint 4) and LCA E1: Stour Marshes. A Screened Zone of Theoretical Visibility (ZTV) has been produced to take into consideration the ground being raised at the converter station and substation by up to 2 m above existing ground level. This has been compared to the Screened ZTV presented within the original PEIR and the extent of theoretical visibility across the study area is comparable. Further details will be provided within the ES. There is some increased theoretical visibility associated with the additional 2 m in height version, however this is predominantly associated with seascape receptors which would be at some distance from the construction works at the converter station and substation during the construction period resulting in limited effects to landscape character or visual amenity. It is considered that the increased height would not have a discernible effect on landscape character and visual amenity, such that it is not considered that there would be a change to the effects reported in the original PEIR.

1.8.11 The original PEIR reported a small magnitude of effect and a non-significant adverse effect for recreational receptors along the local PRoW network and Saxon Shore Way in the landscape surrounding the new temporary towers (Viewpoints 3 and 10). The temporary towers would introduce new structures into the view, which would be seen within the context of existing construction activity associated with the substation and converter station to the north-east. The temporary towers have the potential to contrast with the existing OHL and could be present at the same time as the new permanent towers, which would result in an increased concentration of wirescape. There is the possibility that the temporary towers, albeit temporary and seen within the context of the existing towers, may increase the magnitude of effect experienced during construction

for a temporary period of time during construction which might trigger a short term and temporary significant effect, which was not reported within the original PEIR.

1.8.12 The original PEIR reported a medium magnitude of effect and a significant adverse effect at construction for LCA A2: Ash Levels. The temporary towers would introduce a new component in a small part of the LCA which would have effects on the open landscape character but would be within the context of existing construction activity associated with the converter station and substation to the north-east and the existing OHL. There is the potential for a localised increase in the magnitude of effect in a small part of the LCA. The effects to the LCA would remain as a significant adverse effect, as reported within the original PEIR.

Likely Significant Effects During Operation and Maintenance

1.8.13 The original PEIR reported a medium magnitude of effect and a significant adverse effect at operation for recreational receptors along the local PRoW network (Viewpoint 4) and LCA E1: Stour Marshes. A Screened ZTV has been produced to take into consideration the ground being raised at the converter station and substation up to 2 m above existing ground level. This has been compared to the Screened ZTV presented within the original PEIR and the extent of theoretical visibility across the study area is comparable. There is some increased theoretical visibility associated with the additional 2 m in height version, however this is predominantly associated with seascape receptors which would be at some distance from the operational converter station and substation resulting in limited effects to landscape character or visual amenity. It is considered that the increased height would not have a discernible effect on landscape character and visual amenity, such that it is not considered that there would be a change to the effects reported in the original PEIR.

1.8.14 The temporary OHL towers would not be in place during the operational phase of the Kent Onshore Scheme, so would not result in any change to the operational effects assessment of visual receptors or landscape character reported within the original PEIR.

Ecology and Biodiversity

Existing Baseline

1.8.15 Volume 1, Part 3, Chapter 3 Ecology and Biodiversity of the original PEIR presented the preliminary likely significant effects of the Kent Onshore Scheme on ecology and biodiversity. Key information from this is provided below where considered relevant to the proposed design changes.

1.8.16 At the time of writing the PEIR the Phase 1 Habitat Survey reports had been produced, and the first season of non-breeding and breeding bird surveys had been completed. The main results of the Phase 1 Habitat Survey and the bird surveys were discussed in the PEIR.

1.8.17 At time of writing this additional PEI, the second season of non-breeding bird surveys has been completed, indicating an assemblage very similar to that identified in the first season. A full report is being produced and will form part of the ES. Other surveys identified in Table 3.3.7 of Volume 1, Part 3, Chapter 3 Ecology and Biodiversity of the original PEIR are ongoing, including a second season of breeding bird surveys.

1.8.18 The additional areas included in the draft Order Limits for this consultation are very similar in terms of habitat to those already considered in the original PEIR and therefore

are not expected to introduce new species or habitats into consideration in the ES. Key findings of results to date are:

- Dormouse surveys have been undertaken in suitable habitat across the Kent Onshore Scheme. No evidence of dormouse has been found to date;
- Trees with bat roost potential have been identified and further surveys to confirm the presence of roosts in high potential trees will be undertaken during summer 2024 following the most recent Bat Survey Guidelines;
- Breeding birds of note present within or close to the draft Order Limits include nesting Cetti's warbler (a Wildlife & Countryside Act Schedule 1 species) in ditches across the draft Order Limits and the River Stour, nesting kingfisher (also a Wildlife & Countryside Act Schedule 1 species) on the River Stour, and pairs of nesting marsh harrier (nesting off site but foraging around the survey area), cuckoo and skylark, with recorded numbers of these three species across the survey area being of at least district importance. Skylark (two pairs) is the only one of these species recorded likely nesting in the footprint of the permanent infrastructure (the Minster Substation and Converter Station). Several further skylark pairs were recorded nesting in the fields north of the proposed Minster Substation and Converter Station site in which a construction compound would be situated;
- During wintering bird surveys and vantage point surveys of the proposed section of new OHL, non-breeding hen harrier, marsh harrier, skylark and lapwing were noted to use the inland areas occasionally in numbers comparable to county peak data. This included a single record of a flock of 700 lapwings. A flock of 370 golden plover were recorded flying over railway between proposed Minster Substation and Converter Station site and the fields to the west in December 2022. These are a qualifying feature of the Thanet Coast & Sandwich Bay SPA and 370 birds constitutes over 1% of the SPA population. The field in which the proposed Minster Substation and Converter Station is located is therefore assumed to be functionally-linked to the SPA and habitat creation to offset the loss of this habitat is therefore included in the changes being consulted on as part of this additional PEI;
- Reptile surveys are being completed at the time of writing. A low population of slow worm and common lizard has been recorded around the restored grazing marshes along the River Stour valley;
- Bat activity surveys will be undertaken in summer 2024;
- Riparian mammal, fish and aquatic invertebrate surveys are being undertaken of the River Stour and other relevant watercourses that would be traversed by the works or subject to drainage outfalls. These surveys are ongoing but evidence of water vole and beaver has been recorded;
- Terrestrial invertebrate surveys are being undertaken during spring/summer 2024. These surveys are ongoing;
- Badger surveys have been undertaken. Records of setts are confidential to avoid persecution and therefore are not publicly disclosed; and
- Great crested newt surveys are not being undertaken as Natural England has agreed to use of the District Level Licensing Scheme for Kent.

1.8.19 There are two SPAs, SACs or Ramsar sites within 10 km of the draft Order Limits. These are Thanet Coast & Sandwich Bay SPA/Sandwich Bay SAC, which would be traversed using trenchless methods, and Stodmarsh SAC/SPA/Ramsar site which lies

6-7 km west of the draft Order Limits. There is a single ecological SSSI within 5 km of the draft Order Limits. This is Sandwich Bay to Hacklinge Marshes SSSI. This would also be traversed through trenchless methods at the coast, while an inland part of the SSSI designated for its neutral grassland habitat lies 20m south of the proposed Minster Substation and Converter Station. There are four non-statutory local wildlife sites within 2 km of the draft Order Limits. The largest of these is Ash Level and South Richborough Pasture (site DO21), which overlaps with the proposed Kent Onshore Scheme south of the River Stour, specifically where the new proposed OHL would connect into the existing 400kV Canterbury to Richborough OHL.

Summary of Key Changes for Ecology and Biodiversity

1.8.20 The main design changes of ecological significance are as follows. The construction access route through Pegwell Bay saltmarsh would be removed and an alternative access introduced which avoids the saltmarsh entirely. Although a short stretch of it passes through the Sandwich Bay SAC/Thanet Coast & Sandwich Bay SPA/Ramsar boundary, this is an existing track that has no SAC features or habitat supporting SPA birds. This would be accompanied by new laydown areas in the hardstanding of the hoverport. There would be a slight re-alignment of the HVDC cable route north between the A256 and golf course, and the introduction of a trenchless technique beneath the A256, as well as relocation of the main cable construction compound from north of the proposed Minster Substation and Converter Station, removing the main construction compound from Minster Marshes.

1.8.21 There would be re-alignment of the construction and maintenance haul road from the existing level crossing to a proposed bailey bridge across the River Stour. An approximately 11 ha area of long-term improved habitat in the form of seasonally flooded grassland and new riverside scrapes would be introduced on land south of part of the existing Richborough to Canterbury 400 kV OHL, to offset the permanent loss of functionally-linked arable habitat for wintering golden plover due to the proposed Minster Substation and Converter Station. It has been confirmed that standard height lattice towers would be used for the new OHL. Temporary towers are also now required south of the River Stour to facilitate the connection of the new section of OHL line to the existing Richborough to Canterbury 400 kV OHL without breaking the existing electricity circuit. The River Stour channel is now also included within the draft Order Limits for the purposes of BNG and watercourse enhancements.

Likely Significant Effects During Construction

1.8.22 The original PEIR included Volume 1, Part 5, Chapter 3 Habitat Regulations Assessment Screening Report. That report concluded that likely significant effects on Thanet Coast & Sandwich Bay SPA and Stodmarsh SPA could not be dismissed without further investigation and (in the case of Thanet Coast & Sandwich Bay SPA) provision of mitigation. This was primarily due to the potential for noise and visual disturbance impacts on Thanet Coast & Sandwich Bay SPA and loss of functionally linked habitat for golden plover of that SPA, and the potential for collision risk of birds due to the new section of OHL. The proposed design changes would not change the conclusions of that screening assessment. While temporary towers for the existing OHL are included, these are to replace the towers that need to be removed while also maintaining an electricity circuit and are located in a zone already subject to vantage point surveys and bird collision risk analysis.

1.8.23 The removal of the construction access route through Pegwell Bay saltmarsh and the introduction of a new construction and maintenance access road from Sandwich Road

via the hoverport for post-installation access to the mudflats for any monitoring would avoid any direct effects on the saltmarsh. Although a short stretch of it passes through the Sandwich Bay SAC/Thanet Coast & Sandwich Bay SPA/Ramsar boundary, this is an existing track that has no SAC features or habitat supporting SPA birds. The new laydown areas on the hoverport and adjacent to access off Sandwich Road are unlikely to introduce any new significant adverse effects.

1.8.24 The slight re-alignment of the HVDC cable route north between the A256 and golf course, and the introduction of a trenchless technique beneath the A256 would not materially impact ecological receptors beyond the proposals in the original PEIR. Relocation of the main cable construction compound from north of the proposed Minster Substation and Converter Station removes the main construction compound from Minster Marshes, which reduces the overall footprint in that area. This is ecologically preferred as the habitats alongside the A256 where it is proposed to be relocated are not part of the Minster Marshes landscape.

1.8.25 The re-alignment of the construction and maintenance haul road from the existing level crossing to a proposed bailey bridge across the River Stour reduces the number of access tracks. The bridge across the River Stour was part of the original PEIR proposals. A reduction in the number of access routes, relying solely on the route parallel to the railway line and removing the route further west that traverses several arable fields reduces the ecological zone of impact of the Proposed Project.

1.8.26 The principal ecologically relevant change introduced for the additional PEI is the introduction of approximately 11 ha of long-term improved habitat in the form of seasonally flooded grassland and new riverside scrapes to offset the permanent loss of functionally-linked arable habitat for wintering golden plover due to the proposed Minster Substation and Converter Station (permanent loss) and the construction compound (temporary loss) in addition to construction period disturbance of surrounding fields. This would be achieved through converting arable land (of lower value to golden plover than wet grassland), as has already been undertaken under Natural England stewardship.

1.8.27 In order to maximise its value, this new habitat would be contiguous with those areas already restored to wet grassland in the Lower Stour Wetlands Biodiversity Opportunity Area. The area of provision has been calculated to be appropriate to offset the permanent loss due to the Minster Substation and Converter Station and its maintenance would be secured for the lifetime of the Proposed Project. In addition to addressing the loss of golden plover habitat, the restored area would also benefit other wetland non-breeding birds (notably lapwing) and when dry during the spring and summer would also be of value for nesting skylark. The need for this habitat creation was identified in the original PEIR, this additional PEI identifies the land parcel in question.

1.8.28 The use of standard height lattice towers for the new OHL, rather than the low-height option, has been partly informed by consideration of ecological impacts. Vantage point surveys and a collision risk assessment have been undertaken. Given the limited difference in height (approximately 10m) between standard height and low height towers the analysis indicates there is little difference in the collision risk posed. However, with standard height towers, fewer towers are required which reduces both temporary and permanent habitat loss from the grazing marsh habitat south of the River Stour.

1.8.29 Temporary towers are required south of the River Stour to facilitate the connection of the new section of OHL to the existing Richborough to Canterbury 400 kV OHL whilst

maintaining the operation of the existing electricity circuit. Since these towers are to hold the existing line they do not add a new collision risk. Much of the work would be in areas of arable land, with only the western extent of works (two towers) in areas of wet grassland/grazing marsh. Any habitat loss would be small scale (the footprints of the towers) and temporary (approximately two years). This is not considered to be ecologically significant in the long-term.

1.8.30 The inclusion of the River Stour channel within draft Order Limits is ecologically positive as its purpose is to deliver potential watercourse enhancements (independent of any ecological mitigation requirements) for purposes of BNG.

Cultural Heritage

Existing Baseline

1.8.31 Volume 1, Part 3, Chapter 4 Cultural Heritage of the original PEIR presented the existing baseline for the historic environment. Since the submission of the PEIR, additional non-intrusive field surveys have been undertaken to inform the baseline, as well as assist with the identification of possible impacts. These have included a review of aerial photographs, and geophysical survey. Intrusive works have been limited to the archaeological monitoring of Ground Investigation works, while a phase of evaluation trenching has commenced in June 2024.

1.8.32 In most cases, the non-intrusive surveys have built on information already held on the sources such as the Kent Historic Environment Record, with previously recorded assets further defined. This includes the Ebbsfleet Lane site where an extensive site dating from the prehistoric and Roman periods has been recorded.

1.8.33 No new archaeological features were recorded in the lower Minster Marshes area, but this could be a result of masking deposits/alluvium in this area.

Summary of Key Changes for Cultural Heritage

1.8.34 In a number of areas, the draft Order Limits have been reduced as a result of the design changes and this would result in a reduced physical impact on heritage assets. This includes areas of the Minster Marshes landscape, as well as archaeological remains recorded in the elevated areas around Ebbsfleet Lane.

1.8.35 While the draft Order Limits have been reduced in some areas with a trenchless technology adopted for the crossing of the A256, a larger construction compound has now been proposed in an area of known archaeological remains to the west of the A256, while a new field has been included to accommodate a reception pit for the A256 crossing. Complex archaeological remains have previously been recorded in this area, and as such there is the potential for additional physical impacts. Additional land is also required to create new riverside scrapes on land south of part of the existing Richborough to Canterbury 400 kV OHL. Further information on the groundworks and potential foundations for the Minster Substation and Converter Station is also now available and so is considered below.

Likely Significant Effects During Construction

1.8.36 There is the potential for the Kent Onshore Scheme to result in physical impacts on the previously recorded archaeological remains around the Ebbsfleet Lane area to the west of the A256. The larger construction compound now proposed to the west of the A256 is

located in an area of complex archaeological remains, while a new field has been included to accommodate a reception pit for the A256 crossing.

1.8.37 Evaluation trenching is being undertaken, and this will provide additional information relating to the significance of the archaeological remains in this area. However, based on current knowledge the additional land take in this area would result in a larger footprint resulting in greater loss of archaeological remains. It should be possible to mitigate any impacts through standard mitigation measures (i.e. excavation, recording, and publication), although as the remains in this area are deemed to be of national importance, the residual effect may be significant adverse.

1.8.38 It is currently assumed that the use of trenchless technologies would go below the depth of archaeological remains and therefore remove the potential for physical impacts, although there is the potential for physical impacts on palaeo-environmental deposits. Further evaluation work to assess the potential of deeper palaeo-environmental remains is being undertaken.

1.8.39 The potential use of piling for the foundations of the Minster Substation and Converter Station has the potential to result in physical impacts on both buried archaeological deposits near the surface, and deeper palaeo-environmental deposits associated with the former Wantsum Channel. Evaluation trenching is being undertaken to assess the potential for buried remains to survive within the top 1-1.5m, although geophysical survey has not identified any features.

1.8.40 An additional phase of evaluation work to assess the potential of deeper palaeo-environmental remains is being designed. An initial review of data collected as part of the Site Investigation works has been undertaken and this suggests that the deposits are not of high potential. However, as the data has not been assessed by a geo-archaeologist and the value/sensitivity of deposits are not completely understood at this stage, a worst-case scenario has been adopted for this additional PEI and it is assumed the deposits are of high value/sensitivity. As a result, any piling provisionally has the potential to result in the loss of a relatively large area of potential archaeological and palaeo-archaeological deposits, resulting in a significant effect. This will be considered in the ES following further investigation.

1.8.41 Any ground disturbance associated with creating new riverside scrapes has the potential to result in physical impacts on heritage assets, however, it is assumed the scrapes can be micro-sited to avoid previously recorded assets. It is also assumed that the shallow nature of the scrapes should mean that any disturbance to previously unrecorded heritage assets would be limited as disturbance would be above the archaeological horizon. Archaeological monitoring would be undertaken when the scrapes are created to record any features that might be uncovered. As a result, no significant effects are predicted.

Likely Significant Effects During Operation and Maintenance

1.8.42 No additional impacts on setting have been identified since the submission of the original PEIR. The increased height of the Minster Substation and Converter Station site should not result in any additional significant adverse effects on the setting of heritage assets. Further detail will be provided in the ES, once the visualisations of the Minster Substation and Converter Station site are available and the setting assessment has been undertaken. However, it is not expected that the slight change in height will result in a new significant effect at this stage.

Geology and Hydrogeology

Existing Baseline

1.8.43 Volume 1, Part 3, Chapter 6 Geology and Hydrogeology of the original PEIR presented the existing baseline for geology and hydrogeology. The geology across the study area generally comprises Tidal Flat Deposits and Beach and Tidal Flat Deposits, with limited areas comprising Head Deposits. The bedrock geology generally comprises the Thanet Formation. The Sandwich and Hacklinge Marshes SSSI is indicated to be a Geological Conservation Review site which is located within the draft Order Limits.

1.8.44 The majority of the study area is indicated to have generally remained as undeveloped agricultural land since the earliest mapping reviewed, dated 1885, and therefore there is generally considered to be a very low risk of significant sources of contamination being present. Some small discrete areas of the study area have been identified as a low to high risk in relation to the potential for existing/historical contamination based on the current and/or historical land use, however based on the Preliminary Contamination Risk Assessment no sites were assessed as having a moderate or above risk to sensitive receptors.

1.8.45 The groundwater within the study area comprises the East Kent Tertiaries groundwater body, which was assessed as having a poor overall status when last assessed in 2019. The draft Order Limits are predominantly not located within a groundwater Source Protection Zone with the exception of a temporary construction compound (and associated access off Sandwich Road) that is located within a groundwater Source Protection Zone (SPZ) 1. The aquifer classifications of the geology beneath the study area varies depending on the geology, from a principal aquifer to secondary undifferentiated aquifer.

Summary of Key Changes for Cultural Heritage

1.8.46 The majority of the proposed design changes are not considered to introduce new or different significant effects to those identified within the original PEIR during construction or operation. The original PEIR included a consideration of the potential for a piled foundation at Minster Substation and Converter site extending below ground into the Chalk, so the additional detail provided on this in the targeted consultation does not alter the conclusions presented in the original PEIR.

1.8.47 However, the introduction of a construction compound (and associated access off Sandwich Road) within a groundwater SPZ 1 has the potential to introduce new or different significant effects during construction.

Likely Significant Effects During Construction

1.8.48 The design changes proposed are generally likely to result in the same effects as those presented in the original PEIR during construction, with the implementation of the good practice measures set out within the Outline CoCP. The exception to this is the temporary construction compound located within a groundwater SPZ 1, where there is potential for significant adverse effects in relation to hydrogeology. This construction compound will be subject to consultation with both the EA and relevant water company, and further assessment (as appropriate) to identify any required mitigation.

1.9 Offshore Scheme (Part 4 of the PEIR)

1.9.1 The additional PEI concentrates on the main design changes for the Offshore Scheme, which are described in Section 4: Our Proposals of the Project Update Document.

1.9.2 The environmental effects that are likely to be very similar to those presented in the original PEIR are presented below in Table 1.3.

Table 1.3: Environmental Topics with Similar Effects to the Original PEIR – Offshore Scheme

Topic	Discussion on Key Features of the Existing Baseline, any Changes to Potential Impacts and Receptors and Conclusion in terms of Likely Significant Effects
Chapter 2: Physical Environment	The various refinements to the marine cable route are likely to result in the same effects (no new or different effects) to those presented in the original PEIR. However, the re-routing of the Offshore Scheme to avoid the Goodwin Sands Marine Conservation Zone (MCZ) reduces impacts to the known and potential physical receptors located within the area. Upon approach to Pegwell Bay, the draft Order Limits have been widened in order to accommodate temporary construction activities (anchors, jack-up legs, and vessels). No different impacts have been identified on the coastline morphology and the Proposed Project is likely to result in the same effects (no new or different effects) to those presented in the original PEIR. Areas across the offshore route have been identified as high-risk shipping areas (KP35.089 to KP57.887 ('SUNK') and KP81.301 to KP96.343 (North Foreland)). The use of rock as trench backfill is preferred for these KP ranges, to protect the lowered cable within the trench. The additional rock emplacement being proposed to backfill the marine cable trench should not overtop the top of the trench, i.e. above Original Seabed Level. No different impacts have been identified on the seabed morphology and is likely to result in the same effects (no new or different effects) to those presented in the original PEIR for rock protection. The introduction of the new access route via the former Ramsgate International Hoverport for any operation and maintenance activities is likely to result in the same effects (no new or different effects) to those presented in the original PEIR.
Chapter 3: Benthic Ecology	The various refinements to the marine cable route are likely to result in the same effects (no new or different effects) to those presented in the original PEIR. However, the re-routing of the Offshore Scheme to avoid the Goodwin Sands MCZ reduces impacts to the known and potential benthic receptors located within the area. Upon approach to Pegwell Bay, the draft Order Limits have been widened in order to accommodate temporary construction activities (anchors, jack-up legs, and vessels). No different impacts have been

Topic	Discussion on Key Features of the Existing Baseline, any Changes to Potential Impacts and Receptors and Conclusion in terms of Likely Significant Effects
	identified on benthic receptors and the Proposed Project is likely to result in the same effects (no new or different effects) to those presented in the original PEIR. Ground investigations have confirmed the use of Horizontal Directional Drilling (HDD) at both landfalls. In Kent, this technique would 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 would affect both intertidal and subtidal habitats until it reaches the HDD 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 EIA and reported on in the ES. There are no likely significant adverse effects anticipated. Areas across the offshore route have been identified as high-risk shipping areas (KP35.089 to KP57.887 ('SUNK') and KP81.301 to KP96.343 (North Foreland). The use of rock as trench backfill is preferred for these KP ranges, to protect the lowered cable within the trench. Rock should not overtop the top of the trench, i.e. above Original Seabed Level. The habitats around the SUNK and North Foreland are considered to be subtidal coarse and mixed sediments. No different impacts have been identified on benthic receptors and the Proposed Project is likely to result in the same effects (no new or different effects) to those presented in the original PEIR for rock protection. 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. The primary access during construction is still marine-based, however there would need to be increased availability of this access at low stages of the tidal cycle for prompt access and egress to the mudflats in the event of an operational issue. Activities would be emergency call-outs in the first instance and would then be designed on the nature of the repairs / remediation works, and may require excavators, quad bikes and trailers, as well as potentially transport of specialist equipment. Therefore, impacts to intertidal mudflat habitats are to be scoped back into the EIA and reported on in the ES. There are no likely significant adverse effects anticipated.
Chapter 4: Fish and Shellfish	The various refinements to the marine cable route are likely to result in the same effects (no new or different effects) to those presented in the original PEIR. Upon approach to Pegwell Bay, the draft Order Limits have been widened in order to accommodate temporary construction activities (anchors, jack-up legs, and vessels). No different impacts have been identified on fish and shellfish to those presented in the original PEIR.

Topic	Discussion on Key Features of the Existing Baseline, any Changes to Potential Impacts and Receptors and Conclusion in terms of Likely Significant Effects
	Areas across the offshore route have been identified as high-risk shipping areas (KP35.089 to KP57.887 ('SUNK') and KP81.301 to KP96.343 (North Foreland). The use of rock as trench backfill is preferred for these KP ranges, to protect the lowered cable within the trench. The additional rock emplacement being proposed to backfill the marine cable trench should not overtop the top of the trench, i.e. above Original Seabed Level. No different impacts have been identified on fish and shellfish receptors and the Proposed Project is likely to result in the same effects (no new or different effects) to those presented in the original PEIR for rock protection. 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. This is likely to result in the same effects (no new or different effects) on fish and shellfish to those presented in the original PEIR.
Chapter 5: Marine Mammals	The various refinements to the marine cable route are likely to result in the same effects (no new or different effects) to those presented in the original PEIR. Upon approach to Pegwell Bay, the draft Order Limits have been widened in order to accommodate temporary construction activities (anchors, jack-up legs, and vessels). No different impacts have been identified on marine mammals to those presented in the original PEIR. Areas across the offshore route have been identified as high-risk shipping areas (KP35.089 to KP57.887 ('SUNK') and KP81.301 to KP96.343 (North Foreland). The use of rock as trench backfill is preferred for these KP ranges, to protect the lowered cable within the trench. The additional rock emplacement being proposed to backfill the marine cable trench should not overtop the top of the trench, i.e. above Original Seabed Level. No different impacts have been identified on the seabed morphology and the Proposed Project is likely to result in the same effects (no new or different effects) to those presented in the original PEIR. The widening of the draft Order Limits on approach to Pegwell Bay to accommodate temporary construction activities (anchors, jack-up legs and vessels) is likely to result in the same effects (no new or different effects) to those presented in the original PEIR.
Chapter 6: Ornithology	The various refinements to the marine cable route are likely to result in the same effects (no new or different effects) to those presented in the original PEIR. Upon approach to Pegwell Bay, the draft Order Limits have been widened in order to accommodate temporary construction activities (anchors, jack-up legs, and vessels). No different impacts have been identified on ornithological receptors to those presented in the original PEIR. Areas across the offshore route have been identified as high-risk shipping areas (KP35.089 to KP57.887 ('SUNK') and KP81.301 to

Topic	Discussion on Key Features of the Existing Baseline, any Changes to Potential Impacts and Receptors and Conclusion in terms of Likely Significant Effects
	KP96.343 (North Foreland). The use of rock as trench backfill is preferred for these KP ranges, to protect the lowered cable within the trench. Rock should not overtop the top of the trench, i.e. above Original Seabed Level. No different impacts have been identified on the seabed morphology and is likely to result in the same effects (no new or different effects) to those presented in the original PEIR. 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. The primary access during construction is still marine-based, however there would need to be increased availability of this access at low stages of the tidal cycle for prompt access and egress to the mudflats in the event of an operational issue. Activities would be emergency call-outs in the first instance and would then be designed on the nature of the repairs / remediation works, and may require excavators, quad bikes and trailers, as well as potentially transport of specialist equipment. This is likely to result in the same effects (no new or different effects) to those presented in the original PEIR.
Chapter 7: Marine Archaeology	The various refinements to the marine cable route are likely to result in the same effects (no new or different effects) to those presented in the original PEIR. However, the re-routing of the Offshore Scheme to avoid the Goodwin Sands MCZ reduces impacts to the known and potential archaeological receptors located within this culturally significant area. The widening of the draft Order Limits on approach to Pegwell Bay to accommodate temporary construction activities (anchors, jack-up legs and vessels) is likely to result in the same effects (no new or different effects) to those presented in the original PEIR. However, due to the potential for additional archaeological remains in this area, it is recommended that the following surveys are undertaken at Pegwell Bay to enhance the baseline of the ES and associated appendices with regards to the known and potential marine archaeology resource: • an archaeological walkover survey is to be undertaken of the additional intertidal area to identify potential marine and coastal archaeological assets. • a drone gradiometer survey is to be undertaken of the additional area to identify magnetic anomalies including potential unexploded ordnance from the Second World War; a common feature on this coastline. It is also recommended that an archaeological watching brief is undertaken whilst trenching activities take place at the Kent landfall (and potentially the Suffolk landfall depending on the chosen installation methodology) to record archaeological material that is encountered. The additional rock placement to backfill the marine cable trench is likely to result in the same effects (no new or different effects) to those

Topic	Discussion on Key Features of the Existing Baseline, any Changes to Potential Impacts and Receptors and Conclusion in terms of Likely Significant Effects
	presented in the original PEIR, with specific regard to indirect changes to the hydrodynamic and sedimentary regimes, as considered within the Physical Environment assessment. The introduction of the new access route via the former Ramsgate International Hoverport for any operation and maintenance activities is likely to result in the same effects (no new or different effects) to those presented in the original PEIR. However, due to the potential for additional archaeological remains in this area, it is recommended that the following survey is undertaken at Pegwell Bay to enhance the baseline of the ES and associated appendices with regards to the known and potential marine archaeology resource: • an archaeological walkover survey is to be undertaken of the proposed access route leading from the intertidal area up to the mean high-water mark, to identify potential marine and coastal archaeological assets. Due to the modern nature of the structural remains of the hoverport (dating to between 1969 and 1987), it is unlikely that earlier archaeological material would be identified in this area, however the laydown area adjacent to Sandwich Road may need to be visited as part of the onshore cultural heritage assessment.
Chapter 8: Shipping and Navigation	Refinements to the offshore cable route include the avoidance of aggregate extraction areas, Harwich Deep Water Channel, and the SUNK pilot station. These changes are to reduce the impact of the Proposed Project on shipping and navigation receptors, however, these may result in different effects than those presented in the original PEIR, in particular relating to increased proximity to the Sunk deep water anchorage area. These potential different effects are to be discussed in the ES, but are unlikely to be significant. Upon approach to Pegwell Bay, the draft Order Limits have been widened in order to accommodate temporary construction activities (anchors, jack-up legs, and vessels). This is likely to result in the same effects (no new or different effects) to those presented in the original PEIR. Additional rock emplacement to backfill marine cable trench in high-risk areas is intended to reduce the impact of the Proposed Project on shipping and navigation receptors. The effects may however be different to those presented in the original PEIR and so shall be discussed in the ES, but are unlikely to be significant. The introduction of the new access route via the former Ramsgate International Hoverport for any operation and maintenance activities is likely to result in the same effects (no new or different effects) to those presented in the original PEIR.
Chapter 9: Commercial Fisheries	The changes are likely to result in the same effects (no new or different effects) to those presented in the original PEIR.
Chapter 10: Other Sea Users	Various refinements to the offshore cable route include the avoidance of aggregate extraction areas, Harwich Deep Water Channel, and the

Topic	Discussion on Key Features of the Existing Baseline, any Changes to Potential Impacts and Receptors and Conclusion in terms of Likely Significant Effects
	SUNK pilot station. These changes are to reduce the impact of the Proposed Project on other sea users and are likely to result in the same effects (no new or different effects) to those presented in the original PEIR.
Chapter 11: Offshore Scheme Intra-Project Cumulative Effects	These changes are likely to result in the same effects (no new or different effects) to those presented in the original PEIR.
Chapter 12: Offshore Scheme Inter-Project Cumulative Effects	These changes are likely to result in the same effects (no new or different effects) to those presented in the original PEIR.

1.10 Extended Working Hours for the Onshore Scheme

1.10.1 As described in the Project Update Document, in Section 4: Our Proposals, the proposed core working hours set out at statutory consultation did not include Sundays or bank holidays. However, to accommodate contractor requirements and to give the flexibility to deliver the programme on time, a need has been identified to include 7am to 5pm on Sundays and bank holidays within the core working hours. Whilst this change is to give the flexibility to carry out works when and where needed, it is not expected that construction activity would take place on every Sunday or bank holiday. There would be restrictions on the type of activity that can occur on these days. What remains unchanged is the need to potentially undertake certain activities outside core hours.

1.10.2 These extended working hours introduced since the statutory consultation only apply to the Suffolk Onshore and Kent Onshore schemes. The statutory consultation and the original PEIR already presented and assessed the potential for 24 hour working for the Offshore Scheme. In addition, within the original PEIR a sensitivity test was considered within the Traffic and Transport chapters as to whether the outcome of the assessment would change if working on Sunday and bank holidays was permitted to provide flexibility in the programme.

1.10.3 For the majority of the technical assessments presented in the original PEIR, these extended working hours do not alter the conclusions in terms of likely significant environmental effects. This includes the Landscape and Visual, Ecology and Biodiversity, Cultural Heritage, Water Environment, Geology and Hydrogeology, Agriculture and Soils and Climate Change assessments.

1.10.4 For Traffic and Transport, these extended working hours have the potential to result in significant adverse effects to Severance, Pedestrian Delay, Non-Motorised User Amenity, Fear and Intimidation, Driver Delay and Road Safety if unmitigated and without restrictions. Construction activity is not anticipated to take place regularly on Sundays and bank holidays and has been included to provide flexibility to carry out works when and where they are needed. Therefore, Sunday and bank holiday working is generally expected to be less intense than works at other times (e.g. during the week). However, further details of the anticipated frequency of traffic movements on Sundays and bank holidays are to be confirmed, and because baseline traffic volumes are generally lower on a Sunday the potential for significant adverse effects as a result of a higher

proportional uplift in traffic levels cannot be ruled out at this stage. Sunday and bank holiday working will be subject to further consultation with the local authorities. To mitigate the potential for adverse effects, restrictions and other measures will be applied where required and included as part of the Outline Construction Traffic Management and Travel Plan. The ES will include further details of anticipated vehicle movements on these days with these mitigation measures applied.

1.10.5 For Noise and Vibration, there are potential implications arising from extending the construction working hours, but they are not expected to alter the conclusions in the original PEIR. Sundays and bank holidays are regarded as more sensitive than weekday daytime periods and therefore works during these periods are more likely to exceed noise threshold levels. Construction activity is not anticipated to take place regularly on Sundays and bank holidays and has been included to provide flexibility to carry out works when and where they are needed. Therefore, Sunday and bank holiday working is generally expected to be less intense than works at other times (e.g. during the week), and subject to restrictions where required, including a commitment for no percussive piling during these periods. Consideration of the higher sensitivity of these time periods will also factor into the contractor's consideration of best practicable means (BPM) to reduce the effects of noise and vibration. Although there is a greater likelihood for exceedance of threshold noise levels during these periods, the temporal threshold for significant effects is not likely to be exceeded at any receptors due to the extended working hours where BPM are employed to reduce the effects of construction noise and vibration. Additional significant adverse effects are therefore not expected. The ES will include an assessment of potential noise and vibration impacts during the extended construction working hours.

1.10.6 For Air Quality, these extended working hours are not expected to alter the conclusions in the original PEIR. In the original PEIR, it was concluded that there is potential for significant effects from construction vehicle movements and therefore a detailed air assessment will be undertaken which will help determine the significance of effects. As the construction activities themselves are not changing, and therefore the associated vehicles over the course of the construction period are unlikely to change, the extended working hours are unlikely to cause a significant change in vehicle emissions compared to the working hours proposed in the original PEIR. In terms of impacts from construction dust, the assessment in the original PEIR determined the level of mitigation required to ensure there would be no significant adverse effects. The impacts from construction dust will be assessed again and reported within the ES, and any changes in mitigation will be incorporated into the Onshore Construction Environmental Management Plan and Outline Air Quality Management Plan.

1.10.7 For the Socio-economics, Recreation and Tourism and the Health and Wellbeing assessments these extended working hours have the potential to result in significant adverse effects to PRoW if unmitigated and without restrictions. Sundays and bank holidays are typically days where residents and visitors are more likely to frequent recreational PRoW. Therefore, there may be greater adverse effects on receptors accessing these recreational PRoW. Construction activity is not anticipated to take place regularly on Sundays and bank holidays and has been included to provide flexibility to carry out works when and where they are needed. Therefore, Sunday and bank holiday working is generally expected to be less intense than works at other times (e.g. during the week). However, further details of the anticipated construction activities on Sunday and bank holiday are to be confirmed, and therefore the potential for significant adverse effects cannot be ruled out at this stage. Sunday and bank holiday working will be subject to further consultation with the local authorities. To mitigate the

potential for adverse effects, restrictions and other measures will be applied where required.

1.11 Project Wide Effects (Part 5 of the original PEIR)

Table 1.4: Project Wide Effects

Topic	Discussion on Key Features of the Existing Baseline, any Changes of Potential Impacts and Receptor and Conclusion in terms of Likely Significant Effects
Chapter 1: Climate Change	The effects of the Proposed Project on climate change are assessed by means of a lifecycle greenhouse gas (GHG) assessment. The effects of climate change on the Proposed Project are assessed by means of a climate change risk assessment (CCRA). In the context of the lifecycle GHG assessment, the design changes may cause variations in quantities of construction materials, thereby potentially resulting in variations in the embodied carbon associated with the Proposed Project. Similarly, the design changes may cause variations in the GHG emissions associated with construction activities. However, these variations are anticipated to be immaterial relative to the whole-life GHG footprint of the Proposed Project. Therefore, these changes are not anticipated to change the conclusions of likely significant effects of the lifecycle GHG assessment. In the context of the CCRA, the design changes are not anticipated to be substantive enough to impact the climate change risks associated with the Proposed Project. Furthermore, the resolution of the baseline and projection data for CCRA is not granular enough to be impacted by these design changes. Therefore, these changes are not anticipated to change the conclusions of likely significant effects of the CCRA. The changes are likely to result in no new or different significant effects to those presented in the original PEIR.
Chapter 2: Combined Effects of Onshore and Offshore Elements of the Proposed Project	Given the conclusions of the above technical assessments, no new or different significant combined effects have been identified compared with those included in the original PEIR.
Chapter 3: Habitat Regulations Screening Report	The Habitat Regulations Assessment Screening Report, included in the PEIR, concluded that likely significant effects on SPAs and SACs in Suffolk (particularly Sandlings SPA but also Minsmere-Walberswick Heaths & Marshes SPA/SAC and Alde-Ore & Butley Estuaries SPA) could not be dismissed without further investigation. This was primarily due to the potential for noise and visual disturbance impacts on Sandlings SPA but was also related to potential impacts on functionally-linked habitat. The proposed design changes would not change the overall conclusions of that screening assessment, although

Topic	Discussion on Key Features of the Existing Baseline, any Changes of Potential Impacts and Receptor and Conclusion in terms of Likely Significant Effects
	disturbance impacts on Sandlings SPA may be reduced and an area has now been identified for long-term provision of acid grassland to offset the temporary loss of acid grassland foraging habitat for SPA birds and other features due to the construction works south of Sandlings SPA. The Report also concluded that likely significant effects on Thanet Coast & Sandwich Bay SPA and Stodmarsh SPA could not be dismissed without further investigation and (in the case of Thanet Coast & Sandwich Bay SPA) provision of mitigation. This was primarily due to the potential for noise and visual disturbance impacts on Thanet Coast & Sandwich Bay SPA and loss of functionally linked habitat for golden plover of that SPA, and the potential for collision risk of birds due to the new section of OHL. None of the proposed design changes discussed above in A.7 – A.9 change the conclusions of that screening assessment.
Chapter 4: Marine Conservation Zone (MCZ) Assessment	The re-routing of the Offshore Scheme to avoid the Goodwin Sands MCZ reduces impacts to the known and potential benthic receptors located within the area. The various refinements to the marine cable route are likely to result in the same effects (no new or different effects) to those presented in the original PEIR.
Chapter 5: Water Framework Directive Screening Assessment	The Water Framework Directive Screening Assessment included in the original PEIR concluded that due to the nature of the Proposed Project there is limited potential for project activities to cause future deterioration of WFD waterbodies. In addition, implementation of future measures to improve their status would not be prevented. Temporary effects during construction would be avoided or extensively reduced by implementing the good practice measures. None of the proposed design changes discussed above alter the conclusions of that screening assessment.

This page is intentionally left blank

National Grid plc
National Grid House,
Warwick Technology Park,
Gallows Hill, Warwick.
CV34 6DA United Kingdom

Registered in England and Wales
No. 4031152
nationalgrid.com

8. Additional Preliminary Environmental Information Executive Summary

The Great Grid Upgrade

Sea Link

Additional Preliminary Environmental Information – Executive Summary

Version A

July 2024



nationalgrid

Contents

1. Additional Preliminary Environmental Information – Executive Summary 1

1.1 Introduction 1

1.2 Description of the Proposed Project and Changes Since Statutory Consultation 1

1.3 Preliminary Environmental Impact of the Changes Since Statutory Consultation 2

1.4 Environmental Statement 5

Sea Link
Document control

Document Properties	
Organisation	AECOM
Title	Additional Preliminary Environmental Information – Executive Summary
Data Classification	Public

Version History

Date	Version	Status	Description / Changes
08/07/2024	A	FINAL	For Issue

1. Additional Preliminary Environmental Information – Executive Summary

1.1 Introduction

1.1.1 This document is an executive summary of the additional Preliminary Environmental Information ('additional PEI'), which supports the Project Update Document. It sets out the potential for any additional or different likely significant environmental effects associated with the proposed changes to Sea Link (hereafter referred to as the 'Proposed Project'), comparing against those presented within the Preliminary Environmental Information Report ('original PEIR') produced in October 2023 and presented at statutory consultation.

1.1.2 As this document discusses the potential changes to effects identified in the original PEIR, it is recommended that the original PEIR (and its appendices and figures) is reviewed alongside the additional PEI.

1.2 Description of the Proposed Project and Changes Since Statutory Consultation

1.2.1 The additional PEI concentrates on the main changes which are proposed across the three aspects of the Proposed Project (Suffolk Onshore Scheme, Kent Onshore Scheme and the Offshore Scheme).

1.2.2 Changes proposed to the Suffolk Onshore Scheme include an alteration to the cable route north of Aldeburgh, confirmation of the proposed access route to the Saxmundham Converter Station and changes to the selected access route and associated bridge over the River Fromus. There are also various proposed changes to construction and maintenance access routes, compounds, and temporary overhead line diversions. New areas of land have also been introduced for environmental mitigation and enhancement. The strategy for coordination with other third-party land proposals in the vicinity has also evolved.

1.2.3 Changes proposed to the Offshore Scheme include refinements to the cable route, the introduction of additional marine areas for construction vessel manoeuvring, and changes to the approach for backfilling marine trenches.

1.2.4 Changes proposed to the Kent Onshore Scheme include an increase of the overall maximum height of the Minster Converter Station and confirmation of the type of pylon intended to be used for the connection to the Richborough to Canterbury 400 kV overhead line. A further construction and maintenance access route off Sandwich Road, via the former hoverport, has also been identified. Various other changes to construction and maintenance access routes, compounds and temporary overhead line diversions are also proposed, as well as new areas of land for environmental mitigation and enhancement.

1.3 Preliminary Environmental Impact of the Changes Since Statutory Consultation

1.3.1 The environmental assessment undertaken as part of the additional PEI has identified that for the majority of the environmental topics, the environmental effects resulting from the changes would be very similar to those presented within the original PEIR. Although there are some new receptors affected as a result of the change in the draft Order Limits whilst others are no longer affected, the scale of the effects are considered to be of a similar magnitude to those presented in the original PEIR. In these cases, there would be no additional significant adverse environmental effects to those already identified in the original PEIR.

1.3.2 There are also some design changes which are considered to be positive from an environmental perspective. These include, but are not limited to:

- the refinement to the construction compound on land south of North Warren Royal Society for the Protection of Birds (RSPB) Reserve and Sandlings SPA, which reduces the size of the compound and moves it further from the designated sites. This, coupled with noise and visual mitigation measures, address the disturbance impact on these designated sites identified in the original PEIR and mean that it is no longer likely to result in a significant adverse effect.
- the modified western access route in Suffolk to reduce the interaction with the River Fromus floodplain. Works within the functional floodplain can be avoided which reduces the potential impact on flood risk.
- additional land included within the draft Order Limits along the banks of the River Fromus either side of this crossing to facilitate watercourse improvements and deliver BNG. This could have benefits from a water environment and ecology perspective.
- additional land north of A1094 in Suffolk, to enable the provision of acid grassland as long term habitat improvement, contiguous with other areas of acid grassland/heathland. This offsets the temporary loss of acid grassland south of Sandlings Special Protection Area (SPA) by improving the extent of foraging habitat for woodlark and nightjar (SPA qualifying species) in the long-term and accounts for the time which would be taken for the compound area south of Sandlings SPA to recover following works.
- the creation of an approximately 11 hectares of new wetland areas/scrapes on land south of the existing Richborough to Canterbury 400 kV overhead line as foraging habitat for birds, and the inclusion of the River Stour channel for BNG watercourse enhancements within the draft Order Limits in Kent. These changes would offset permanent loss of foraging habitat for birds and deliver benefits from a water environment and ecology perspective.

1.3.3 The remainder of this executive summary sets out where new or different significant adverse environmental effects have been identified when compared with those presented in the original PEIR. Details of environmental effects that are likely to be very similar to those presented in the original PEIR (i.e. where changes are not expected to result in different or additional likely significant effects), are set out in Sections 1.7 to 1.9 and in particular Tables 1.1 to 1.3 of the Additional Preliminary Environmental Information submitted for the targeted consultation.

Suffolk Onshore Scheme (Part 2 of the PEIR)

1.3.4 The alteration to the cable route north of Aldeburgh, confirmation of the proposed access route to the Saxmundham Converter Station, most changes to construction and maintenance access routes and the strategy for coordination with other third-party land proposals in the vicinity are not expected to result in new or different significant environmental effects.

1.3.5 In terms of landscape and visual, the increased scale of the proposed bridge across the River Fromus (up to 80 metre approach ramps either side and up to 6 metres in height to the top of the bridge parapet from ground level), has the potential to result in a higher magnitude of effect on sensitive visual receptors within the vicinity and the Fromus Valley Landscape Character Area during construction and operation, due to its greater scale, the increased construction activity and removal of vegetation required to facilitate construction. However, there is no change to the significance of effects reported in the original PEIR as significant adverse effects were already reported in this location.

1.3.6 Confirmation of a temporary overhead line diversion, including temporary pylons or masts, at Friston Substation during construction, also has the potential to result in a higher magnitude of effect on visual receptors in the locality for a temporary period of time. However, there is no change to the significance of effects reported in the original PEIR as a significant adverse effect was already reported for visual receptors in the locality of the proposed Friston Substation.

1.3.7 In terms of ecology and biodiversity, as noted above the refinement to the construction compound on land south of North Warren RSPB Reserve and Sandlings SPA coupled with noise and visual mitigation measures, address the disturbance impact on these designated sites identified in the original PEIR and mean that it is no longer likely to result in a significant adverse effect.

1.3.8 A larger and relocated bridge over the River Fromus would involve more land take from terrestrial ecological features. At this stage it is assumed that there is potential for a significant adverse effect as a result of this design change, however this will be considered further within the Environmental Statement (ES) subject to the ongoing surveys, further bridge design and consideration of mitigation measures.

1.3.9 From a cultural heritage perspective, the potential requirement for topsoil stripping to create the additional acid grassland habitat on the new land north of the A1094, has the potential to impact on previously unrecorded remains. This area of land is to be subject to further investigation to understand the baseline and ascertain the potential for any significant adverse effects. The ES will report on the final significance of the effect from an archaeology perspective following the further assessment and once the approach to creating the grassland habitat has been confirmed.

Kent Onshore Scheme (Part 3 of the PEIR)

1.3.10 The increase in the overall maximum height of the Minster Converter Station, confirmation of the type of pylon intended to be used for the connection to the Richborough to Canterbury 400 kV overhead line, the various changes to construction and maintenance access routes and the new areas of land for environmental mitigation and enhancement are not expected to result in new or different significant environmental effects.

1.3.11 The inclusion of a temporary construction compound (just off Sandwich Road) located within a groundwater Source Protection Zone (SPZ) 1, has the potential for significant

adverse effects in relation to hydrogeology. This construction compound will be subject to consultation with both the Environment Agency and relevant water company, and further assessment (as appropriate) to identify any required mitigation.

1.3.12 In terms of landscape and visual, the temporary pylons or masts to facilitate overhead line works within the wetland area would introduce new structures into the views from the local Public Right of Way (PRoW) network and Saxon Shore Way which would result in a temporary increased concentration of wirescape. There is the possibility that the temporary pylons or masts may increase the magnitude of effect experienced during construction for a temporary period of time which might trigger a short term and temporary significant adverse effect, which was not reported within the original PEIR. There is also the potential for a localised increase in the magnitude of effect in a small part of the Ash Levels Landscape Character Area, but this is already reported as a significant adverse effect within the original PEIR.

1.3.13 The larger construction compound now proposed to the west of the A256 is located in an area of complex archaeological remains, while a new field has been included to accommodate a reception pit for the A256 crossing. There is the potential for these changes to result in physical impacts on the previously recorded archaeological remains around the Ebbsfleet Lane area to the west of the A256. Whilst it should be possible to mitigate any impacts through standard mitigation measures (i.e. excavation, recording, and publication), the remains in this area are deemed to be of national importance and therefore the residual effect may be significant adverse. Evaluation trenching is being undertaken, and this will provide additional information relating to the significance of the archaeological remains in this area.

1.3.14 The proposed construction methodology for the foundations of the Minster Substation and Converter Station has the potential to result in the loss of a relatively large area of potential archaeological and palaeo-archaeological deposits, resulting in a significant adverse effect, assuming the deposits are of high value/sensitivity. This will be considered in the ES following further analysis to establish the value of these deposits.

Offshore Scheme (Part 4 of the PEIR)

1.3.15 The refinements to the cable route, the introduction of additional marine areas for construction vessel manoeuvring, and changes to the approach for backfilling marine trenches do not introduce new or different significant environmental effects compared with those presented in the original PEIR.

Project Wide Effects (Part 5 of the original PEIR)

1.3.16 There are no changes in terms of significant environmental effects compared with those presented in the original PEIR.

Extended Working Hours for the Onshore Scheme

1.3.17 In terms of traffic and transport, the proposed extended working hours have the potential to result in significant adverse effects if unmitigated and without restrictions. Further details of the anticipated frequency of traffic movements on Sundays and bank holidays are to be confirmed, and because baseline traffic volumes are generally lower on a Sunday the potential for significant adverse effects as a result of a higher proportional uplift in traffic levels cannot be ruled out at this stage. Sunday and bank holiday working will be subject to further consultation with the local authorities. To

mitigate the potential for adverse effects, restrictions and other measures will be applied where required and included as part of the Outline Construction Traffic Management and Travel Plan. The ES will include further details of anticipated vehicle movements on these days with these mitigation measures applied.

1.3.18 For the socio-economics, recreation and tourism and the health and wellbeing assessments, these extended working hours have the potential to result in significant adverse effects to PRoW if unmitigated and without restrictions. Sundays and bank holidays are typically days where residents and visitors are more likely to frequent recreational PRoW. Therefore, there may be greater adverse effects on receptors accessing these recreational PRoW. Further details of the anticipated construction activities on Sunday and bank holiday are to be confirmed, and therefore the potential for significant adverse effects cannot be ruled out at this stage. Sunday and bank holiday working will be subject to further consultation with the local authorities. To mitigate the potential for adverse effects, restrictions and other measures will be applied where required.

1.4 Environmental Statement

1.4.1 The additional PEI has not identified any change to the scope of the Environmental Impact Assessment (EIA) as a result of the changes to the Proposed Project. Therefore, an updated EIA Scoping Opinion is not sought from the Planning Inspectorate. The ES being prepared for submission with the Development Consent Order (DCO) application will include a full assessment of the final proposals for the Proposed Project, taking account of feedback received from the targeted consultation.

This page is intentionally left blank

National Grid plc
National Grid House,
Warwick Technology Park,
Gallows Hill, Warwick.
CV34 6DA United Kingdom

Registered in England and Wales
No. 4031152
nationalgrid.com

9. Targeted Consultation Environmental Constraint Plan

The Great Grid Upgrade

Sea Link

Environmental Constraint Plans

Version A

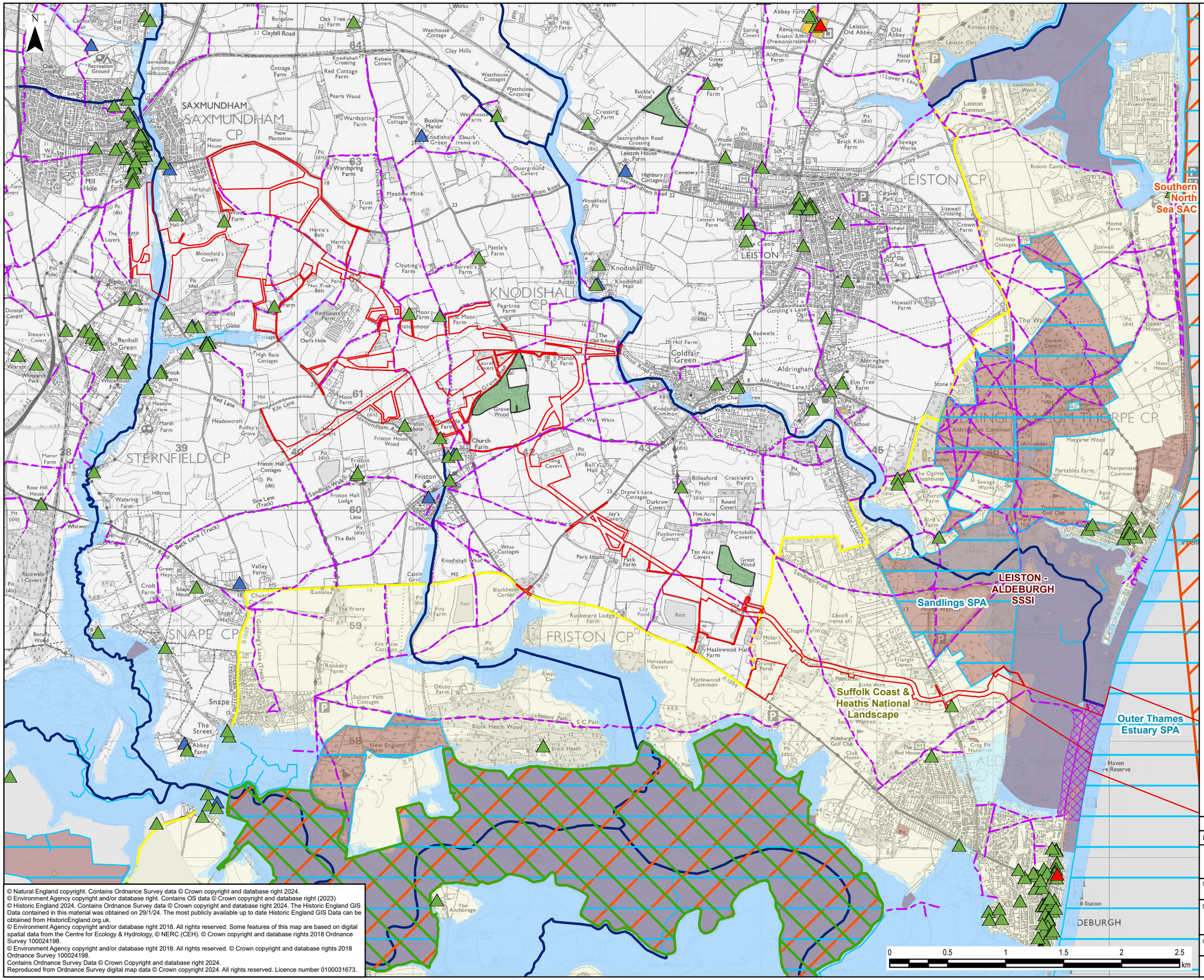
July 2024



nationalgrid

Contents

Page	Title
01	Environmental Constraint Plan - Suffolk
02	Environmental Constraint Plan - Kent
03	Environmental Constraint Plan - Offshore



Legend

- Draft Order Limits
- Grade I Listed Buildings
- Grade II* Listed Buildings
- Grade II Listed Buildings
- Public Rights of Way
- Main Rivers
- Non-Main Rivers and Watercourses
- Scheduled Monuments
- Ancient Woodland
- Local Nature Reserve
- Special Area of Conservation
- Special Protection Area
- Site of Special Scientific Interest
- Ramsar
- National Landscape
- Flood Zone 2
- Flood Zone 3

This figure shows the key statutory designated sites and constraints, but there are other designations, including non-statutory designations, of relevance to the Proposed Project. Further details of these can be found within the original PEIR (October, 2023).

© Natural England copyright. Contains Ordnance Survey data © Crown copyright and database right 2024.
© Environment Agency copyright and/or database right. Contains OS data © Crown copyright and database right (2023)
© Historic England 2024. Contains Ordnance Survey data © Crown copyright and database right 2024. The Historic England GIS Data contained in this material was obtained on 29/1/24. The most publicly available up to date Historic England GIS Data can be obtained from HistoricEngland.org.uk.
© Environment Agency copyright and/or database right 2018. All rights reserved. Some features of this map are based on digital spatial data from the Centre for Ecology & Hydrology, © NERC (CEH). © Crown copyright and database rights 2018 Ordnance Survey 100024198.
© Environment Agency copyright and/or database right 2018. All rights reserved. © Crown copyright and database rights 2018 Ordnance Survey 100024198.
Contains Ordnance Survey Data © Crown Copyright and database right 2024.
Reproduced from Ordnance Survey digital map data © Crown copyright 2024. All rights reserved. Licence number 0100031673.

Rev	Date	Description	GIS	Chk	App
0	28/06/2024	TARGETED CONSULTATION	EB	DF	KS

nationalgrid

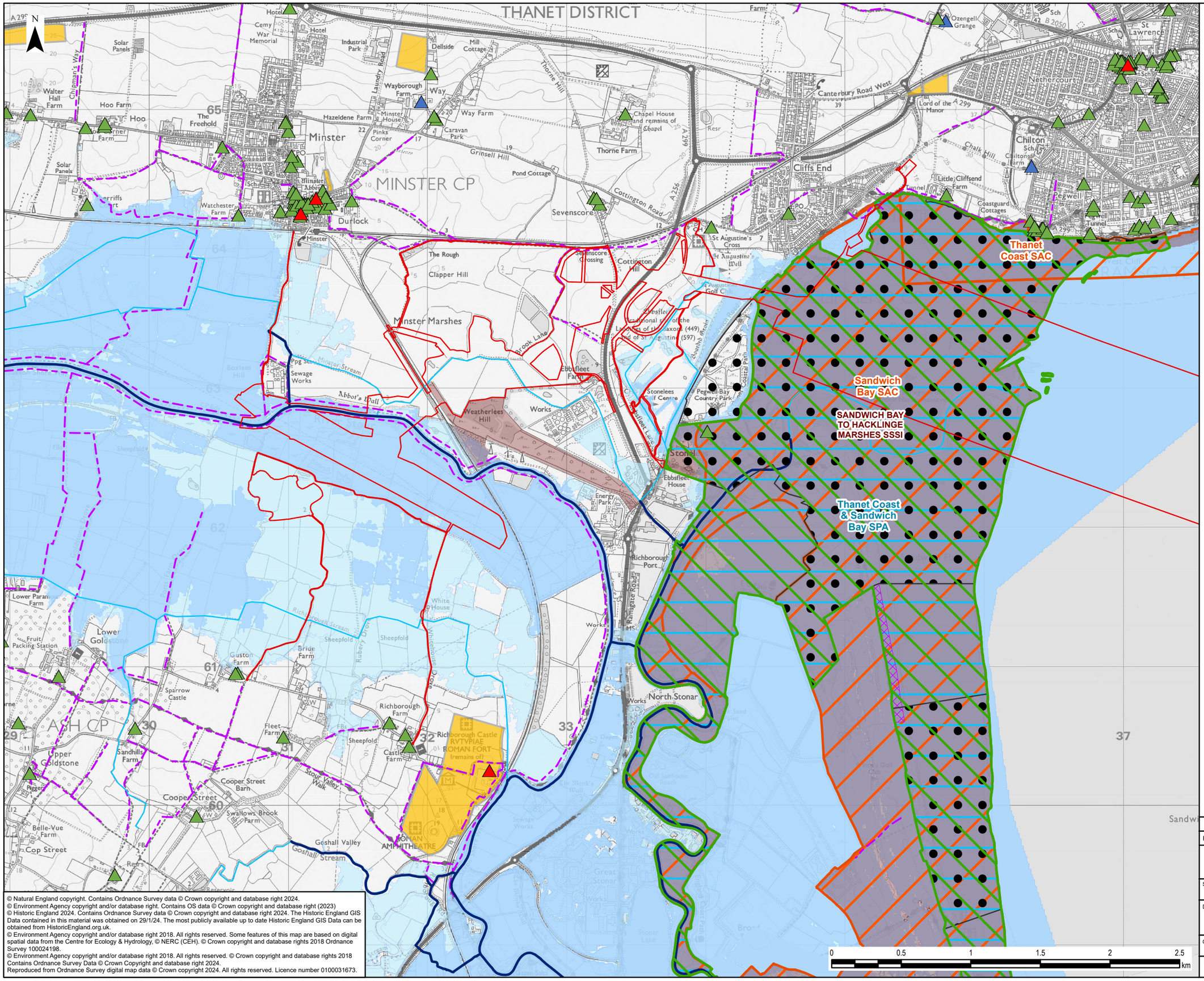
Scheme: SEA LINK

Document Title: ENVIRONMENTAL CONSTRAINTS PLAN - SUFFOLK

Creator:	Date:	Checker:	Date:	Approver:	Date:
EB	28/06/2024	DF	28/06/2024	KS	28/06/2024

Document Ref:	Scale:	Format:	Sheets:	Rev:
FIGURE 1	1:30,000	A3	1	0

Document Path: L:\Legacy\UKMCR1FP002-V1IE\Proposal\3512\SEAL GIS\02_Maps\Targeted Consultation\Sea_Link_TC_Fig1_Env_Constraints_Plan_Suffolk_20240628_EB.aprx



Legend

- Draft Order Limits
- Grade I Listed Buildings
- Grade II* Listed Buildings
- Grade II Listed Buildings
- Public Rights of Way
- Main Rivers
- Non-Main Rivers and Watercourses
- Scheduled Monuments
- Local Nature Reserve
- National Nature Reserve
- Special Area of Conservation
- Special Protection Area
- Site of Special Scientific Interest
- Ramsar
- Flood Zone 2
- Flood Zone 3

This figure shows the key statutory designated sites and constraints, but there are other designations, including non-statutory designations, of relevance to the Proposed Project. Further details of these can be found within the original PEIR (October, 2023).

© Natural England copyright. Contains Ordnance Survey data © Crown copyright and database right 2024.
© Environment Agency copyright and/or database right. Contains OS data © Crown copyright and database right (2023)
© Historic England 2024. Contains Ordnance Survey data © Crown copyright and database right 2024. The Historic England GIS Data contained in this material was obtained on 29/1/24. The most publicly available up to date Historic England GIS Data can be obtained from HistoricEngland.org.uk.
© Environment Agency copyright and/or database right 2018. All rights reserved. Some features of this map are based on digital spatial data from the Centre for Ecology & Hydrology, © NERC (CEH). © Crown copyright and database rights 2018 Ordnance Survey 100024198.
© Environment Agency copyright and/or database right 2018. All rights reserved. © Crown copyright and database rights 2018 Contains Ordnance Survey Data © Crown Copyright and database right 2024.
Reproduced from Ordnance Survey digital map data © Crown copyright 2024. All rights reserved. Licence number 0100031673.

Rev	Date	Description	GIS	Chk	App
0	24/06/2024	TARGETED CONSULTATION	EB	DF	KS

nationalgrid

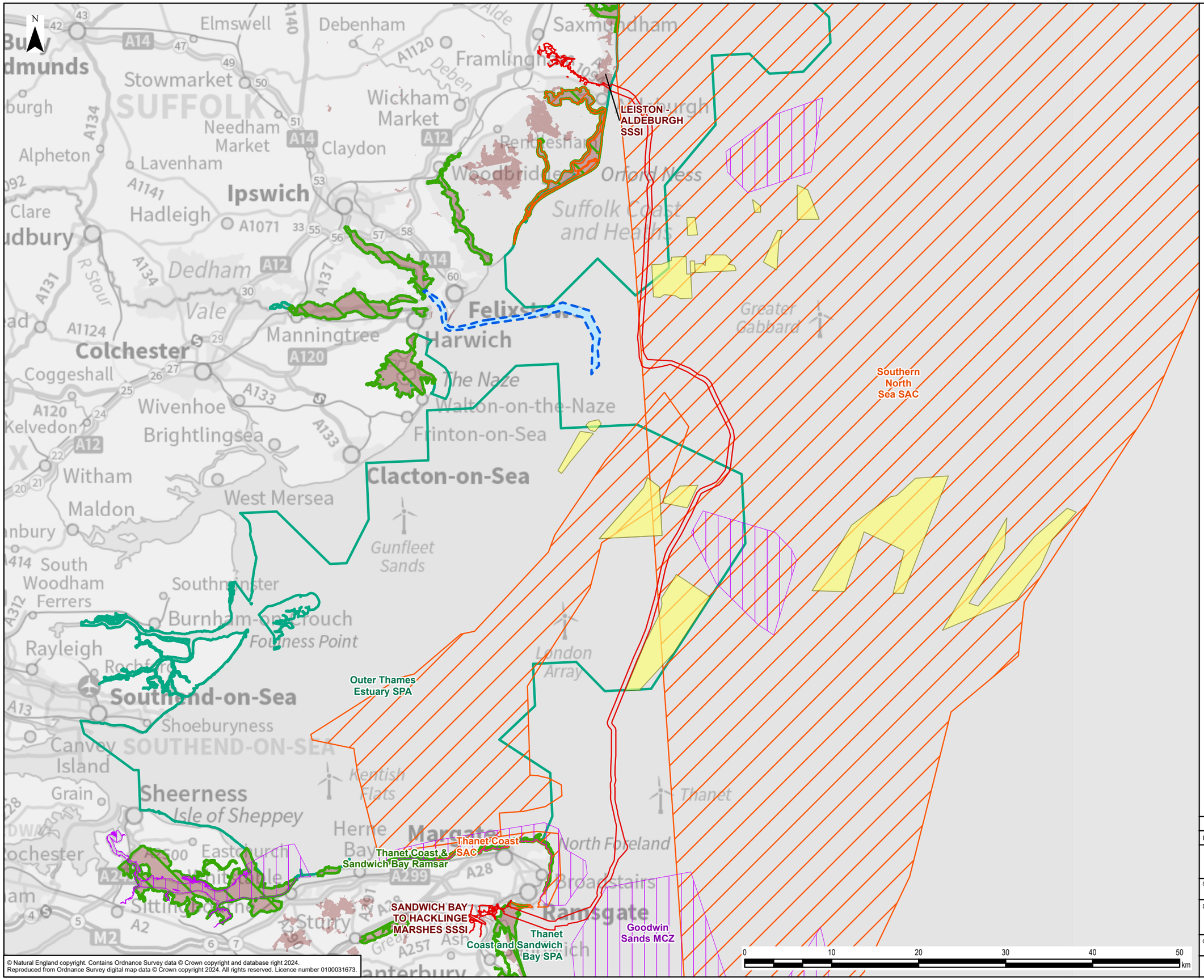
Scheme: SEA LINK

Document Title: ENVIRONMENTAL CONSTRAINTS PLAN - KENT

Creator:	Date:	Checker:	Date:	Approver:	Date:
EB	24/06/2024	DF	24/06/2024	KS	24/06/2024

Document Ref:	Scale:	Format:	Sheets:	Rev:
FIGURE 2	1:25,000	A3	1	0

Document Path: L:\Legacy\UKMCR1FP002-V1IE\Proposal\3512\SEAL GIS\02_Maps\Targeted Consultation\Sea_Link_TC_Fig2_Env_Constraints_Plan_Kent_20240624_EB.aprx



Legend

- Draft Order Limits
- Harwich Approach Channel Deepening
- Mineral and Aggregate Extraction Site
- SAC with Marine Components (SAC)
- SPA with Marine Component (SPA)
- Site of Special Scientific Interest
- Ramsar
- Marine Conservation Zone (MCZ)

© Natural England copyright. Contains Ordnance Survey data © Crown copyright and database right 2024.
Reproduced from Ordnance Survey digital map data © Crown copyright 2024. All rights reserved. Licence number 0100031673.

Rev	Date	Description	GIS	Chk	App
0	01/07/2024	TARGETED CONSULTATION	EB	DF	KS

nationalgrid

Scheme: SEA LINK

Document Title: ENVIRONMENTAL CONSTRAINTS PLAN - OFFSHORE

Creator:	Date:	Checker:	Date:	Approver:	Date:
EB	01/07/2024	DF	01/07/2024	KS	01/07/2024

Document Ref:	Scale:	Format:	Sheets:	Rev:
FIGURE 3	1:400,000	A3	1	0

Document Path: L:\Legacy\UKMCR1FP002-V1IE\Proposal\3512\SEAL GIS\02_Maps\Targeted Consultation\Sea_Link_TC_Fig3_Env_Constraints_Plan_Offshore_20240701_EB.aprx

10. Targeted Consultation General Arrangement Plans

The Great Grid Upgrade

Sea Link

General Arrangement Plans

Version A

July 2024



nationalgrid

Contents

Section	Scheme
01	Overall Location Plan (Sea Link)
02	Suffolk Onshore Scheme
03	Kent Onshore Scheme
04	Offshore Scheme

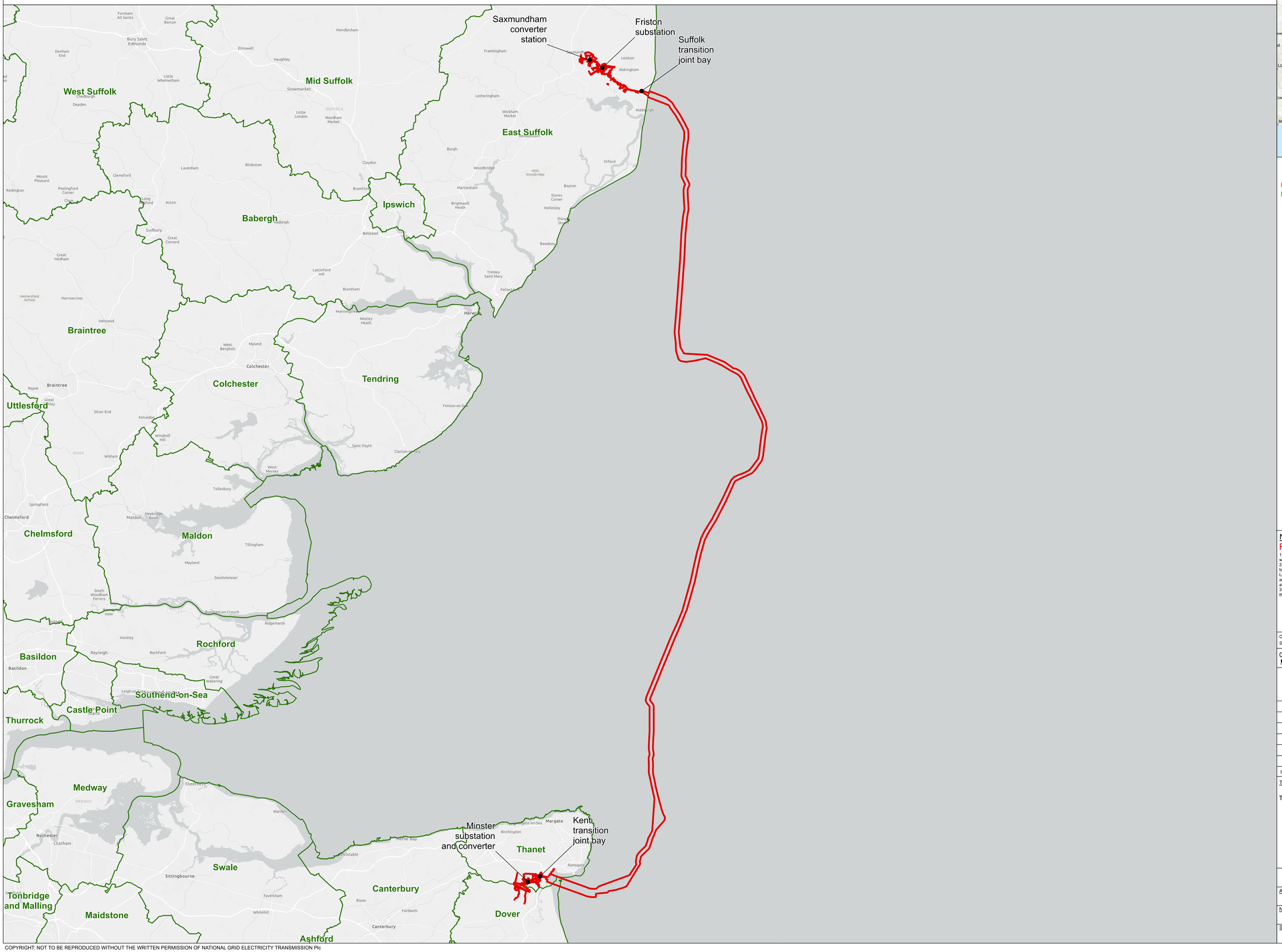
The Great Grid Upgrade

Sea Link

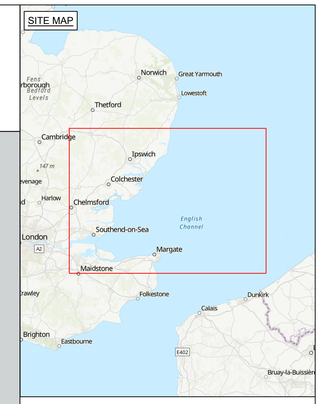
01. Overall Location Plan



THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
OVERALL LOCATION PLAN FOR CONSULTATION
SHEET 1 OF 1
SUFFOLK COUNTY COUNCIL, EAST SUFFOLK DISTRICT COUNCIL, KENT COUNTY COUNCIL, DOVER DISTRICT COUNCIL, THANET DISTRICT COUNCIL



SITE MAP



Legend

- Draft Order Limits
- District Council boundary

Notes

For consultation purposes only.

1. This plan is scaled at paper size A0, therefore any prints taken at smaller sizes will affect accuracy of the measurement units and should not be scaled against.
2. These plans show the Draft Order Limits and potential locations for the works. Due to the need for future flexibility, National Grid will be applying for Order Limits and Limits of Deviation within its Development Consent Order, within which any final alignment would lie. Therefore the cable alignment, converter stations, substations and pylon locations should be treated as indicative only.
3. For further information on construction please refer to the construction section of the Environmental Statement.

Coordinate System: British National Grid

Sheet X Centroid Coordinate: N/A Sheet Y Centroid Coordinate: N/A

0 3,750 7,500 15,000 Metres

BACKGROUND MAPPING INFORMATION HAS BEEN REPRODUCED FROM THE ORDNANCE SURVEY BY PERMISSION OF ORDNANCE SURVEY OF THE CONTROLLER OF HIS MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT ORDNANCE SURVEY © - 100024241. BLUESKY INTERNATIONAL LTD ©. NATIONAL GRID ELECTRICITY ESRI COMMUNITY MAPS CONTRIBUTORS, ESRI UK, ESRI, HERE, GARMIN, FOURSQUARE, GEOTECHNOLOGIES, INC, METI/NASA, USGS OFFICE FOR NATIONAL STATISTICS LICENCED UNDER THE OPEN GOVERNMENT LICENCE V.3.0

Issue	Date	Remarks	Drawn	Checked	Approved
B	25/06/24	Change control update	JF	SC	JW
A	29/08/23	Final	JF	SC	KJ

Title

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
OVERALL LOCATION PLAN
FOR CONSULTATION
SHEET 1 OF 1

nationalgrid

Application Number

EN020026

National Grid Drawing Reference

S42_T/OLP/SS/3001

Scale	Sheet Size	Sheet	Issue
1:150,000	A0	SHEET 1 OF 1	B

COPYRIGHT: NOT TO BE REPRODUCED WITHOUT THE WRITTEN PERMISSION OF NATIONAL GRID ELECTRICITY TRANSMISSION Plc

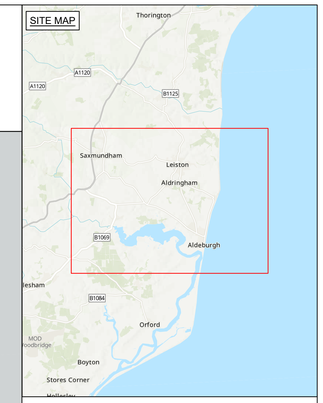
02. Suffolk Onshore Scheme



THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
MASTER KEY PLAN FOR CONSULTATION
SHEET 1 OF 1
SUFFOLK
SUFFOLK COUNTY COUNCIL, EAST SUFFOLK DISTRICT COUNCIL

Sheet 1
Sheet 2
Sheet 3
Sheet 4
Sheet 5
Sheet 6
Sheet 7

SITE MAP



Legend

- Detailed sheet
- Draft Order Limits

Notes

For consultation purposes only.

1. This plan is scaled at paper size A0, therefore any prints taken at smaller sizes will affect accuracy of the measurement units and should not be scaled against.
2. These plans show the Draft Order Limits and potential locations for the works. Due to the need for future flexibility, National Grid will be applying for Order Limits and Limits of Deviation within its Development Consent Order, within which any final alignment would lie. Therefore the cable alignment, converter stations, substations and pylon locations should be treated as indicative only.
3. For further information on construction please refer to the construction section of the Environmental Statement.

Coordinate System: British National Grid
Sheet X Centroid Coordinate: N/A Sheet Y Centroid Coordinate: N/A

0 375 750 1,500 Metres

BACKGROUND MAPPING INFORMATION HAS BEEN REPRODUCED FROM THE ORDNANCE SURVEY BY PERMISSION OF ORDNANCE SURVEY OF THE CONTROLLER OF HIS MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT ORDNANCE SURVEY © - 100024241. BLUESKY INTERNATIONAL LTD © NATIONAL GRID ELECTRICITY ESRI COMMUNITY MAPS CONTRIBUTORS, ESRI UK, ESRI, HERE, GARMIN, FOURSQUARE, GEOTECHNOLOGIES, INC, METI/NASA, USGS

Issue	Date	Remarks	Drawn	Checked	Approved
B	25/06/24	Change control update	JF	SC	JW
A	29/08/23	Final	JF	SC	KJ

Title

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
MASTER KEY PLAN FOR CONSULTATION
SHEET 1 OF 1
SUFFOLK

nationalgrid

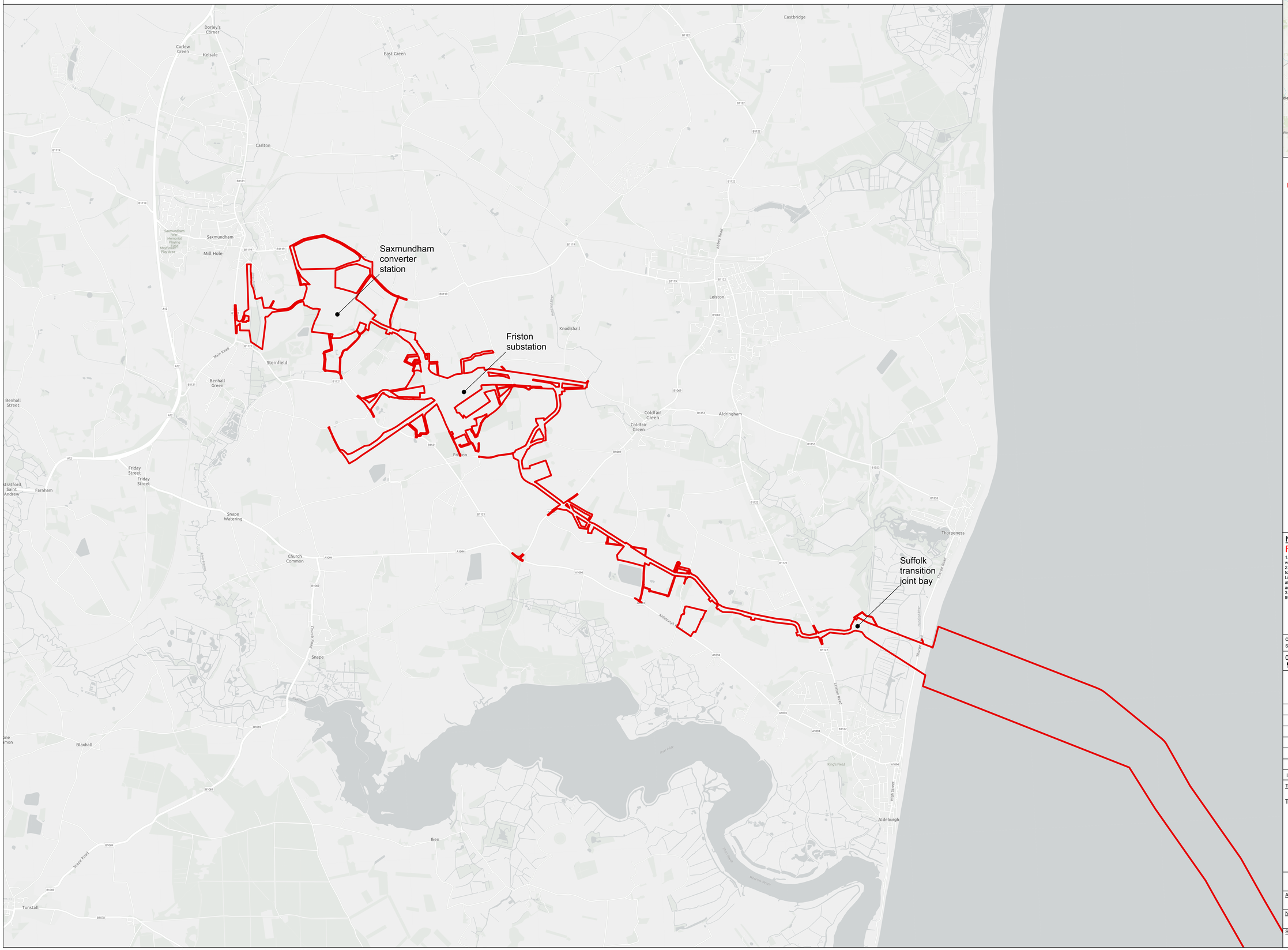
Application Number
EN020026

National Grid Drawing Reference
S42_S/MKP/SS/0001

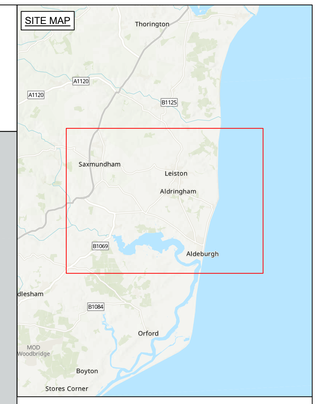
Scale	Sheet Size	Sheet	Issue
1:15,000	A0	SHEET 1 OF 1	B

COPYRIGHT: NOT TO BE REPRODUCED WITHOUT THE WRITTEN PERMISSION OF NATIONAL GRID ELECTRICITY TRANSMISSION Plc

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
LOCATION PLAN FOR CONSULTATION
SHEET 1 OF 1
SUFFOLK
SUFFOLK COUNTY COUNCIL, EAST SUFFOLK DISTRICT COUNCIL



SITE MAP



Legend

Draft Order Limits

Notes

For consultation purposes only.

1. This plan is scaled at paper size A0, therefore any prints taken at smaller sizes will affect accuracy of the measurement units and should not be scaled against.
2. These plans show the Draft Order Limits and potential locations for the works. Due to the need for future flexibility, National Grid will be applying for Order Limits and Limits of Deviation within its Development Consent Order, within which any final alignment would lie. Therefore the cable alignment, converter stations, substations and pylon locations should be treated as indicative only.
3. For further information on construction please refer to the construction section of the Environmental Statement.

Coordinate System: British National Grid

Sheet X Centroid Coordinate: N/A Sheet Y Centroid Coordinate: N/A

0 375 750 1,500 Metres

BACKGROUND MAPPING INFORMATION HAS BEEN REPRODUCED FROM THE ORDNANCE SURVEY BY PERMISSION OF ORDNANCE SURVEY OF THE CONTROLLER OF HIS MAJESTY'S STATIONERY OFFICE, CROWN COPYRIGHT ORDNANCE SURVEY © - 100024241. BLUESKY INTERNATIONAL LTD © NATIONAL GRID ELECTRICITY ESRI COMMUNITY MAPS CONTRIBUTORS, ESRI UK, ESRI, HERE, GARMIN, FOURSQUARE, GEOTECHNOLOGIES, INC, METI/NASA, USGS

Issue	Date	Remarks	Drawn	Checked	Approved
B	25/06/24	Change control update	JF	SC	JW
A	29/08/23	Final	JF	SC	KJ

Title

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
LOCATION PLAN FOR CONSULTATION
SHEET 1 OF 1
SUFFOLK

nationalgrid

Application Number: EN020026

National Grid Drawing Reference: S42_S/OLP/SS/0001

Scale	Sheet Size	Sheet	Issue
1:15,000	A0	SHEET 1 OF 1	B

COPYRIGHT: NOT TO BE REPRODUCED WITHOUT THE WRITTEN PERMISSION OF NATIONAL GRID ELECTRICITY TRANSMISSION Plc

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
GENERAL ARRANGEMENT PLAN SERIES FOR CONSULTATION
SHEET 1 OF 7
SUFFOLK
SUFFOLK COUNTY COUNCIL, EAST SUFFOLK DISTRICT COUNCIL

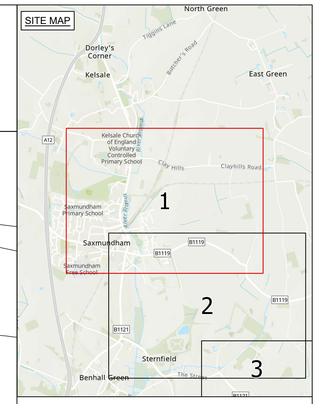
The northern access option shown at the statutory consultation has been removed

SAXMUNDHAM

FOR CONTINUATION SEE SHEET 2

B1119

SITE MAP



Legend

- Draft Order Limits
- Proposed access route
- Proposed construction compound

Notes

For consultation purposes only.

1. This plan is scaled at paper size A0, therefore any prints taken at smaller sizes will affect accuracy of the measurement units and should not be scaled against.
2. These plans show the Draft Order Limits and potential locations for the works. Due to the need for future flexibility, National Grid will be applying for Order Limits and Limits of Deviation within its Development Consent Order, within which any final alignment would lie. Therefore the cable alignment, converter stations, substations and pylon locations should be treated as indicative only.
3. The Permanent access LoD is only shown where permanent access routes fall outside of the Cable LoD.
4. Access routes shown are a combination of primary construction accesses, mobilisation accesses, and monitoring and maintenance accesses.
5. For further information on construction please refer to the construction section of the Environmental Statement.

Coordinate System: British National Grid

Sheet X Centroid Coordinate:639687.81 Sheet Y Centroid Coordinate:262330.78

0 62.5 125 250 Metres

BACKGROUND MAPPING INFORMATION HAS BEEN REPRODUCED FROM THE ORDNANCE SURVEY BY PERMISSION OF ORDNANCE SURVEY OF THE CONTROLLER OF HIS MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT ORDNANCE SURVEY © - 100024241. BLUESKY INTERNATIONAL LTD © NATIONAL GRID ELECTRICITY ESRI COMMUNITY MAPS CONTRIBUTORS, ESRI UK, ESRI, HERE, GARMIN, FOURSQUARE, GEOTECHNOLOGIES, INC, METI/NASA, USGS

Issue	Date	Remarks	Drawn	Checked	Approved
B	28/06/24	Change control update	JF	SC	JW
A	31/08/23	Final	JF	SC	JW

Title

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
GENERAL ARRANGEMENT PLAN SERIES FOR CONSULTATION
SHEET 1 OF 7
SUFFOLK

nationalgrid

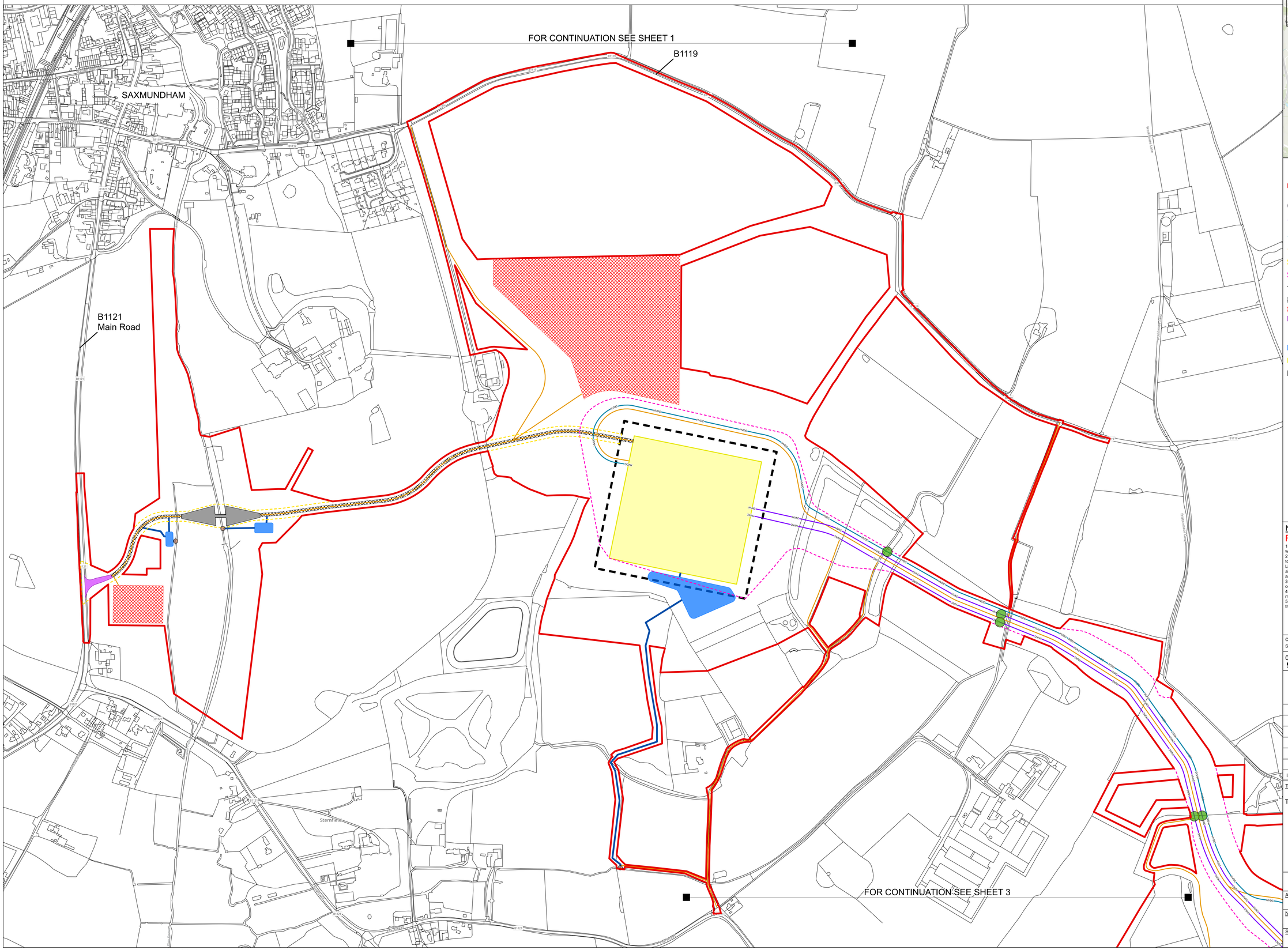
Application Number: EN020026

National Grid Drawing Reference: S42_S/IGA/PS/0001

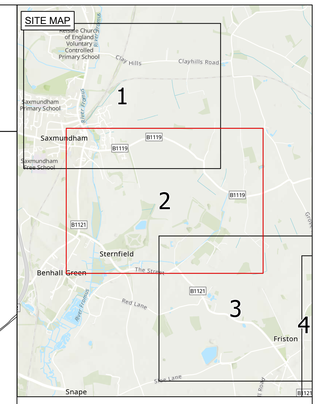
Scale	Sheet Size	Sheet	Issue
1:2,500	A0	SHEET 1 OF 7	B

COPYRIGHT: NOT TO BE REPRODUCED WITHOUT THE WRITTEN PERMISSION OF NATIONAL GRID ELECTRICITY TRANSMISSION Plc

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
GENERAL ARRANGEMENT PLAN SERIES FOR CONSULTATION
SHEET 2 OF 7
SUFFOLK
SUFFOLK COUNTY COUNCIL, EAST SUFFOLK DISTRICT COUNCIL



SITE MAP



Legend

- Draft Order Limits
- Proposed permanent outfall
- Proposed joint bay
- Proposed High Voltage Alternating Current (HVAC) cable alignment
- Proposed High Voltage Direct Current (HVDC) cable alignment
- Proposed access route
- Permanent access Limit of Deviation (LoD)
- Cable Limit of Deviation (LoD)
- Converter station Limit of Deviation (LoD)
- Proposed permanent access
- Proposed construction compound
- Proposed permanent bellmouth
- Proposed permanent attenuation outfall pipe
- Proposed permanent attenuation pond
- Proposed converter station
- Proposed River Fromus bridge crossing

Notes

For consultation purposes only.

1. This plan is scaled at paper size A0, therefore any prints taken at smaller sizes will affect accuracy of the measurement units and should not be scaled against.
2. These plans show the Draft Order Limits and potential locations for the works. Due to the need for future flexibility, National Grid will be applying for Order Limits and Limits of Deviation within its Development Consent Order, within which any final alignment would lie. Therefore the cable alignment, converter stations, substations and pylon locations should be treated as indicative only.
3. The Permanent access LoD is only shown where permanent access routes fall outside of the Cable LoD.
4. Access routes shown are a combination of primary construction accesses, mobilisation accesses, and monitoring and maintenance accesses.
5. For further information on construction please refer to the construction section of the Environmental Statement.

Coordinate System: British National Grid

Sheet X Centroid Coordinate:639687.81 Sheet Y Centroid Coordinate:262330.78

0 62.5 125 250 Metres

BACKGROUND MAPPING INFORMATION HAS BEEN REPRODUCED FROM THE ORDNANCE SURVEY BY PERMISSION OF ORDNANCE SURVEY OF THE CONTROLLER OF HIS MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT ORDNANCE SURVEY © - 100024241. BLUESKY INTERNATIONAL LTD ©. NATIONAL GRID ELECTRICITY ESRI COMMUNITY MAPS CONTRIBUTORS, ESRI UK, ESRI, HERE, GARMIN, FOURSQUARE, GEOTECHNOLOGIES, INC, METI/NASA, USGS

Issue	Date	Remarks	Drawn	Checked	Approved
B	28/06/24	Change control update	JF	SC	JW
A	31/08/23	Final	JF	SC	JW

Title

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
GENERAL ARRANGEMENT PLAN SERIES
FOR CONSULTATION
SHEET 2 OF 7
SUFFOLK

nationalgrid

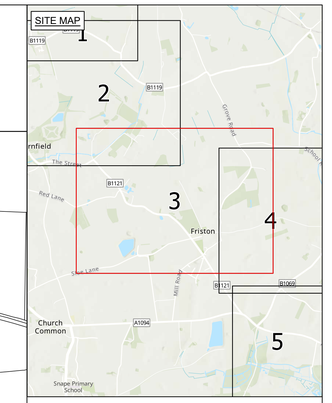
Application Number: EN020026

National Grid Drawing Reference: S42_S/IGA/PS/0002

Scale	Sheet Size	Sheet	Issue
1:2,500	A0	SHEET 2 OF 7	B

COPYRIGHT: NOT TO BE REPRODUCED WITHOUT THE WRITTEN PERMISSION OF NATIONAL GRID ELECTRICITY TRANSMISSION Plc

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
GENERAL ARRANGEMENT PLAN SERIES FOR CONSULTATION
SHEET 3 OF 7
SUFFOLK
SUFFOLK COUNTY COUNCIL, EAST SUFFOLK DISTRICT COUNCIL



FOR CONTINUATION SEE SHEET 2

B1121 Saxmundham Road

Kiln Lane

Redbarn Lane

Slaughden Road

Grove Road

4ZW017

4ZW018

4ZW019

4ZW020

4ZW020A

4ZW020B

4ZW021

4ZW022

4ZW023

4ZW024

NGET OHL

NGET OHL

Area for access to existing pylons for modification works

Area for access to existing pylons for modification works

FRISTON

FOR CONTINUATION SEE SHEET 4

Legend

- Draft Order Limits
- Proposed permanent outfall
- Proposed joint bay
- Proposed pylon modification works
- Proposed temporary Over Head Line (OHL) structure
- Existing pylon (within Order Limits)
- Proposed pylon removal
- Proposed pylon
- Proposed Over Head Line (OHL)
- Proposed Over Head Line (OHL) to be removed
- Proposed High Voltage Alternating Current (HVAC) cable alignment
- Proposed High Voltage Direct Current (HVDC) cable alignment
- Proposed access route
- Over Head Line (OHL) Limit of Deviation (LoD)
- Permanent access Limit of Deviation (LoD)
- Cable Limit of Deviation (LoD)
- Substation Limit of Deviation (LoD)
- Proposed permanent access
- Proposed construction compound
- Proposed permanent bellmouth
- Proposed temporary bellmouth
- Proposed permanent attenuation outfall pipe
- Proposed permanent attenuation pond
- Proposed permanent infiltration outfall pipe
- Proposed permanent infiltration pond
- Proposed substation

Notes

For consultation purposes only.

1. This plan is scaled at paper size A0, therefore any prints taken at smaller sizes will affect accuracy of the measurement units and should not be scaled against.
2. These plans show the Draft Order Limits and potential locations for the works. Due to the need for future flexibility, National Grid will be applying for Order Limits and Limits of Deviation within its Development Consent Order, within which any final alignment would lie. Therefore the cable alignment, converter stations, substations and pylon locations should be treated as indicative only.
3. The Permanent access LoD is only shown where permanent access routes fall outside of the Cable LoD.
4. Access routes shown are a combination of primary construction accesses, mobilisation accesses, and monitoring and maintenance accesses.
5. For further information on construction please refer to the construction section of the Environmental Statement.

Coordinate System: British National Grid
Sheet X Centroid Coordinate:640896.25 Sheet Y Centroid Coordinate:260928.59

0 62.5 125 250 Metres

BACKGROUND MAPPING INFORMATION HAS BEEN REPRODUCED FROM THE ORDNANCE SURVEY BY PERMISSION OF ORDNANCE SURVEY OF THE CONTROLLER OF HIS MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT ORDNANCE SURVEY © - 100024241. BLUESKY INTERNATIONAL LTD ©. NATIONAL GRID ELECTRICITY ESRI COMMUNITY MAPS CONTRIBUTORS, ESRI UK, ESRI, HERE, GARMIN, FOURSQUARE, GEOTECHNOLOGIES, INC, METI/NASA, USGS

Issue	Date	Remarks	Drawn	Checked	Approved
B	28/06/24	Change control update	JF	SC	JW
A	31/08/23	Final	JF	SC	JW

Title

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
GENERAL ARRANGEMENT PLAN SERIES FOR CONSULTATION
SHEET 3 OF 7
SUFFOLK

nationalgrid

Application Number
EN020026

National Grid Drawing Reference
S42_S/IGA/PS/0003

Scale	Sheet Size	Sheet	Issue
1:2,500	A0	SHEET 3 OF 7	B

COPYRIGHT: NOT TO BE REPRODUCED WITHOUT THE WRITTEN PERMISSION OF NATIONAL GRID ELECTRICITY TRANSMISSION Plc

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
GENERAL ARRANGEMENT PLAN SERIES FOR CONSULTATION
SHEET 4 OF 7
SUFFOLK
SUFFOLK COUNTY COUNCIL, EAST SUFFOLK DISTRICT COUNCIL

4ZW019
4ZW018
4ZW017
4ZW016
4ZW015

FOR CONTINUATION SEE SHEET 3

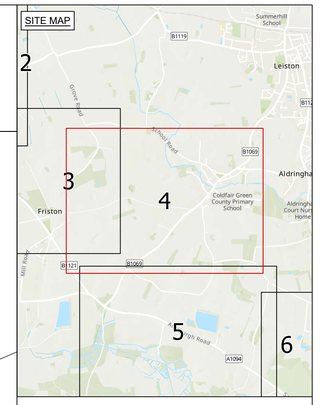
COLDFAIR GREEN

Grove Road

B1069
Snape Road

FOR CONTINUATION SEE SHEET 5

SITE MAP



Legend

- Draft Order Limits
- Proposed joint bay
- Proposed pylon modification works
- Proposed High Voltage Direct Current (HVDC) cable alignment
- Proposed access route
- Over Head Line (OHL) Limit of Deviation (LoD)
- Cable Limit of Deviation (LoD)
- Proposed construction compound
- Proposed temporary bellmouth

Notes

For consultation purposes only.

1. This plan is scaled at paper size A0, therefore any prints taken at smaller sizes will affect accuracy of the measurement units and should not be scaled against.
2. These plans show the Draft Order Limits and potential locations for the works. Due to the need for future flexibility, National Grid will be applying for Order Limits and Limits of Deviation within its Development Consent Order, within which any final alignment would lie. Therefore the cable alignment, converter stations, substations and pylon locations should be treated as indicative only.
3. The Permanent access LoD is only shown where permanent access routes fall outside of the Cable LoD.
4. Access routes shown are a combination of primary construction accesses, mobilisation accesses, and monitoring and maintenance accesses.
5. For further information on construction please refer to the construction section of the Environmental Statement.

Coordinate System: British National Grid
Sheet X Centroid Coordinate:642755.44 Sheet Y Centroid Coordinate:260670.66

0 62.5 125 250 Metres

BACKGROUND MAPPING INFORMATION HAS BEEN REPRODUCED FROM THE ORDNANCE SURVEY BY PERMISSION OF ORDNANCE SURVEY OF THE CONTROLLER OF HIS MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT ORDNANCE SURVEY © - 100024241. BLUESKY INTERNATIONAL LTD ©. NATIONAL GRID ELECTRICITY ESRI COMMUNITY MAPS CONTRIBUTORS, ESRI UK, ESRI, HERE, GARMIN, FOURSQUARE, GEOTECHNOLOGIES, INC, METI/NASA, USGS

Issue	Date	Remarks	Drawn	Checked	Approved
B	28/06/24	Change control update	JF	SC	JW
A	31/08/23	Final	JF	SC	JW

Title

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
GENERAL ARRANGEMENT PLAN SERIES FOR CONSULTATION
SHEET 4 OF 7
SUFFOLK

nationalgrid

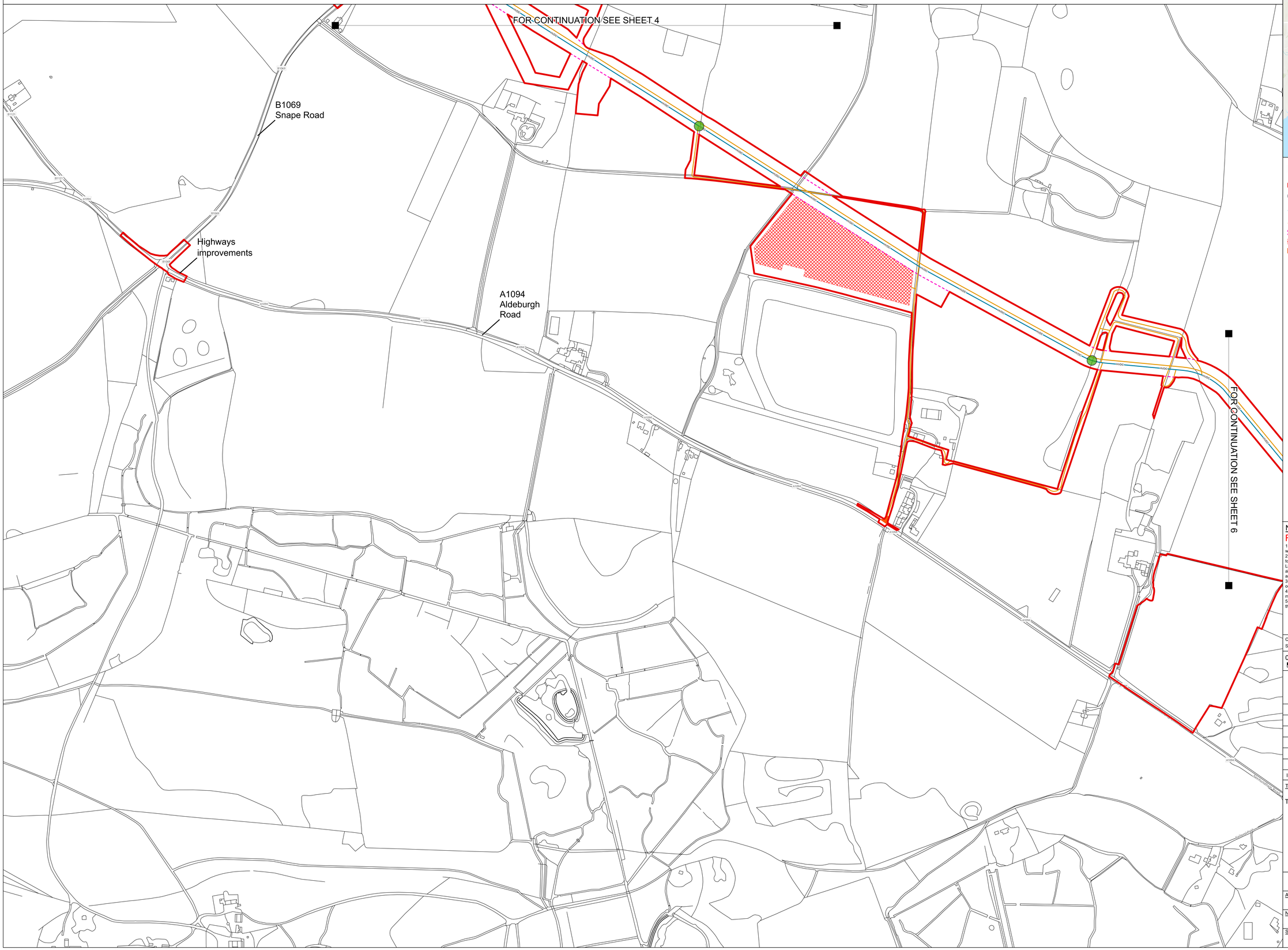
Application Number
EN020026

National Grid Drawing Reference
S42_S/IGA/PS/0004

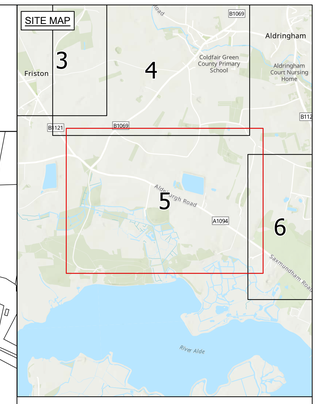
Scale	Sheet Size	Sheet	Issue
1:2,500	A0	SHEET 4 OF 7	B

COPYRIGHT: NOT TO BE REPRODUCED WITHOUT THE WRITTEN PERMISSION OF NATIONAL GRID ELECTRICITY TRANSMISSION Plc

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
GENERAL ARRANGEMENT PLAN SERIES FOR CONSULTATION
SHEET 5 OF 7
SUFFOLK
SUFFOLK COUNTY COUNCIL, EAST SUFFOLK DISTRICT COUNCIL



SITE MAP



Legend

- Draft Order Limits
- Proposed joint bay
- Proposed High Voltage Direct Current (HVDC) cable alignment
- Proposed access route
- Cable Limit of Deviation (LoD)
- Proposed construction compound
- Proposed temporary bellmouth

Notes

For consultation purposes only.

1. This plan is scaled at paper size A0, therefore any prints taken at smaller sizes will affect accuracy of the measurement units and should not be scaled against.
2. These plans show the Draft Order Limits and potential locations for the works. Due to the need for future flexibility, National Grid will be applying for Order Limits and Limits of Deviation within its Development Consent Order, within which any final alignment would lie. Therefore the cable alignment, converter stations, substations and pylon locations should be treated as indicative only.
3. The Permanent access LoD is only shown where permanent access routes fall outside of the Cable LoD.
4. Access routes shown are a combination of primary construction accesses, mobilisation accesses, and monitoring and maintenance accesses.
5. For further information on construction please refer to the construction section of the Environmental Statement.

Coordinate System: British National Grid

Sheet X Centroid Coordinate:642931 Sheet Y Centroid Coordinate:258875.42

0 62.5 125 250 Metres

BACKGROUND MAPPING INFORMATION HAS BEEN REPRODUCED FROM THE ORDNANCE SURVEY BY PERMISSION OF ORDNANCE SURVEY OF THE CONTROLLER OF HIS MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT ORDNANCE SURVEY © - 100024241. BLUESKY INTERNATIONAL LTD © NATIONAL GRID ELECTRICITY ESRI COMMUNITY MAPS CONTRIBUTORS, ESRI UK, ESRI, HERE, GARMIN, FOURSQUARE, GEOTECHNOLOGIES, INC, METI/NASA, USGS

Issue	Date	Remarks	Drawn	Checked	Approved
B	28/06/24	Change control update	JF	SC	JW
A	31/08/23	Final	JF	SC	JW

Title

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
GENERAL ARRANGEMENT PLAN SERIES FOR CONSULTATION
SHEET 5 OF 7
SUFFOLK

nationalgrid

Application Number

EN020026

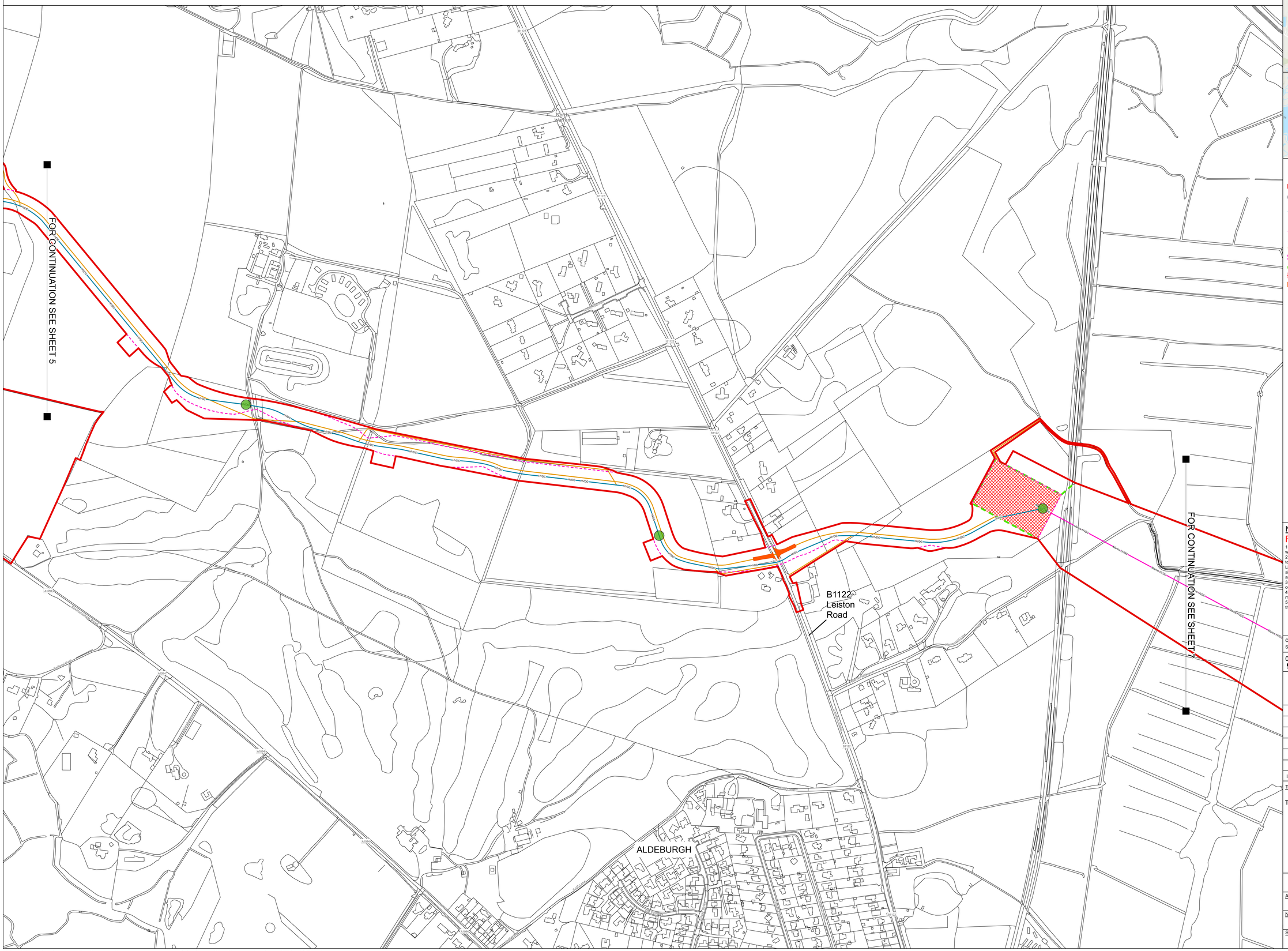
National Grid Drawing Reference

S42_S/IGA/PS/0005

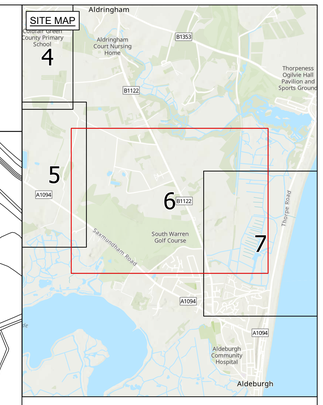
Scale	Sheet Size	Sheet	Issue
1:2,500	A0	SHEET 5 OF 7	B

COPYRIGHT: NOT TO BE REPRODUCED WITHOUT THE WRITTEN PERMISSION OF NATIONAL GRID ELECTRICITY TRANSMISSION Plc

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
GENERAL ARRANGEMENT PLAN SERIES FOR CONSULTATION
SHEET 6 OF 7
SUFFOLK
SUFFOLK COUNTY COUNCIL, EAST SUFFOLK DISTRICT COUNCIL



SITE MAP



Legend

- Draft Order Limits
- Proposed joint bay
- Proposed High Voltage Direct Current (HVDC) cable alignment
- Proposed marine High Voltage Direct Current (HVDC) cable alignment
- Proposed access route
- Cable Limit of Deviation (LoD)
- Marine Limit of Deviation (LoD)
- Proposed construction compound
- Proposed temporary bellmouth

Notes

For consultation purposes only.

1. This plan is scaled at paper size A0, therefore any prints taken at smaller sizes will affect accuracy of the measurement units and should not be scaled against.
2. These plans show the Draft Order Limits and potential locations for the works. Due to the need for future flexibility, National Grid will be applying for Order Limits and Limits of Deviation within its Development Consent Order, within which any final alignment would lie. Therefore the cable alignment, converter stations, substations and pylon locations should be treated as indicative only.
3. The Permanent access LoD is only shown where permanent access routes fall outside of the Cable LoD.
4. Access routes shown are a combination of primary construction accesses, mobilisation accesses, and monitoring and maintenance accesses.
5. For further information on construction please refer to the construction section of the Environmental Statement.

Coordinate System: British National Grid
Sheet X Centroid Coordinate:645296.31 Sheet Y Centroid Coordinate:258534.94

0 62.5 125 250 Metres

BACKGROUND MAPPING INFORMATION HAS BEEN REPRODUCED FROM THE ORDNANCE SURVEY BY PERMISSION OF ORDNANCE SURVEY OF THE CONTROLLER OF HIS MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT ORDNANCE SURVEY © - 100024241. BLUESKY INTERNATIONAL LTD ©. NATIONAL GRID ELECTRICITY ESRI COMMUNITY MAPS CONTRIBUTORS, ESRI UK, ESRI, HERE, GARMIN, FOURSQUARE, GEOTECHNOLOGIES, INC, METI/NASA, USGS

Issue	Date	Remarks	Drawn	Checked	Approved
B	28/06/24	Change control update	JF	SC	JW
A	31/08/23	Final	JF	SC	JW

Title

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
GENERAL ARRANGEMENT PLAN SERIES FOR CONSULTATION
SHEET 6 OF 7
SUFFOLK

nationalgrid

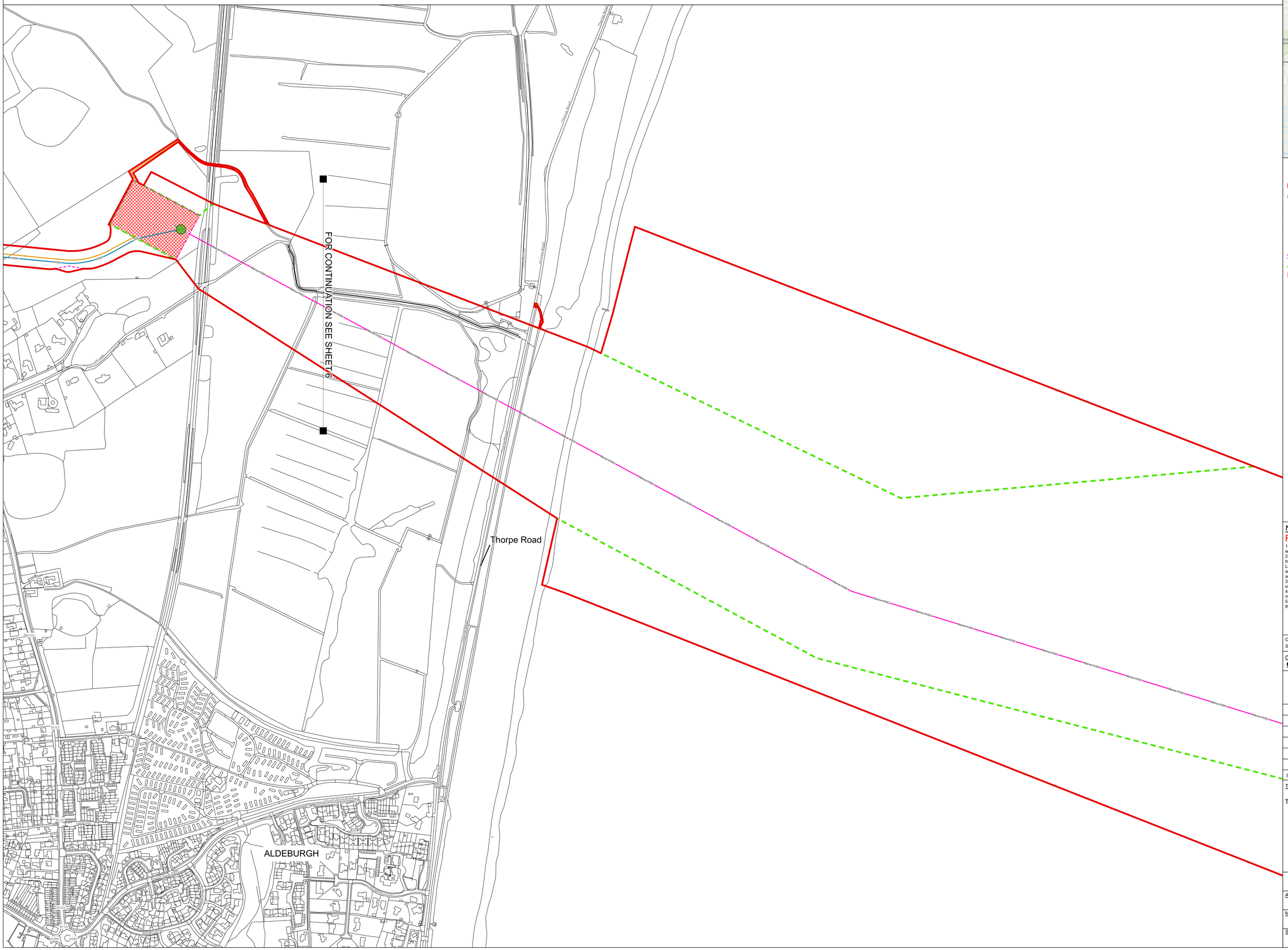
Application Number: EN020026

National Grid Drawing Reference: S42_S/IGA/PS/0006

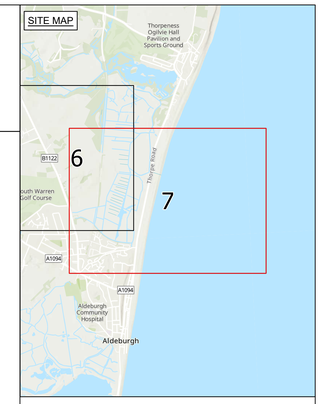
Scale	Sheet Size	Sheet	Issue
1:2,500	A0	SHEET 6 OF 7	B

COPYRIGHT: NOT TO BE REPRODUCED WITHOUT THE WRITTEN PERMISSION OF NATIONAL GRID ELECTRICITY TRANSMISSION Plc

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
GENERAL ARRANGEMENT PLAN SERIES FOR CONSULTATION
SHEET 7 OF 7
SUFFOLK
SUFFOLK COUNTY COUNCIL, EAST SUFFOLK DISTRICT COUNCIL



SITE MAP



Legend

- Draft Order Limits
- Proposed joint bay
- Proposed High Voltage Direct Current (HVDC) cable alignment
- Proposed marine High Voltage Direct Current (HVDC) cable alignment
- Proposed access route
- Cable Limit of Deviation (LoD)
- Marine Limit of Deviation (LoD)
- Proposed construction compound

Notes

For consultation purposes only.

1. This plan is scaled at paper size A0, therefore any prints taken at smaller sizes will affect accuracy of the measurement units and should not be scaled against.
2. These plans show the Draft Order Limits and potential locations for the works. Due to the need for future flexibility, National Grid will be applying for Order Limits and Limits of Deviation within its Development Consent Order, within which any final alignment would lie. Therefore the cable alignment, converter stations, substations and pylon locations should be treated as indicative only.
3. The Permanent access LoD is only shown where permanent access routes fall outside of the Cable LoD.
4. Access routes shown are a combination of primary construction accesses, mobilisation accesses, and monitoring and maintenance accesses.
5. For further information on construction please refer to the construction section of the Environmental Statement.

Coordinate System: British National Grid
Sheet X Centroid Coordinate:647021.19 Sheet Y Centroid Coordinate:257977.8

0 62.5 125 250 Metres

BACKGROUND MAPPING INFORMATION HAS BEEN REPRODUCED FROM THE ORDNANCE SURVEY BY PERMISSION OF ORDNANCE SURVEY OF THE CONTROLLER OF HIS MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT ORDNANCE SURVEY © - 100024241. BLUESKY INTERNATIONAL LTD © NATIONAL GRID ELECTRICITY ESRI COMMUNITY MAPS CONTRIBUTORS, ESRI UK, ESRI, HERE, GARMIN, FOURSQUARE, GEOTECHNOLOGIES, INC, METI/NASA, USGS

Issue	Date	Remarks	Drawn	Checked	Approved
B	28/06/24	Change control update	JF	SC	JW
A	31/08/23	Final	JF	SC	JW

Title

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
GENERAL ARRANGEMENT PLAN SERIES FOR CONSULTATION
SHEET 7 OF 7
SUFFOLK

nationalgrid

Application Number
EN020026

National Grid Drawing Reference
S42_S/IGA/PS/0007

Scale	Sheet Size	Sheet	Issue
1:2,500	A0	SHEET 7 OF 7	B

COPYRIGHT: NOT TO BE REPRODUCED WITHOUT THE WRITTEN PERMISSION OF NATIONAL GRID ELECTRICITY TRANSMISSION Plc

03. Kent Onshore Scheme



THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
MASTER KEY PLAN FOR CONSULTATION
SHEET 1 OF 1
KENT
KENT COUNTY COUNCIL, DOVER DISTRICT COUNCIL, THANET DISTRICT COUNCIL

Sheet 1

Sheet 2

Sheet 3

Sheet 4

Sheet 5

Thanet District Council

Dover District Council

SITE MAP



Legend

- Detailed sheet
- Draft Order Limits
- District Council boundary

Notes

For consultation purposes only.

1. This plan is scaled at paper size A0, therefore any prints taken at smaller sizes will affect accuracy of the measurement units and should not be scaled against.
2. These plans show the Draft Order Limits and potential locations for the works. Due to the need for future flexibility, National Grid will be applying for Order Limits and Limits of Deviation within its Development Consent Order, within which any final alignment would lie. Therefore the cable alignment, converter stations, substations and pylon locations should be treated as indicative only.
3. For further information on construction please refer to the construction section of the Environmental Statement.

Coordinate System: British National Grid
Sheet X Centroid Coordinate: N/A Sheet Y Centroid Coordinate: N/A

0 250 500 1,000 Metres

BACKGROUND MAPPING INFORMATION HAS BEEN REPRODUCED FROM THE ORDNANCE SURVEY BY PERMISSION OF ORDNANCE SURVEY OF THE CONTROLLER OF HIS MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT ORDNANCE SURVEY © - 100024241. BLUESKY INTERNATIONAL LTD ©. NATIONAL GRID ELECTRICITY ESRI COMMUNITY MAPS CONTRIBUTORS, ESRI UK, ESRI, HERE, GARMIN, FOURSQUARE, GEOTECHNOLOGIES, INC, METI/NASA, USGS OFFICE FOR NATIONAL STATISTICS LICENCED UNDER THE OPEN GOVERNMENT LICENCE V.3.0

Issue	Date	Remarks	Drawn	Checked	Approved
B	25/06/24	Change control update	JF	SC	JW
A	29/08/23	Final	JF	SC	KJ

Title

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC
(SEA LINK) ORDER
MASTER KEY PLAN FOR CONSULTATION
SHEET 1 OF 1
KENT

nationalgrid

Application Number
EN020026

National Grid Drawing Reference
S42_K/MKP/SS/2001

Scale	Sheet Size	Sheet	Issue
1:10,000	A0	SHEET 1 OF 1	B

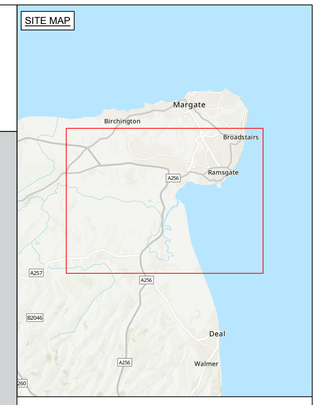
COPYRIGHT: NOT TO BE REPRODUCED WITHOUT THE WRITTEN PERMISSION OF NATIONAL GRID ELECTRICITY TRANSMISSION Plc

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
LOCATION PLAN FOR CONSULTATION
SHEET 1 OF 1
KENT
KENT COUNTY COUNCIL, DOVER DISTRICT COUNCIL, THANET DISTRICT COUNCIL

Minster substation and converter

Kent transition joint bay

SITE MAP



Legend

Draft Order Limits

Notes

For consultation purposes only.

1. This plan is scaled at paper size A0, therefore any prints taken at smaller sizes will affect accuracy of the measurement units and should not be scaled against.
2. These plans show the Draft Order Limits and potential locations for the works. Due to the need for future flexibility, National Grid will be applying for Order Limits and Limits of Deviation within its Development Consent Order, within which any final alignment would lie. Therefore the cable alignment, converter stations, substations and pylon locations should be treated as indicative only.
3. For further information on construction please refer to the construction section of the Environmental Statement.

Coordinate System: British National Grid
Sheet X Centroid Coordinate: N/A Sheet Y Centroid Coordinate: N/A

0 375 750 1,500 Metres

BACKGROUND MAPPING INFORMATION HAS BEEN REPRODUCED FROM THE ORDNANCE SURVEY BY PERMISSION OF ORDNANCE SURVEY OF THE CONTROLLER OF HIS MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT ORDNANCE SURVEY © - 100024241. BLUESKY INTERNATIONAL LTD ©. NATIONAL GRID ELECTRICITY ESRI COMMUNITY MAPS CONTRIBUTORS, ESRI UK, ESRI, HERE, GARMIN, FOURSQUARE, GEOTECHNOLOGIES, INC, METI/NASA, USGS

Issue	Date	Remarks	Drawn	Checked	Approved
B	25/06/24	Change control update	JF	SC	JW
A	29/08/23	Final	JF	SC	KJ

Title

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
LOCATION PLAN FOR CONSULTATION
SHEET 1 OF 1
KENT

nationalgrid

Application Number
EN020026

National Grid Drawing Reference
S42_K/OLP/SS/2001

Scale	Sheet Size	Sheet	Issue
1:15,000	A0	SHEET 1 OF 1	B

COPYRIGHT: NOT TO BE REPRODUCED WITHOUT THE WRITTEN PERMISSION OF NATIONAL GRID ELECTRICITY TRANSMISSION Plc

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
GENERAL ARRANGEMENT PLAN SERIES FOR CONSULTATION
SHEET 1 OF 5
KENT
KENT COUNTY COUNCIL, DOVER DISTRICT COUNCIL, THANET DISTRICT COUNCIL

FOR CONTINUATION SEE SHEET 2

PC 55

PC 56

PC 57

NGET OHL

FOR CONTINUATION SEE SHEET 4

132kV OHL

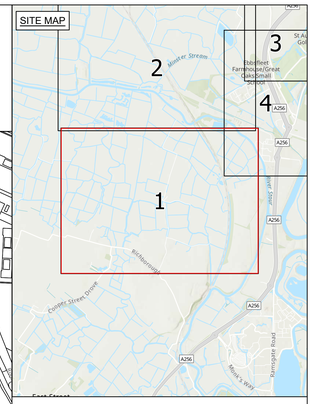
Whitehouse Drove

Railway

Richborough Road

Cooper Street Drove

SITE MAP



Legend

- Draft Order Limits
- Proposed temporary Over Head Line (OHL) structure
- Proposed pylon modification works
- Proposed Over Head Line (OHL)
- Proposed access route
- Over Head Line (OHL) Limit of Deviation (LoD)

Notes

For consultation purposes only.

1. This plan is scaled at paper size A0, therefore any prints taken at smaller sizes will affect accuracy of the measurement units and should not be scaled against.
2. These plans show the Draft Order Limits and potential locations for the works. Due to the need for future flexibility, National Grid will be applying for Order Limits and Limits of Deviation within its Development Consent Order, within which any final alignment would lie. Therefore the cable alignment, converter stations, substations and pylon locations should be treated as indicative only.
3. The Permanent access LoD is only shown where permanent access routes fall outside of the Cable LoD.
4. Access routes shown are a combination of primary construction accesses, mobilisation accesses, and monitoring and maintenance accesses.
5. For further information on construction please refer to the construction section of the Environmental Statement.

Coordinate System: British National Grid
Sheet X Centroid Coordinate: 631915 Sheet Y Centroid Coordinate: 161337.59

0 62.5 125 250 Metres

BACKGROUND MAPPING INFORMATION HAS BEEN REPRODUCED FROM THE ORDNANCE SURVEY BY PERMISSION OF ORDNANCE SURVEY OF THE CONTROLLER OF HIS MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT ORDNANCE SURVEY © - 100024241. BLUESKY INTERNATIONAL LTD ©. NATIONAL GRID ELECTRICITY ESRI COMMUNITY MAPS CONTRIBUTORS, ESRI UK, ESRI, HERE, GARMIN, FOURSQUARE, GEOTECHNOLOGIES, INC, METI/NASA, USGS

Issue	Date	Remarks	Drawn	Checked	Approved
B	28/06/24	Change control update	JF	SC	JW
A	31/08/23	Final	JF	SC	JW

Title

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
GENERAL ARRANGEMENT PLAN SERIES FOR CONSULTATION
SHEET 1 OF 5
KENT

nationalgrid

Application Number: EN020026

National Grid Drawing Reference: S42_KI/GA/PS/2001

Scale	Sheet Size	Sheet	Issue
1:2,500	A0	SHEET 1 OF 5	B

COPYRIGHT: NOT TO BE REPRODUCED WITHOUT THE WRITTEN PERMISSION OF NATIONAL GRID ELECTRICITY TRANSMISSION Plc

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
GENERAL ARRANGEMENT PLAN SERIES FOR CONSULTATION
SHEET 2 OF 5
KENT
KENT COUNTY COUNCIL, DOVER DISTRICT COUNCIL, THANET DISTRICT COUNCIL

Marsh Farm Road
Access via level crossing
Brook Lane
Access via temporary bridge crossing
Railway
River Stour
NGET OHL
132kV OHL
PC 51
PC 52
PC 52A
PC 53A
PC 53B
PC 53C
PC 53D
PC 54A
PC 54B
PC 54C
PC 54D
PC 55A
FOR CONTINUATION SEE SHEET 3
FOR CONTINUATION SEE SHEET 1

SITE MAP
Minster
1
2
3
4

Legend

- Draft Order Limits
- Proposed permanent outfall
- Proposed joint bay
- Proposed pylon
- Proposed temporary Over Head Line (OHL) structure
- Proposed pylon modification works
- Proposed pylon removal
- Proposed Over Head Line (OHL)
- Proposed Over Head Line (OHL) to be removed
- Proposed access route
- Proposed High Voltage Direct Current (HVDC) cable alignment
- Over Head Line (OHL) Limit of Deviation (LoD)
- Cable Limit of Deviation (LoD)
- Converter/Substation Limit of Deviation (LoD)
- Proposed construction compound
- Proposed permanent access
- Proposed substation
- Proposed converter station
- Proposed permanent attenuation outfall pipe
- Proposed permanent attenuation pond

Notes

For consultation purposes only.

1. This plan is scaled at paper size A0, therefore any prints taken at smaller sizes will affect accuracy of the measurement units and should not be scaled against.
2. These plans show the Draft Order Limits and potential locations for the works. Due to the need for future flexibility, National Grid will be applying for Order Limits and Limits of Deviation within its Development Consent Order, within which any final alignment would lie. Therefore the cable alignment, converter stations, substations and pylon locations should be treated as indicative only.
3. The Permanent access LoD is only shown where permanent access routes fall outside of the Cable LoD.
4. Access routes shown are a combination of primary construction accesses, mobilisation accesses, and monitoring and maintenance accesses.
5. For further information on construction please refer to the construction section of the Environmental Statement.

Coordinate System: British National Grid
Sheet X Centroid Coordinate: 631861.94 Sheet Y Centroid Coordinate: 163171.66

0 62.5 125 250 Metres

BACKGROUND MAPPING INFORMATION HAS BEEN REPRODUCED FROM THE ORDNANCE SURVEY BY PERMISSION OF ORDNANCE SURVEY OF THE CONTROLLER OF HIS MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT ORDNANCE SURVEY © - 100024241. BLUESKY INTERNATIONAL LTD © NATIONAL GRID ELECTRICITY ESRI COMMUNITY MAPS CONTRIBUTORS, ESRI UK, ESRI, HERE, GARMIN, FOURSQUARE, GEOTECHNOLOGIES, INC, METI/NASA, USGS

Issue	Date	Remarks	Drawn	Checked	Approved
B	28/06/24	Change control update	JF	SC	JW
A	31/08/23	Final	JF	SC	JW

Title

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
GENERAL ARRANGEMENT PLAN SERIES FOR CONSULTATION
SHEET 2 OF 5
KENT

nationalgrid

Application Number
EN020026

National Grid Drawing Reference
S42_K/IGA/PS/2002

Scale	Sheet Size	Sheet	Issue
1:2,500	A0	SHEET 2 OF 5	B

COPYRIGHT: NOT TO BE REPRODUCED WITHOUT THE WRITTEN PERMISSION OF NATIONAL GRID ELECTRICITY TRANSMISSION Plc

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
GENERAL ARRANGEMENT PLAN SERIES FOR CONSULTATION
SHEET 3 OF 5
KENT
KENT COUNTY COUNCIL, DOVER DISTRICT COUNCIL, THANET DISTRICT COUNCIL

CLIFFSEND

Sandwich Road

A256 Richborough Way

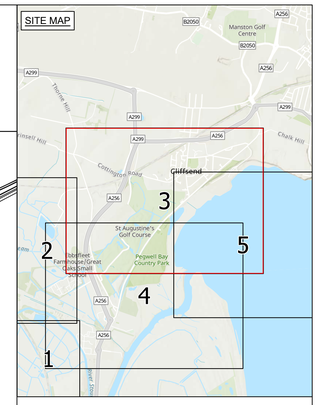
Ebbsfleet Lane

FOR CONTINUATION SEE SHEET 2

FOR CONTINUATION SEE SHEET 4

FOR CONTINUATION SEE SHEET 5

SITE MAP



Legend

- Draft Order Limits
- Proposed joint bay
- Proposed access route
- Proposed High Voltage Direct Current (HVDC) cable alignment
- Proposed marine High Voltage Direct Current (HVDC) cable alignment
- Cable Limit of Deviation (LoD)
- Marine Limit of Deviation (LoD)
- Proposed construction compound
- Proposed permanent access
- Proposed permanent bellmouth
- Proposed temporary bellmouth

Notes

For consultation purposes only.

1. This plan is scaled at paper size A0, therefore any prints taken at smaller sizes will affect accuracy of the measurement units and should not be scaled against.
2. These plans show the Draft Order Limits and potential locations for the works. Due to the need for future flexibility, National Grid will be applying for Order Limits and Limits of Deviation within its Development Consent Order, within which any final alignment would lie. Therefore the cable alignment, converter stations, substations and pylon locations should be treated as indicative only.
3. The Permanent access LoD is only shown where permanent access routes fall outside of the Cable LoD.
4. Access routes shown are a combination of primary construction accesses, mobilisation accesses, and monitoring and maintenance accesses.
5. For further information on construction please refer to the construction section of the Environmental Statement.

Coordinate System: British National Grid
Sheet X Centroid Coordinate: 634300.38 Sheet Y Centroid Coordinate: 163860.72

0 62.5 125 250 Metres

BACKGROUND MAPPING INFORMATION HAS BEEN REPRODUCED FROM THE ORDNANCE SURVEY BY PERMISSION OF ORDNANCE SURVEY OF THE CONTROLLER OF HIS MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT ORDNANCE SURVEY © - 100024241. BLUESKY INTERNATIONAL LTD © NATIONAL GRID ELECTRICITY ESRI COMMUNITY MAPS CONTRIBUTORS, ESRI UK, ESRI, HERE, GARMIN, FOURSQUARE, GEOTECHNOLOGIES, INC, METI/NASA, USGS

Issue	Date	Remarks	Drawn	Checked	Approved
B	28/06/24	Change control update	JF	SC	JW
A	31/08/23	Final	JF	SC	JW

Title

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
GENERAL ARRANGEMENT PLAN SERIES
FOR CONSULTATION
SHEET 3 OF 5
KENT

nationalgrid

Application Number
EN020026

National Grid Drawing Reference
S42_K/IGA/PS/2003

Scale	Sheet Size	Sheet	Issue
1:2,500	A0	SHEET 3 OF 5	B

COPYRIGHT: NOT TO BE REPRODUCED WITHOUT THE WRITTEN PERMISSION OF NATIONAL GRID ELECTRICITY TRANSMISSION Plc

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
GENERAL ARRANGEMENT PLAN SERIES FOR CONSULTATION
SHEET 4 OF 5
KENT
KENT COUNTY COUNCIL, DOVER DISTRICT COUNCIL, THANET DISTRICT COUNCIL

A256 Richborough Way

Ebbsfleet Lane

Sandwich Road

FOR CONTINUATION SEE SHEET 3

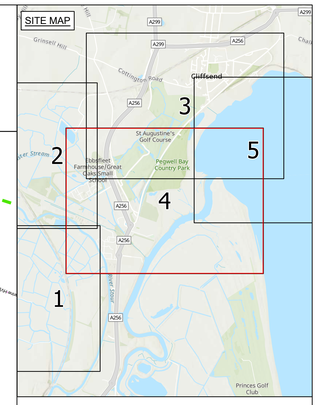
FOR CONTINUATION SEE SHEET 5

FOR CONTINUATION SEE SHEET 1

NGET OHL

132kV OHL

SITE MAP



Legend

- Draft Order Limits
- Proposed permanent outfall
- Proposed joint bay
- Proposed access route
- Proposed High Voltage Direct Current (HVDC) cable alignment
- Proposed marine High Voltage Direct Current (HVDC) cable alignment
- Cable Limit of Deviation (LoD)
- Marine Limit of Deviation (LoD)
- Proposed construction compound
- Proposed permanent access
- Proposed permanent bellmouth
- Proposed temporary bellmouth
- Proposed permanent attenuation outfall pipe
- Proposed permanent attenuation pond

Notes

For consultation purposes only.

1. This plan is scaled at paper size A0, therefore any prints taken at smaller sizes will affect accuracy of the measurement units and should not be scaled against.
2. These plans show the Draft Order Limits and potential locations for the works. Due to the need for future flexibility, National Grid will be applying for Order Limits and Limits of Deviation within its Development Consent Order, within which any final alignment would lie. Therefore the cable alignment, converter stations, substations and pylon locations should be treated as indicative only.
3. The Permanent access LoD is only shown where permanent access routes fall outside of the Cable LoD.
4. Access routes shown are a combination of primary construction accesses, mobilisation accesses, and monitoring and maintenance accesses.
5. For further information on construction please refer to the construction section of the Environmental Statement.

Coordinate System: British National Grid
Sheet X Centroid Coordinate: 634385.75 Sheet Y Centroid Coordinate: 161481.59

0 62.5 125 250 Metres

BACKGROUND MAPPING INFORMATION HAS BEEN REPRODUCED FROM THE ORDNANCE SURVEY BY PERMISSION OF ORDNANCE SURVEY OF THE CONTROLLER OF HIS MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT ORDNANCE SURVEY © - 100024241. BLUESKY INTERNATIONAL LTD ©. NATIONAL GRID ELECTRICITY ESRI COMMUNITY MAPS CONTRIBUTORS, ESRI UK, ESRI, HERE, GARMIN, FOURSQUARE, GEOTECHNOLOGIES, INC, METI/NASA, USGS

Issue	Date	Remarks	Drawn	Checked	Approved
B	28/06/24	Change control update	JF	SC	JW
A	31/08/23	Final	JF	SC	JW

Title

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
GENERAL ARRANGEMENT PLAN SERIES FOR CONSULTATION
SHEET 4 OF 5
KENT

nationalgrid

Application Number
EN020026

National Grid Drawing Reference
S42_KI/GA/PS/2004

Scale	Sheet Size	Sheet	Issue
1:2,500	A0	SHEET 4 OF 5	B

COPYRIGHT: NOT TO BE REPRODUCED WITHOUT THE WRITTEN PERMISSION OF NATIONAL GRID ELECTRICITY TRANSMISSION Plc

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
GENERAL ARRANGEMENT PLAN SERIES FOR CONSULTATION
SHEET 5 OF 5
KENT
KENT COUNTY COUNCIL, DOVER DISTRICT COUNCIL, THANET DISTRICT COUNCIL

CLIFFSEND

Sandwich Road

FOR CONTINUATION SEE SHEET 3

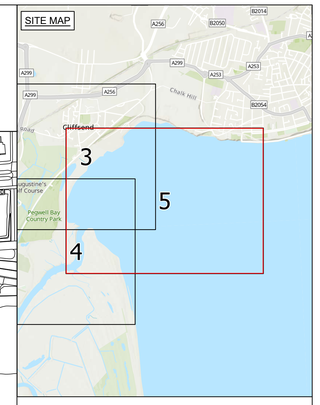
FOR CONTINUATION SEE SHEET 4

River Stour

River Stour

River Stour

SITE MAP



Legend

- Draft Order Limits
- Proposed access route
- Proposed marine High Voltage Direct Current (HVDC) cable alignment
- Marine Limit of Deviation (LoD)
- Proposed construction compound

Notes

For consultation purposes only.

1. This plan is scaled at paper size A0, therefore any prints taken at smaller sizes will affect accuracy of the measurement units and should not be scaled against.
2. These plans show the Draft Order Limits and potential locations for the works. Due to the need for future flexibility, National Grid will be applying for Order Limits and Limits of Deviation within its Development Consent Order, within which any final alignment would lie. Therefore the cable alignment, converter stations, substations and pylon locations should be treated as indicative only.
3. The Permanent access LoD is only shown where permanent access routes fall outside of the Cable LoD.
4. Access routes shown are a combination of primary construction accesses, mobilisation accesses, and monitoring and maintenance accesses.
5. For further information on construction please refer to the construction section of the Environmental Statement.

Coordinate System: British National Grid
Sheet X Centroid Coordinate: 636382.13 Sheet Y Centroid Coordinate: 163157.34

0 62.5 125 250 Metres

BACKGROUND MAPPING INFORMATION HAS BEEN REPRODUCED FROM THE ORDNANCE SURVEY BY PERMISSION OF ORDNANCE SURVEY OF THE CONTROLLER OF HIS MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT ORDNANCE SURVEY © - 100024241. BLUESKY INTERNATIONAL LTD © NATIONAL GRID ELECTRICITY ESRI COMMUNITY MAPS CONTRIBUTORS, ESRI UK, ESRI, HERE, GARMIN, FOURSQUARE, GEOTECHNOLOGIES, INC, METI/NASA, USGS

Issue	Date	Remarks	Drawn	Checked	Approved
B	28/06/24	Change control update	JF	SC	JW
A	31/08/23	Final	JF	SC	JW

Title

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
GENERAL ARRANGEMENT PLAN SERIES FOR CONSULTATION
SHEET 5 OF 5
KENT

nationalgrid

Application Number
EN020026

National Grid Drawing Reference
S42_K/IGA/PS/2005

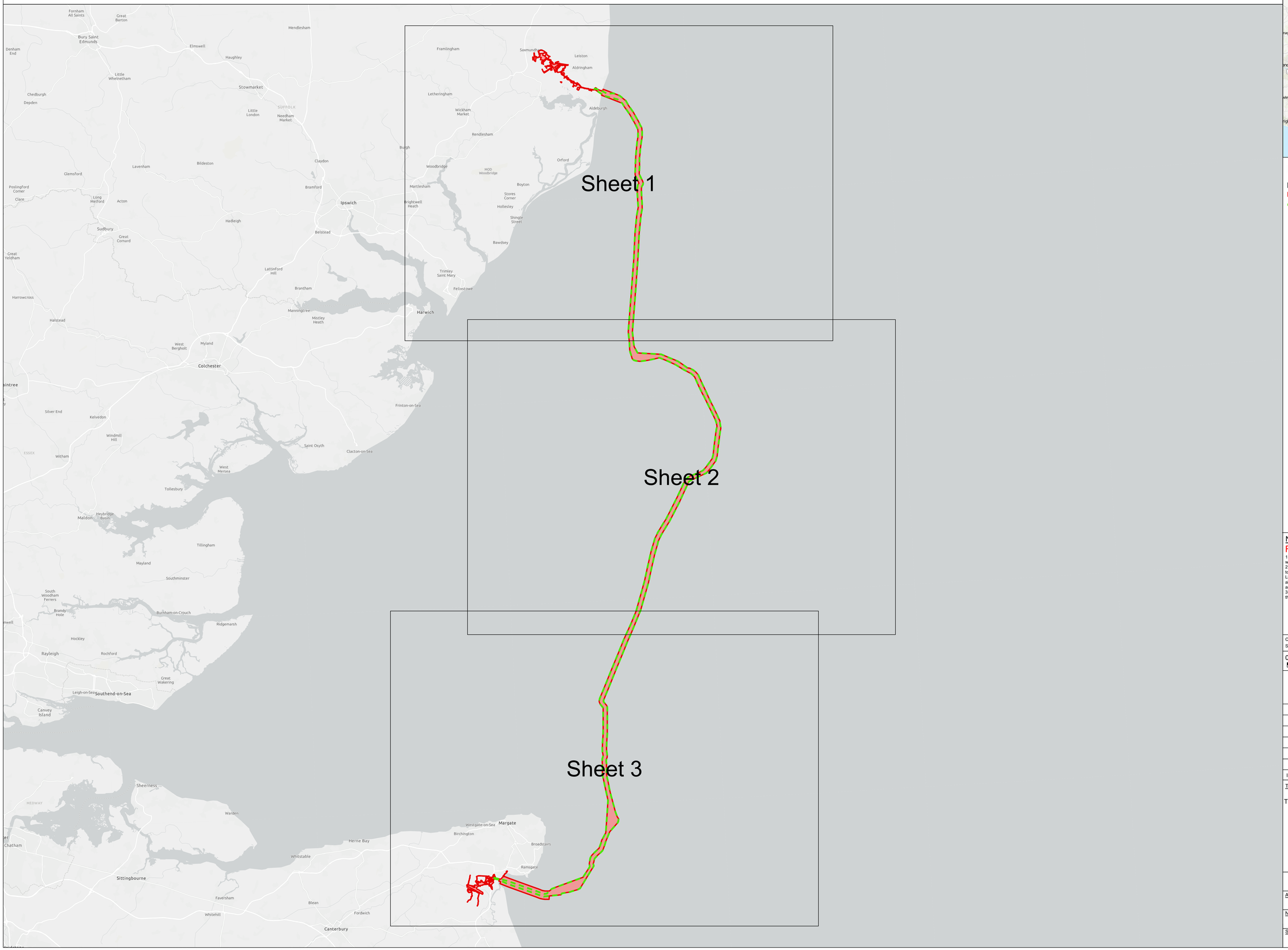
Scale	Sheet Size	Sheet	Issue
1:2,500	A0	SHEET 5 OF 5	B

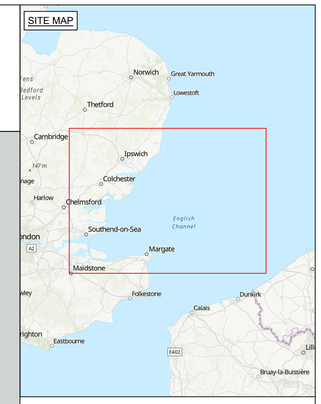
COPYRIGHT: NOT TO BE REPRODUCED WITHOUT THE WRITTEN PERMISSION OF NATIONAL GRID ELECTRICITY TRANSMISSION Plc

04. Offshore Scheme



THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
MASTER KEY PLAN FOR CONSULTATION
SHEET 1 OF 1
MARINE
SUFFOLK COUNTY COUNCIL, EAST SUFFOLK DISTRICT COUNCIL, KENT COUNTY COUNCIL, DOVER DISTRICT COUNCIL, THANET DISTRICT COUNCIL





Legend

- Detailed sheet
- Draft Order Limits
- Marine Limit of Deviation (LoD)

Notes

For consultation purposes only.

1. This plan is scaled at paper size A0, therefore any prints taken at smaller sizes will affect accuracy of the measurement units and should not be scaled against.
2. These plans show the Draft Order Limits and potential locations for the works. Due to the need for future flexibility, National Grid will be applying for Order Limits and Limits of Deviation within its Development Consent Order, within which any final alignment would lie. Therefore the cable alignment, converter stations, substations and pylon locations should be treated as indicative only.
3. For further information on construction please refer to the construction section of the Environmental Statement.

Coordinate System: British National Grid

Sheet X Centroid Coordinate: N/A Sheet Y Centroid Coordinate: N/A

0 3,750 7,500 15,000 Metres

BACKGROUND MAPPING INFORMATION HAS BEEN REPRODUCED FROM THE ORDNANCE SURVEY BY PERMISSION OF ORDNANCE SURVEY OF THE CONTROLLER OF HIS MAJESTY'S STATIONERY OFFICE. CROWN COPYRIGHT ORDNANCE SURVEY © - 100024241 - BLUESKY INTERNATIONAL LTD © NATIONAL GRID ELECTRICITY ESRI COMMUNITY MAPS CONTRIBUTORS, ESRI UK, ESRI, HERE, GARMIN, FOURSQUARE, GEOTECHNOLOGIES, INC, METI/NASA, USGS

Issue	Date	Remarks	Drawn	Checked	Approved
B	25/06/24	Change control update	JF	SC	JW
A	29/08/23	Final	JF	SC	KJ

Title

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
MASTER KEY PLAN FOR CONSULTATION
SHEET 1 OF 1
MARINE

nationalgrid

Application Number: EN020026

National Grid Drawing Reference: S42_M/MKP/SS/1001

Scale	Sheet Size	Sheet	Issue
1:150,000	A0	SHEET 1 OF 1	B

COPYRIGHT: NOT TO BE REPRODUCED WITHOUT THE WRITTEN PERMISSION OF NATIONAL GRID ELECTRICITY TRANSMISSION Plc

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
GENERAL ARRANGEMENT PLAN SERIES FOR CONSULTATION
SHEET 1 OF 3
MARINE
SUFFOLK COUNTY COUNCIL, EAST SUFFOLK DISTRICT COUNCIL

Saxmundham converter station

Friston substation

Suffolk transition joint bay

FOR CONTINUATION SEE SHEET 2

SITE MAP

1

2

Legend

- Draft Order Limits
- Proposed marine High Voltage Direct Current (HVDC) cable alignment
- Marine Limit of Deviation (LoD)

Notes

For consultation purposes only.

1. This plan is scaled at paper size A0, therefore any prints taken at smaller sizes will affect accuracy of the measurement units and should not be scaled against.
2. These plans show the Draft Order Limits and potential locations for the works. Due to the need for future flexibility, National Grid will be applying for Order Limits and Limits of Deviation within its Development Consent Order, within which any final alignment would lie. Therefore the cable alignment, converter stations, substations and pylon locations should be treated as indicative only.
3. For further information on construction please refer to the construction section of the Environmental Statement.

Coordinate System: British National Grid

Sheet X Centroid Coordinate: 648898.25 Sheet Y Centroid Coordinate: 247191.86

0 1,250 2,500 5,000 Metres

BACKGROUND MAPPING INFORMATION HAS BEEN REPRODUCED FROM THE UK HYDROGAPHIC OFFICE
© BRITISH CROWN AND OCEANWISE, 2024. ALL RIGHTS RESERVED. LICENSE NUMBER EMS-EK001-882114. NOT TO BE USED FOR NAVIGATION.
© NATIONAL GRID ELECTRICITY

Issue	Date	Remarks	Drawn	Checked	Approved
B	25/06/24	Change control update	JF	SC	JW
A	29/08/23	Final	JF	SC	KJ

Title

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
GENERAL ARRANGEMENT PLAN SERIES FOR CONSULTATION
SHEET 1 OF 3
MARINE

nationalgrid

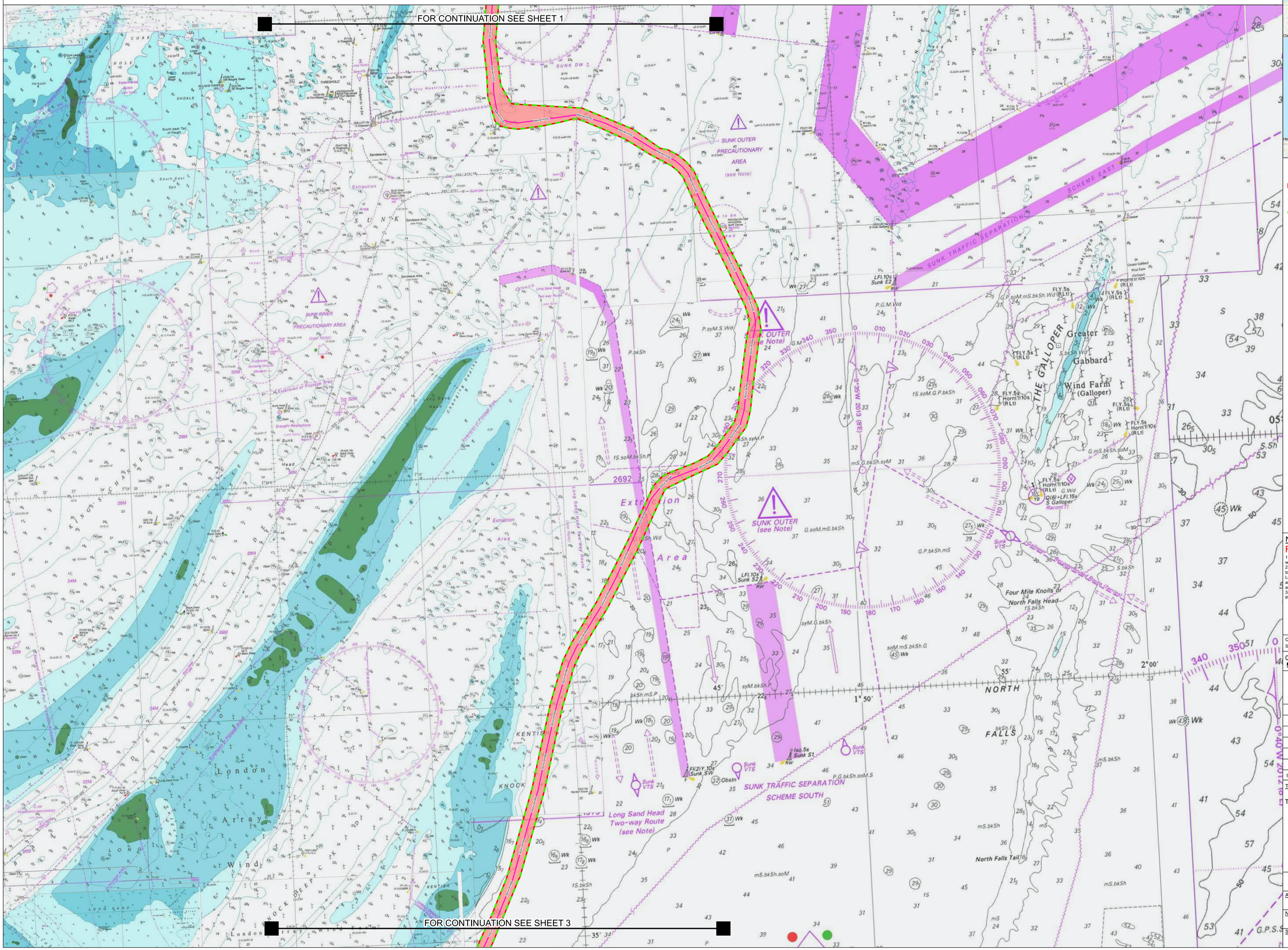
Application Number: EN020026

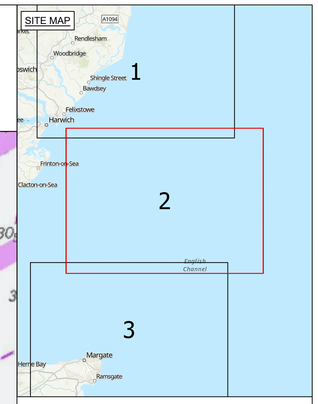
National Grid Drawing Reference: S42_M/IGA/PS/1001

Scale	Sheet Size	Sheet	Issue
1:50,000	A0	SHEET 1 OF 3	B

COPYRIGHT: NOT TO BE REPRODUCED WITHOUT THE WRITTEN PERMISSION OF NATIONAL GRID ELECTRICITY TRANSMISSION Plc

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
GENERAL ARRANGEMENT PLAN SERIES FOR CONSULTATION
SHEET 2 OF 3
MARINE





Legend

- Draft Order Limits
- Proposed marine High Voltage Direct Current (HVDC) cable alignment
- Marine Limit of Deviation (LoD)

Notes

For consultation purposes only.

1. This plan is scaled at paper size A0, therefore any prints taken at smaller sizes will affect accuracy of the measurement units and should not be scaled against.
2. These plans show the Draft Order Limits and potential locations for the works. Due to the need for future flexibility, National Grid will be applying for Order Limits and Limits of Deviation within its Development Consent Order, within which any final alignment would lie. Therefore the cable alignment, converter stations, substations and pylon locations should be treated as indicative only.
3. For further information on construction please refer to the construction section of the Environmental Statement.

Coordinate System: British National Grid
Sheet X Centroid Coordinate:656416.31 Sheet Y Centroid Coordinate:211918.8

0 1,250 2,500 5,000 Metres

BACKGROUND MAPPING INFORMATION HAS BEEN REPRODUCED FROM THE UK HYDROGAPHIC OFFICE
© BRITISH CROWN AND OCEANWISE, 2024. ALL RIGHTS RESERVED. LICENSE NUMBER EMS-EK001-892114. NOT TO BE USED FOR NAVIGATION.
© NATIONAL GRID ELECTRICITY

Issue	Date	Remarks	Drawn	Checked	Approved
B	25/06/24	Change control update	JF	SC	JW
A	29/08/23	Final	JF	SC	KJ

Title

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC
(SEA LINK) ORDER
GENERAL ARRANGEMENT PLAN SERIES
FOR CONSULTATION
SHEET 2 OF 3
MARINE

nationalgrid

Application Number
EN020026

National Grid Drawing Reference
S42_MI/GA/PS/1002

Scale	Sheet Size	Sheet	Issue
1:50,000	A0	SHEET 2 OF 3	B

COPYRIGHT: NOT TO BE REPRODUCED WITHOUT THE WRITTEN PERMISSION OF NATIONAL GRID ELECTRICITY TRANSMISSION Plc

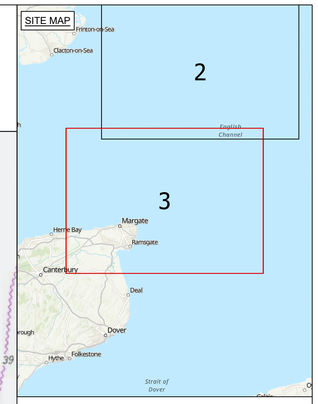
THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
GENERAL ARRANGEMENT PLAN SERIES FOR CONSULTATION
SHEET 3 OF 3
MARINE
KENT COUNTY COUNCIL, DOVER DISTRICT COUNCIL, THANET DISTRICT COUNCIL

FOR CONTINUATION SEE SHEET 2

Kent transition joint bay

Minster substation and converter

SITE MAP



Legend

- Draft Order Limits
- Proposed marine High Voltage Direct Current (HVDC) cable alignment
- Marine Limit of Deviation (LoD)

Notes

For consultation purposes only.

1. This plan is scaled at paper size A0, therefore any prints taken at smaller sizes will affect accuracy of the measurement units and should not be scaled against.
2. These plans show the Draft Order Limits and potential locations for the works. Due to the need for future flexibility, National Grid will be applying for Order Limits and Limits of Deviation within its Development Consent Order, within which any final alignment would lie. Therefore the cable alignment, converter stations, substations and pylon locations should be treated as indicative only.
3. For further information on construction please refer to the construction section of the Environmental Statement.

Coordinate System: British National Grid
Sheet X Centroid Coordinate: 647163.31 Sheet Y Centroid Coordinate: 176934.84

0 1,250 2,500 5,000 Metres

BACKGROUND MAPPING INFORMATION HAS BEEN REPRODUCED FROM THE UK HYDROGAPHIC OFFICE.
© BRITISH CROWN AND OCEANWISE, 2024. ALL RIGHTS RESERVED. LICENSE NUMBER EMS-EK001-882114. NOT TO BE USED FOR NAVIGATION.
© NATIONAL GRID ELECTRICITY

Issue	Date	Remarks	Drawn	Checked	Approved
B	25/06/24	Change control update	JF	SC	JW
A	29/08/23	Final	JF	SC	KJ

Title

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
GENERAL ARRANGEMENT PLAN SERIES FOR CONSULTATION
SHEET 3 OF 3
MARINE

nationalgrid

Application Number
EN020026

National Grid Drawing Reference
S42_M/IGA/PS/1003

Scale	Sheet Size	Sheet	Issue
1:50,000	A0	SHEET 3 OF 3	B

COPYRIGHT: NOT TO BE REPRODUCED WITHOUT THE WRITTEN PERMISSION OF NATIONAL GRID ELECTRICITY TRANSMISSION Plc

National Grid plc
National Grid House,
Warwick Technology Park,
Gallows Hill, Warwick.
CV34 6DA United Kingdom

Registered in England and Wales
No. 4031152
nationalgrid.com