The Great Grid Upgrade

Sea Link

Sea Link

Volume 5: Consultation Report

Document 5.1.7 Appendix F Targeted Consultation Part 2 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

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The Great Grid Upgrade

Sea Link

Changes to Order Limits Plans

Version A

July 2024



nationalgrid

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01. Suffolk Onshore Scheme



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

Sheet 1

Sheet 2

Sheet 3

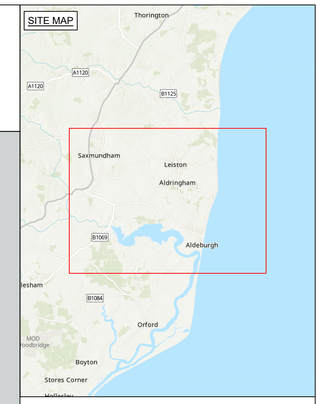
Sheet 4

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

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Issue	Date	Remarks	Drawn	Checked	Approved
A	25/06/24	Final	JF	SC	JW

Title

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
CHANGES TO ORDER LIMITS, MASTER KEY PLAN
SHEET 1 OF 1
SUFFOLK

nationalgrid

Application Number

EN020026

National Grid Drawing Reference

S42_S/MKP/SS/0002

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

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THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
CHANGES TO ORDER LIMITS PLAN
SHEET 1 OF 7
SUFFOLK

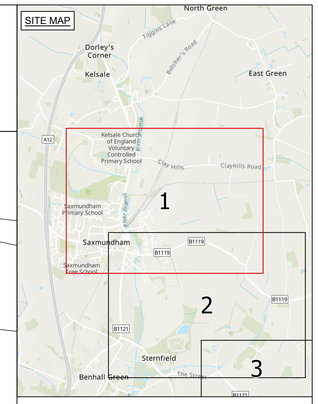
The northern access option shown at the statutory consultation has been removed

SAXMUNDHAM

FOR CONTINUATION SEE SHEET 2

B1119

SITE MAP



Legend

- Draft Order Limits
- Land removed from the Draft Order Limits
- Land added to the Draft Order Limits
- Land within Draft Order Limits (unchanged from previous consultation)

Notes

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2. These plans show areas removed from the original Draft Order Limits in red, and new areas added in green.

Coordinate System: British National Grid

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

0 62.5 125 250 Metres

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THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
CHANGES TO ORDER LIMITS PLAN
SHEET 1 OF 7
SUFFOLK

nationalgrid

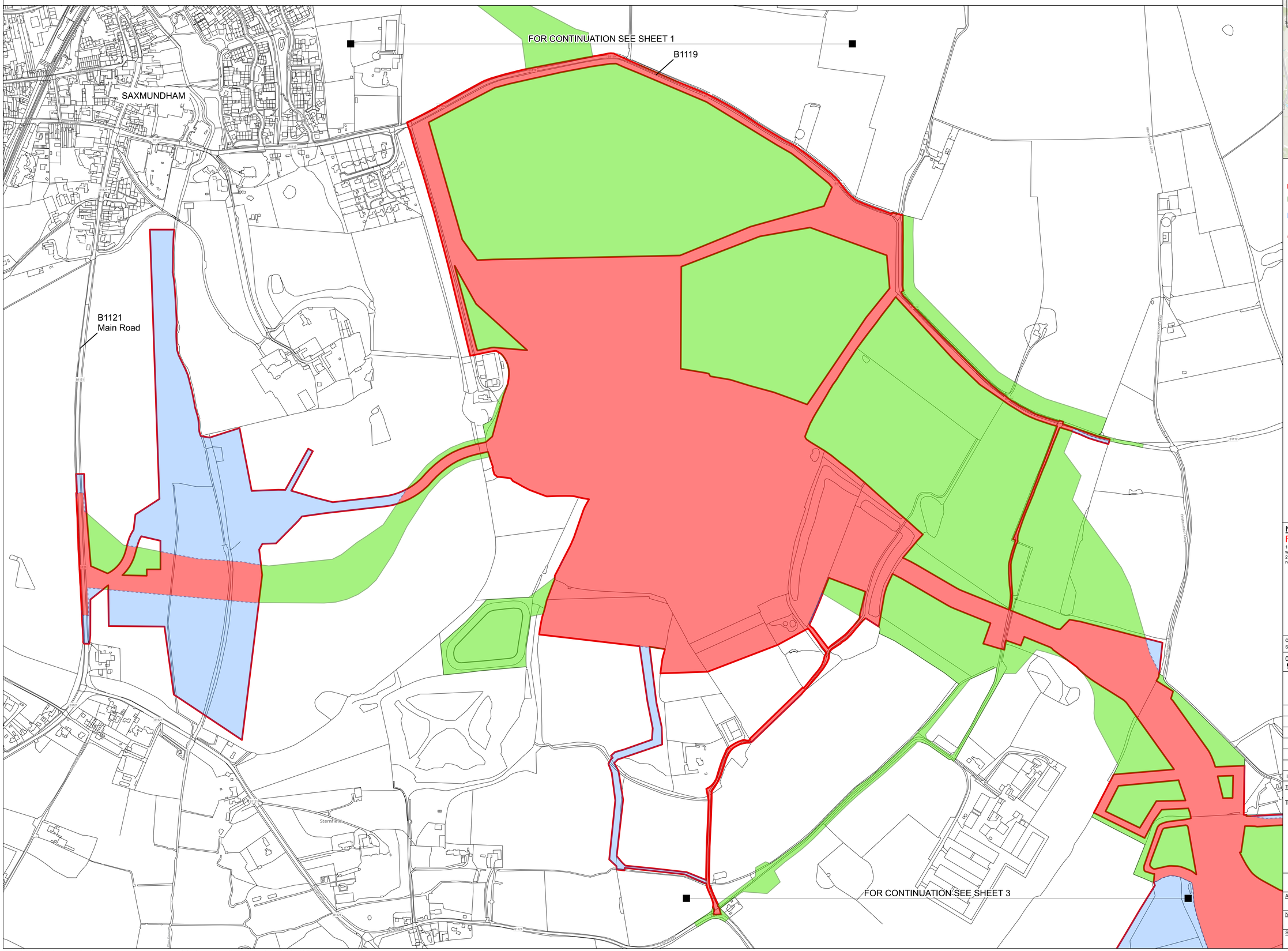
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National Grid Drawing Reference: S42_S/IGA/PS/0011

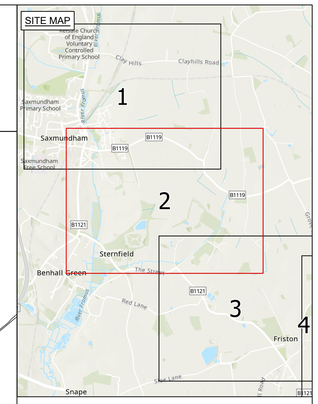
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THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
CHANGES TO ORDER LIMITS PLAN
SHEET 2 OF 7
SUFFOLK



SITE MAP



Legend

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THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC
(SEA LINK) ORDER
CHANGES TO ORDER LIMITS PLAN
SHEET 2 OF 7
SUFFOLK

nationalgrid

Application Number

EN020026

National Grid Drawing Reference

S42_S/IGA/PS/0012

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THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
CHANGES TO ORDER LIMITS PLAN
SHEET 3 OF 7
SUFFOLK

FOR CONTINUATION SEE SHEET 2

B1121 Saxmundham Road

Kiln Lane

Redbarn Lane

NGET OHL

NGET OHL

Area for access to existing pylons for modification works

Area for access to existing pylons for modification works

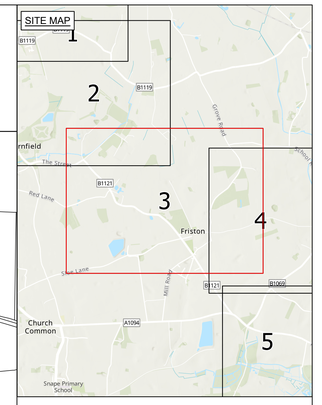
Grove Road

FOR CONTINUATION SEE SHEET 4

Grove Road

FRISTON

SITE MAP



Legend

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- Land removed from the Draft Order Limits
- Land added to the Draft Order Limits
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Coordinate System: British National Grid
Sheet X Centroid Coordinate:640896.25 Sheet Y Centroid Coordinate:260928.59

0 62.5 125 250 Metres

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Title

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
CHANGES TO ORDER LIMITS PLAN
SHEET 3 OF 7
SUFFOLK

nationalgrid

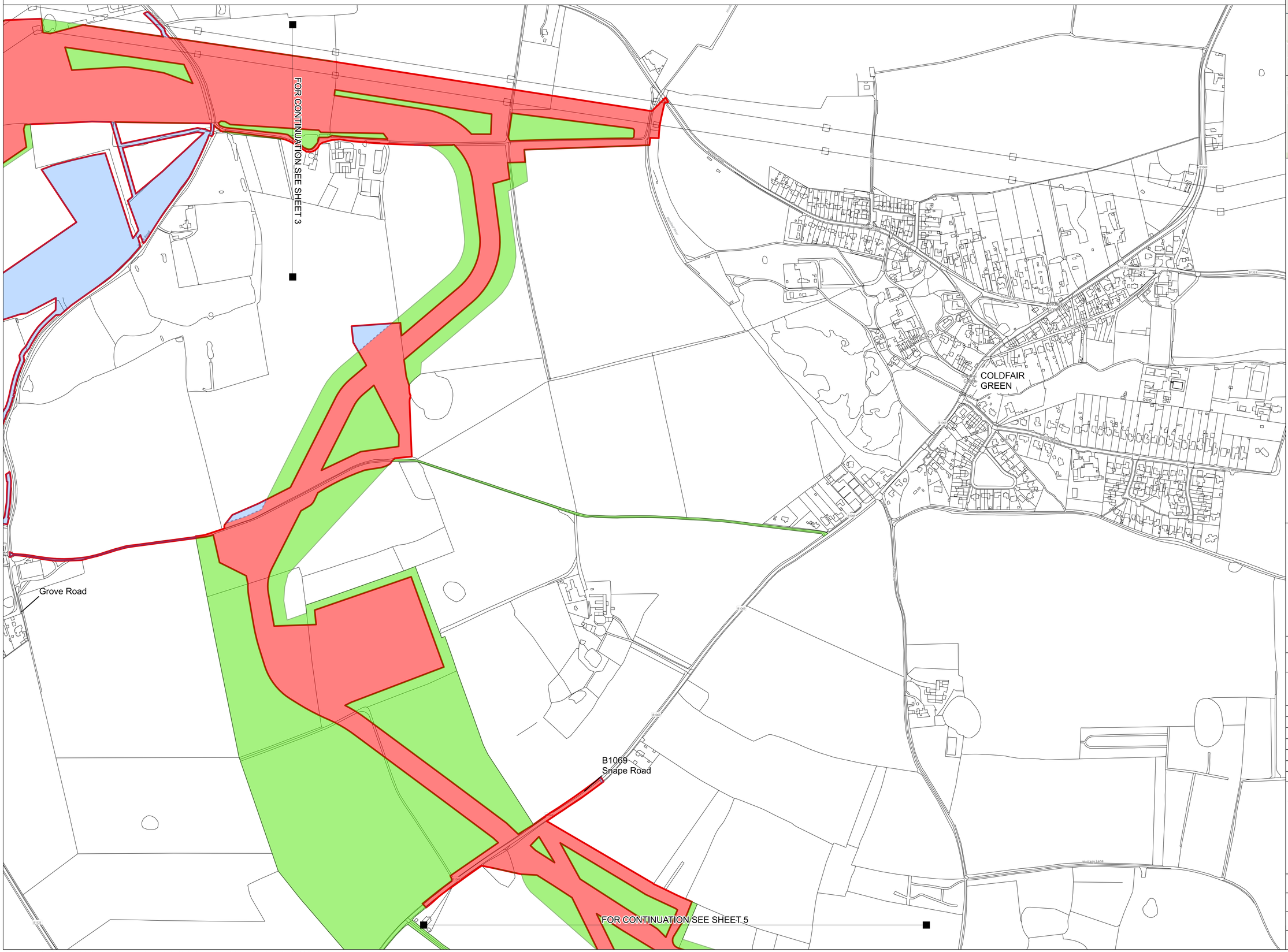
Application Number
EN020026

National Grid Drawing Reference
S42_SI/GA/PS/0013

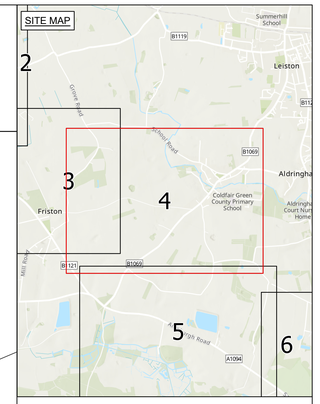
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THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
CHANGES TO ORDER LIMITS PLAN
SHEET 4 OF 7
SUFFOLK



SITE MAP



Legend

- Draft Order Limits
- Land removed from the Draft Order Limits
- Land added to the Draft Order Limits
- Land within Draft Order Limits (unchanged from previous consultation)

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Coordinate System: British National Grid

Sheet X Centroid Coordinate:642755.44 Sheet Y Centroid Coordinate:260670.66

0 62.5 125 250 Metres

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THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
CHANGES TO ORDER LIMITS PLAN
SHEET 4 OF 7
SUFFOLK

nationalgrid

Application Number

EN020026

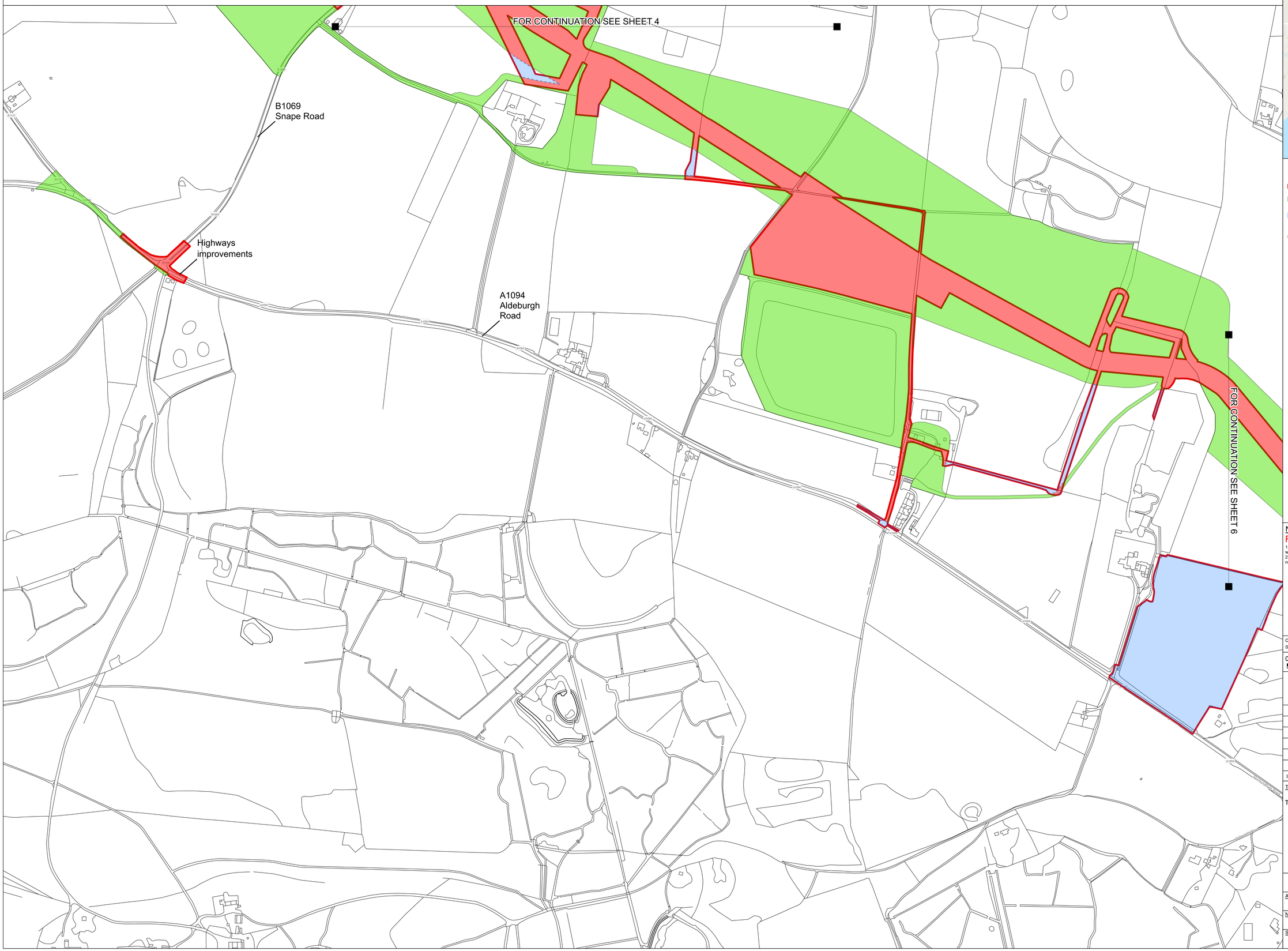
National Grid Drawing Reference

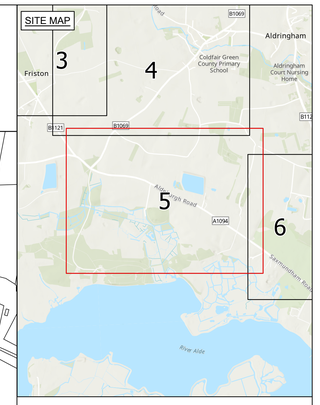
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Scale	Sheet Size	Sheet	Issue
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THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
CHANGES TO ORDER LIMITS PLAN
SHEET 5 OF 7
SUFFOLK





Legend

- Draft Order Limits
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- Land added to the Draft Order Limits
- Land within Draft Order Limits (unchanged from previous consultation)

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Coordinate System: British National Grid

Sheet X Centroid Coordinate: [redacted] Sheet Y Centroid Coordinate: [redacted]

0 62.5 125 250 Metres

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THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
CHANGES TO ORDER LIMITS PLAN
SHEET 5 OF 7
SUFFOLK

nationalgrid

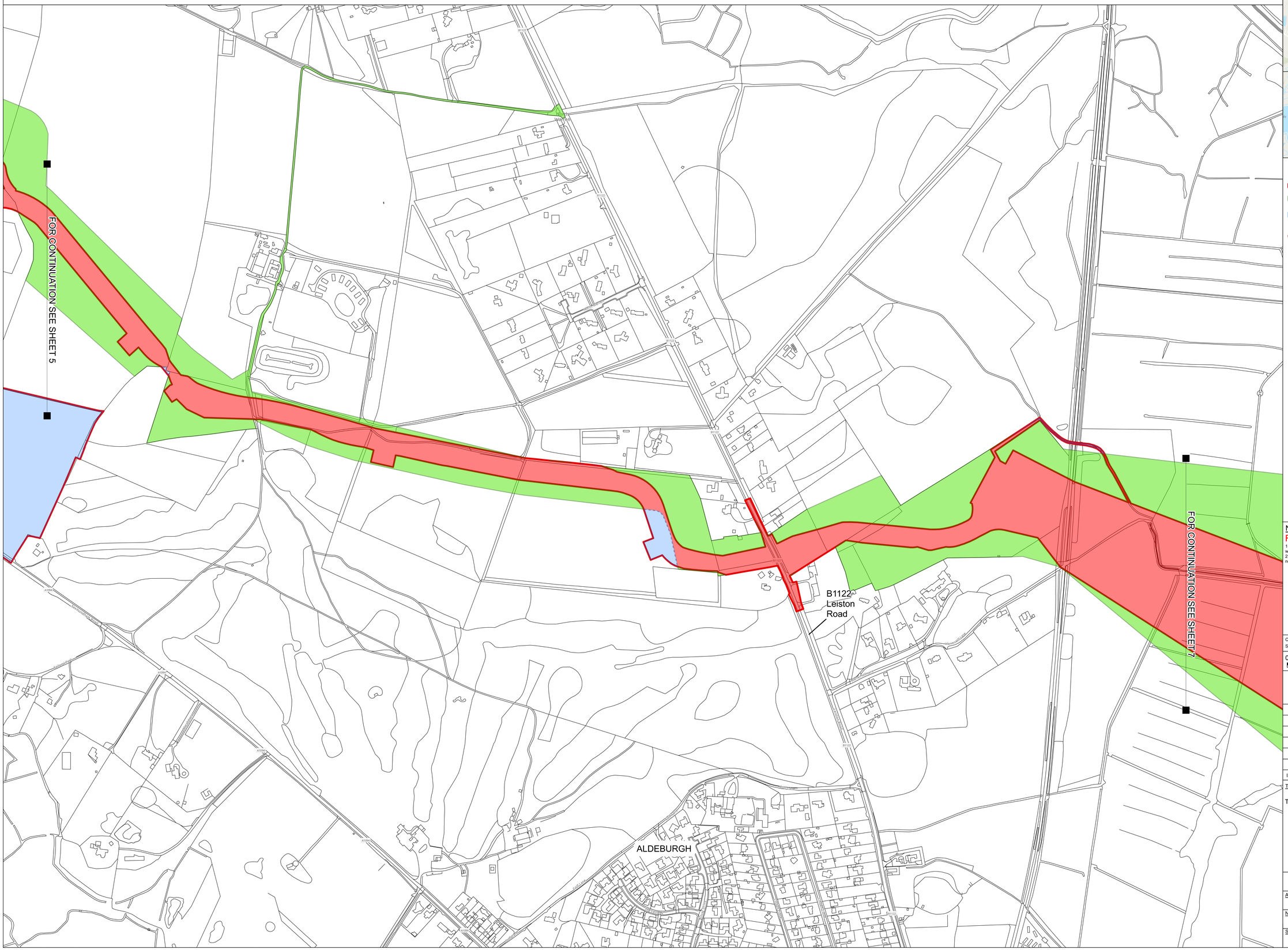
Application Number: EN020026

National Grid Drawing Reference: S42_S/IGA/PS/0015

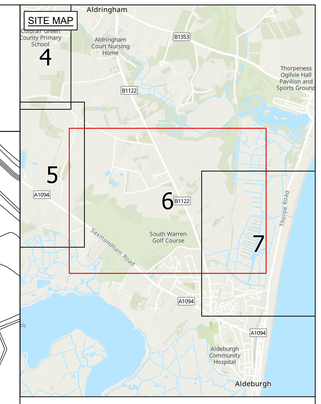
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THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
CHANGES TO ORDER LIMITS PLAN
SHEET 6 OF 7
SUFFOLK



SITE MAP



Legend

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Coordinate System: British National Grid

Sheet X Centroid Coordinate:645296.31 Sheet Y Centroid Coordinate:258534.94

0 62.5 125 250 Metres

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Title

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
CHANGES TO ORDER LIMITS PLAN
SHEET 6 OF 7
SUFFOLK

nationalgrid

Application Number: EN020026

National Grid Drawing Reference: S42_S/IGA/PS/0016

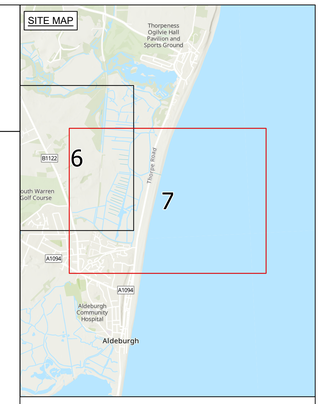
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THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
CHANGES TO ORDER LIMITS PLAN
SHEET 7 OF 7
SUFFOLK



SITE MAP



Legend

- Draft Order Limits
- Land removed from the Draft Order Limits
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Coordinate System: British National Grid
Sheet X Centroid Coordinate:647021.19 Sheet Y Centroid Coordinate:257977.8

0 62.5 125 250 Metres

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THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC
(SEA LINK) ORDER
CHANGES TO ORDER LIMITS PLAN
SHEET 7 OF 7
SUFFOLK

nationalgrid

Application Number
EN020026

National Grid Drawing Reference
S42_S/IGA/PS/0017

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

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02. Kent Onshore Scheme



THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
CHANGES TO ORDER LIMITS, MASTER KEY PLAN
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

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0 250 500 1,000 Metres

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THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
CHANGES TO ORDER LIMITS, MASTER KEY PLAN
SHEET 1 OF 1
KENT

nationalgrid

Application Number
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National Grid Drawing Reference
S42_K/MKP/SS/2002

Scale	Sheet Size	Sheet	Issue
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THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
CHANGES TO ORDER LIMITS PLAN
SHEET 1 OF 5
KENT

NGET OHL

132kV OHL

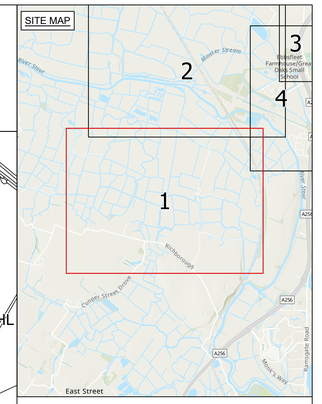
Railway

Whitehouse Drove

Richborough Road

Cooper Street Drove

SITE MAP



Legend

- Draft Order Limits
- Land removed from the Draft Order Limits
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- Land within Draft Order Limits (unchanged from previous consultation)

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0 62.5 125 250 Metres

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SHEET 1 OF 5
KENT

nationalgrid

Application Number
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National Grid Drawing Reference
S42_K/IGA/PS/2011

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

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THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
CHANGES TO ORDER LIMITS PLAN
SHEET 2 OF 5
KENT

Marsh Farm Road

Brook Lane

Access via level crossing

Access via temporary bridge crossing

Railway

River Stour

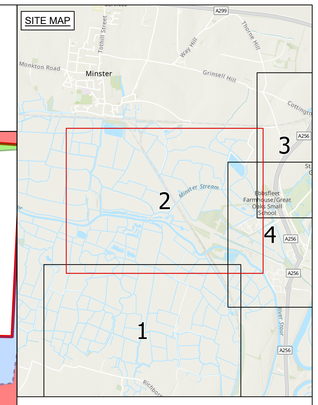
NGET OHL

132kV OHL

FOR CONTINUATION SEE SHEET 3

FOR CONTINUATION SEE SHEET 1

SITE MAP



Legend

- Draft Order Limits
- Land removed from the Draft Order Limits
- Land added to the Draft Order Limits
- Land within Draft Order Limits (unchanged from previous consultation)

Notes

For consultation purposes only.

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2. These plans show areas removed from the original Draft Order Limits in red, and new areas added in green.

Coordinate System: British National Grid
Sheet X Centroid Coordinate: 639687.81 Sheet Y Centroid Coordinate: 262330.78

0 62.5 125 250 Metres

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Issue	Date	Remarks	Drawn	Checked	Approved
A	28/06/24	Final	JF	SC	JW

Title

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
CHANGES TO ORDER LIMITS PLAN
SHEET 2 OF 5
KENT

nationalgrid

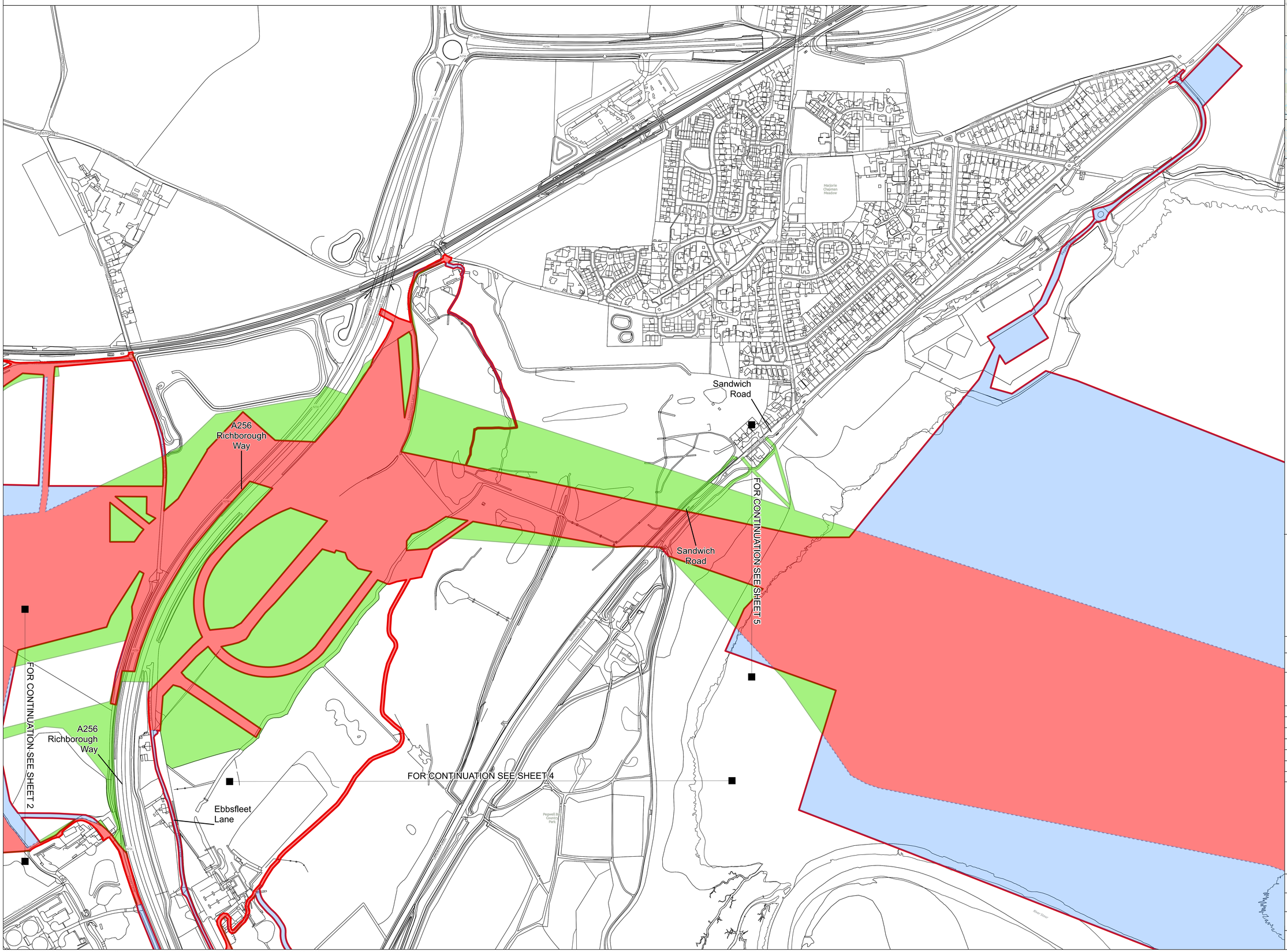
Application Number
EN020026

National Grid Drawing Reference
S42_KIGA/PS/2012

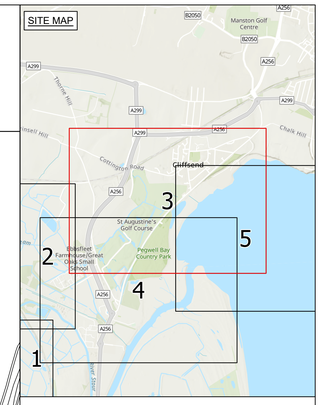
Scale	Sheet Size	Sheet	Issue
1:2,500	A0	SHEET 2 OF 5	A

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THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
CHANGES TO ORDER LIMITS PLAN
SHEET 3 OF 5
KENT



SITE MAP



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Coordinate System: British National Grid
Sheet X Centroid Coordinate: 639687.51 Sheet Y Centroid Coordinate: 262330.78

0 62.5 125 250 Metres

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Issue	Date	Remarks	Drawn	Checked	Approved
A	28/06/24	Final	JF	SC	JW

Title

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC
(SEA LINK) ORDER
CHANGES TO ORDER LIMITS PLAN
SHEET 3 OF 5
KENT

nationalgrid

Application Number
EN020026

National Grid Drawing Reference
S42_K/IGA/PS/2013

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

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THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
CHANGES TO ORDER LIMITS PLAN
SHEET 4 OF 5
KENT

A256 Richborough Way

Ebbsfleet Lane

Sandwich Road

FOR CONTINUATION SEE SHEET 3

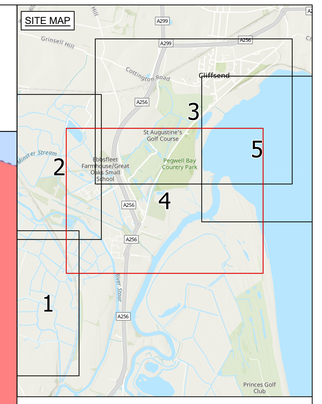
FOR CONTINUATION SEE SHEET 5

FOR CONTINUATION SEE SHEET 1

NGET OHL

132kV OHL

SITE MAP



Legend

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0 62.5 125 250 Metres

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Issue	Date	Remarks	Drawn	Checked	Approved
A	28/06/24	Final	JF	SC	JW

Title

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
CHANGES TO ORDER LIMITS PLAN
SHEET 4 OF 5
KENT

nationalgrid

Application Number: EN020026

National Grid Drawing Reference: S42_KI/GA/PS/2014

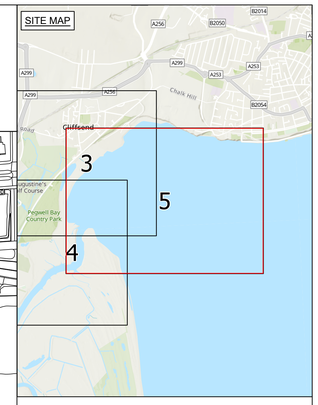
Scale	Sheet Size	Sheet	Issue
1:2,500	A0	SHEET 4 OF 5	A

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THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
CHANGES TO ORDER LIMITS PLAN
SHEET 5 OF 5
KENT



SITE MAP



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Coordinate System: British National Grid

Sheet X Centroid Coordinate: 636382.13 Sheet Y Centroid Coordinate: 163157.34

0 62.5 125 250 Metres

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Issue	Date	Remarks	Drawn	Checked	Approved
A	28/06/24	Final	JF	SC	JW

Title

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
CHANGES TO ORDER LIMITS PLAN
SHEET 5 OF 5
KENT

nationalgrid

Application Number: EN020026

National Grid Drawing Reference: S42_K/IGA/PS/2015

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

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03. Offshore Scheme



THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
CHANGES TO ORDER LIMITS PLAN
SHEET 1 OF 3
MARINE
SUFFOLK COUNTY COUNCIL, EAST SUFFOLK DISTRICT COUNCIL

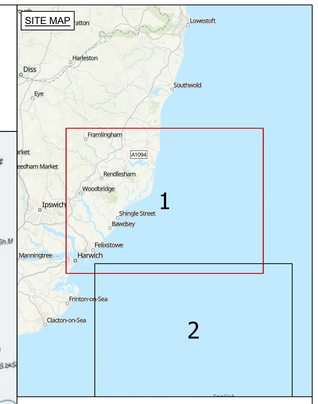
Saxmundham converter station

Friston substation

Suffolk transition joint bay

FOR CONTINUATION SEE SHEET 2

SITE MAP



Legend

- Draft Order Limits
- Land removed from the draft order limits
- Land added to the draft order limits
- Land within Draft Order Limits (unchanged from previous consultation)

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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

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Issue	Date	Remarks	Drawn	Checked	Approved
A	28/06/24	Final	JF	SC	JW

Title

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
CHANGES TO ORDER LIMITS PLAN
SHEET 1 OF 3
MARINE

nationalgrid

Application Number

EN020026

National Grid Drawing Reference

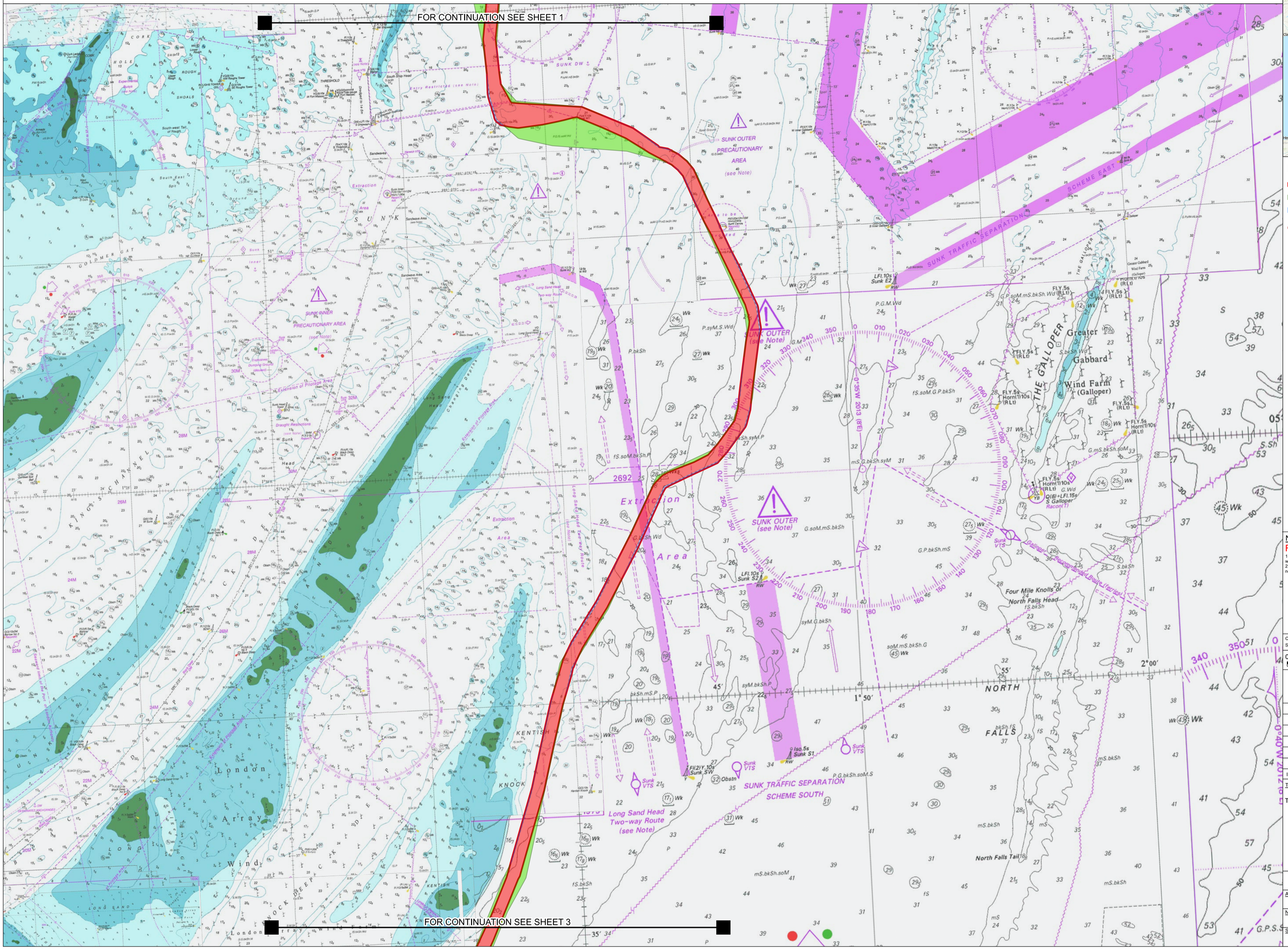
S42_M/IGA/PS/1011

Scale	Sheet Size	Sheet	Issue
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THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
CHANGES TO ORDER LIMITS PLAN
SHEET 2 OF 3
MARINE

FOR CONTINUATION SEE SHEET 1


SUNK OUTER PRECAUTIONARY AREA (see Note)
SUNK INNER PRECAUTIONARY AREA (see Note)
SUNK TRAFFIC SEPARATION SCHEME EAST
SUNK TRAFFIC SEPARATION SCHEME SOUTH
SUNK OUTER (see Note)
Long Sand Head Two-way Route (see Note)
Extraction Area
Greater Gabbard Wind Farm (Galloper)
THE GALLOPER
Four Mile Knolls or North Falls Head
North Falls Tail
NORTH FALLS
KENTISH KNOCK
London Array Wind Farm
Sunk VTS
Obstn
Isol.5s Sunk S1
LFl.10s Sunk E2
LFl.10s Sunk S2
Fl(2)Y.10s Sunk SW
Fl.Y.5s
Horn(1)10s (RLt)
Q(6)+LFl.15s S Galloper Racon(T)
Fl.5s (RLt)
Fl.Y.5s (RLt)
Q.Bkr Buoy
Draught Restrictions may exist
Entry Restricted (see Note)
Explosives Dumping Ground (disused)
Extension of Pilotage Area
Extension of Pilotage Area
Channel Deepening
Long Sand Head Two-way Route
Sunk Inner Two-way Route
Sunk Outer Two-way Route
Harwich Approach Two-way Route
Sunk Traffic Separation Scheme East
Sunk Traffic Separation Scheme South
Sunk Inner Precautionary Area
Sunk Outer Precautionary Area
Area to be Avoided
Extraction Area
Sandwaves
Sandwave Area
Spoil Ground
Dumping Ground
Explosives Dumping Ground (disused)
Draught Restrictions may exist
Entry Restricted (see Note)

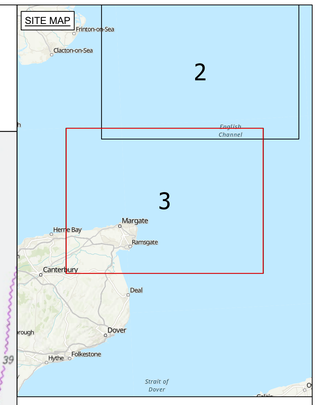
THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
CHANGES TO ORDER LIMITS PLAN
SHEET 3 OF 3
MARINE
KENT COUNTY COUNCIL, DOVER DISTRICT COUNCIL, THANET DISTRICT COUNCIL

FOR CONTINUATION SEE SHEET 2

Kent transition joint bay

Minster substation and converter

SITE MAP



Legend

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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

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Issue	Date	Remarks	Drawn	Checked	Approved
A	28/06/24	Final	JF	SC	JW

Title

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
CHANGES TO ORDER LIMITS PLAN
SHEET 3 OF 3
MARINE

nationalgrid

Application Number
EN020026

National Grid Drawing Reference
S42_M/IGA/PS/1013

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

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12. Targeted Consultation Further Design Drawings

The Great Grid Upgrade

Sea Link

Further Design Drawing

Version A

July 2024

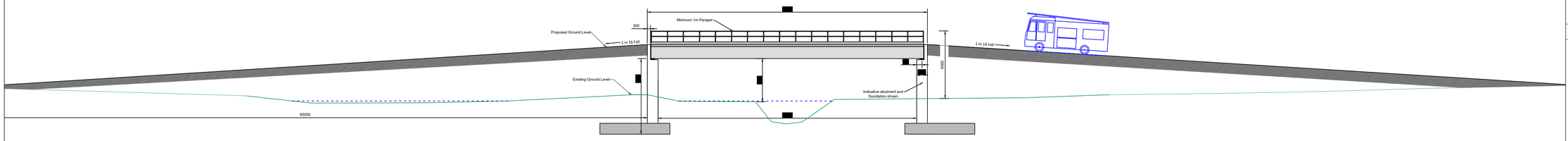


nationalgrid

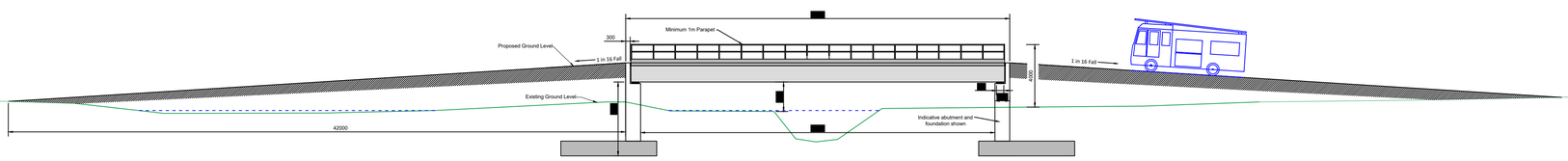
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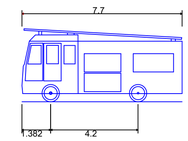
Page	Title
01	Typical Permanent Bridge Crossing (River Fromus)

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
DESIGN DRAWINGS FOR CONSULTATION
TYPICAL PERMANENT BRIDGE CROSSING (RIVER FROMUS)
SHEET 1 OF 1



Typical Permanent Bridge Crossing- 4m clearance





Dennis Sabre Fire Tender (LWB)

Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.512m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.400m

Typical Permanent Bridge Crossing- 2m Clearance

Notes

For Consultation purposes only.

1. All dimensions in millimetres unless stated otherwise.
2. The bridge cross sections shown are indicative as are the ground profiles, designs will be finalised at detailed design following additional survey works.
3. Parapet height is a minimum of 1m above the deck level shown, but may be higher depending on the proposed usage of the bridge structure.
4. Approach ramps are shown indicatively with a 1 in 16 slope to accommodate the access for transformer abnormal indivisible loads (AILs).

Legend

Indicative Design Flood Level

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Issue	Date	Remarks	Drawn	Checked	Approved
P02	03/07/2024	Dimensions clarified	AS	SC	JW
P01	02/07/2024	Initial	AS	SC	JW

Title

THE NATIONAL GRID ELECTRICITY TRANSMISSION PLC (SEA LINK) ORDER
DESIGN DRAWINGS FOR CONSULTATION
TYPICAL PERMANENT BRIDGE CROSSING (RIVER FROMUS)
SHEET 1 OF 1

nationalgrid

Application Number: EN020026

National Grid Drawing Reference: S42_S-TDD/SS/0020

Scale	Sheet Size	Sheet	Issue
As shown	A1	SHEET 1 OF 1	P02

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13. Targeted Consultation Section 47 Notice

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

Notice is hereby given that National Grid Electricity Transmission plc (NGET) of National Grid House, Warwick Technology Park, Gallows Hill, Warwick, CV34 6DA has now published a Statement of Community Consultation (SoCC) for the Sea Link Project in accordance with section 47 of the Planning Act 2008 (as amended). This is the second time the Notice of the Statement of Community Consultation 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 1.7 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, 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.

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

- 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 build 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. 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.

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.

Under section 47 of the Planning Act 2008, NGET has a duty to consult the community on its proposals. A further consultation will be carried out in accordance with the SoCC, which was prepared for the previous statutory consultation which was held between 24 October and 18 December 2023. The SoCC allows for further targeted consultations in accordance with the principles and methods set out in the SoCC.

This notice explains where the further consultation documents can be viewed (including the Project Update Document which explains how people can comment on the proposals and provide responses to the consultation). This process is in accordance with the SoCC which confirms that further targeted statutory consultation would be undertaken, so far as relevant and proportionate, in accordance with the principles and methods set out in the SoCC.

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

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

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

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 contains 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.

During the further consultation, the SoCC and all other consultation materials are available to view free of charge on the project website at: [redacted]

Reference copies of the SoCC will also be available to view free of charge from 08 July 2024 for the duration of the consultation which ends at 11:59pm on 11 August 2024 at the following locations in the vicinity of the project:

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

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

Location	Address	Opening times
Aldeburgh Library	Victoria Rd, Aldeburgh IP15 5EG	Mon: 09:00 – 13:00 Tues: 09:00 – 13:00 Wed: 09:00 – 18:00 Thur: 09:00 – 13:00 Fri: 09:00 – 13:00 Sat: 10:00 – 15:00 Sun: 10:00 – 13:00
Snape Village Hall	5 Garrett Cl, Snape, Saxmundham IP17 1RN	Village hall opening depending on events. Contact the village hall in advance via email at [redacted] or [redacted]
Friston Village Hall	Church Rd, Friston, Saxmundham IP17 1PU	Village hall open depending on events. Contact the village hall in advance via email at [redacted] or at [redacted]
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

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

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.

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

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

Method	Contact details	Hours of operation
Online	[redacted]	24/7
Email	[redacted]	9am-5pm weekdays
Freephone	[redacted]	9am-5pm weekdays
Post	Freepost SEA LINK	24/7

14. Targeted Consultation Social Media

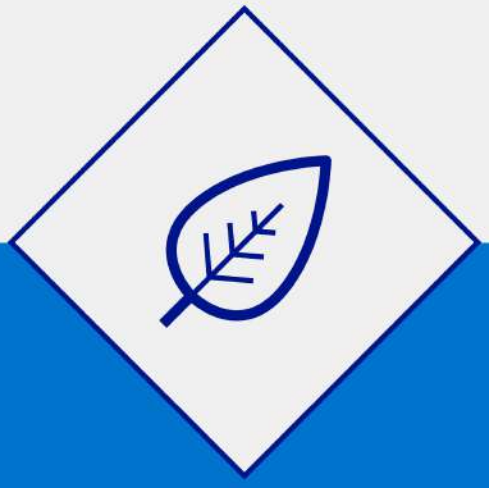

The Great Grid Upgrade
Sea Link
nationalgrid
We're making changes to our plans for Sea Link
Swipe to find out what it means for you



We've refined our **proposed underground cable route.**



We've relocated and reduced the size of some **construction compounds.**



We've identified additional land for **environmental mitigation and enhancement.**

Find out more at

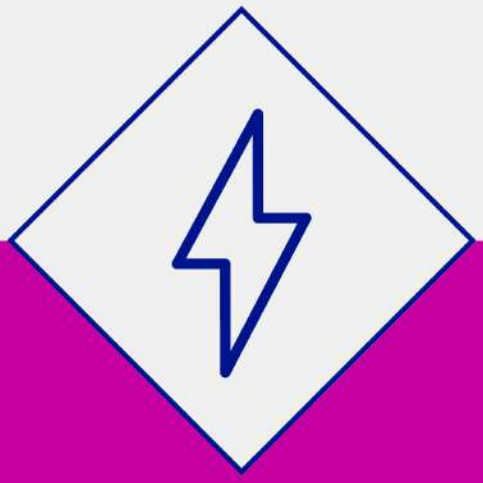
[redacted]

nationalgrid

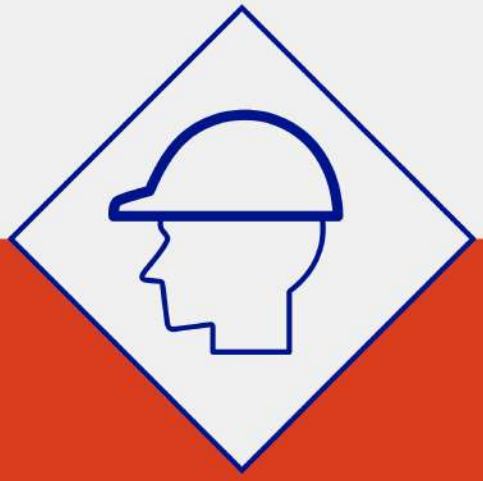

The Great Grid Upgrade
Sea Link
nationalgrid
We're making changes to our plans for Sea Link
Swipe to find out what it means for you



We've refined our **proposed underground cable route.**

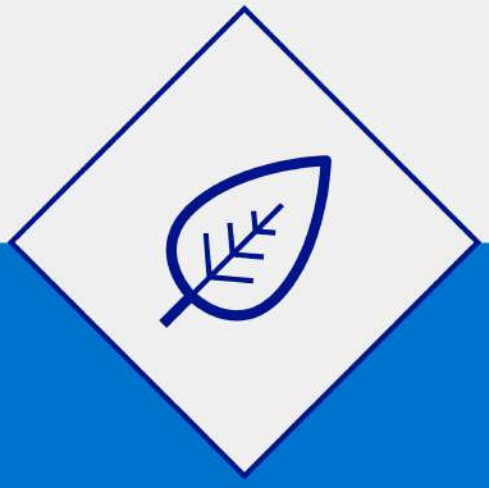


We've updated our plans for a **converter station and substation near Minister Marshes.**



We've relocated and reduced the size of some **construction compounds.**

Swipe for more



We've identified additional land for **environmental mitigation and enhancement.**

Find out more at

[redacted]

nationalgrid

The Great Grid Upgrade

Sea Link

nationalgrid




Zero Emission
Electric Vehicle
nationalgrid
nationalgrid.com
#greenergrid
Zero Emission
Electric Vehicle
The
Great Grid
Upgrade
Sea Link
nationalgrid


The
Great Grid
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15. Targeted Consultation Site Notices

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

Notice is hereby given that National Grid Electricity Transmission plc (NGET) of National Grid House, Warwick Technology Park, Gallows Hill, Warwick, CV34 6DA has now published a Statement of Community Consultation (SoCC) for the Sea Link Project in accordance with section 47 of the Planning Act 2008 (as amended). This is the second time the Notice of the Statement of Community Consultation 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 1.7 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, 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.

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

- 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 build 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. 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.

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.

Under section 47 of the Planning Act 2008, NGET has a duty to consult the community on its proposals. A further consultation will be carried out in accordance with the SoCC, which was prepared for the previous statutory consultation which was held between 24 October and 18 December 2023. The SoCC allows for further targeted consultations in accordance with the principles and methods set out in the SoCC.

This notice explains where the further consultation documents can be viewed (including the Project Update Document which explains how people can comment on the proposals and provide responses to the consultation). This process is in accordance with the SoCC which confirms that further targeted statutory consultation would be undertaken, so far as relevant and proportionate, in accordance with the principles and methods set out in the SoCC.

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

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

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

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 contains 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.

During the further consultation, the SoCC and all other consultation materials are available to view free of charge on the project website at[redacted]

Reference copies of the SoCC will also be available to view free of charge from 08 July 2024 for the duration of the consultation which ends at 11:59pm on 11 August 2024 at the following locations in the vicinity of the project:

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

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

Location	Address	Opening times
Aldeburgh Library	Victoria Rd, Aldeburgh IP15 5EG	Mon: 09:00 – 13:00 Tues: 09:00 – 13:00 Wed: 09:00 – 18:00 Thur: 09:00 – 13:00 Fri: 09:00 – 13:00 Sat: 10:00 – 15:00 Sun: 10:00 – 13:00
Snape Village Hall	5 Garrett Cl, Snape, Saxmundham IP17 1RN	Village hall opening depending on events. Contact the village hall in advance via email at [redacted] or [redacted]
Friston Village Hall	Church Rd, Friston, Saxmundham IP17 1PU	Village hall open depending on events. Contact the village hall in advance via email at [redacted] or at [redacted]
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

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

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.

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

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

Method	Contact details	Hours of operation
Online	[redacted]	24/7
Email	[redacted]	9am-5pm weekdays
Freephone	[redacted]	9am-5pm weekdays
Post	Freepost SEA LINK	24/7

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.

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 [redacted] (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

Location	Address	Opening times
Aldeburgh Library	Victoria Rd, Aldeburgh IP15 5EG	Mon: 09:00 – 13:00 Tues: 09:00 – 13:00 Wed: 09:00 – 18:00 Thur: 09:00 – 13:00 Fri: 09:00 – 13:00 Sat: 10:00 – 15:00 Sun: 10:00 – 13:00
Snape Village Hall	5 Garrett Cl, Snape, Saxmundham IP17 1RN	Village hall opening depending on events. Contact the village hall in advance via email at [redacted] or [redacted]
Friston Village Hall	Church Rd, Friston, Saxmundham IP17 1PU	Village hall open depending on events. Contact the village hall in advance via email at [redacted] or at [redacted]
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
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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.

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

- by post at Freepost SEA LINK
- by email ([redacted]

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: [redacted] **Telephone:** [redacted]

16. Targeted Consultation Notices in Newspapers

NATIONAL GRID ELECTRICITY TRANSMISSION PLC
SECTION 48 OF THE PLANNING ACT 2008 (AS AMENDED)
REGULATION 4, THE INFRASTRUCTURE PLANNING (APPLICATIONS: PRESCRIBED FORMS AND PROCEDURE) REGULATIONS 2009
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The 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 1.8 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 mounted) 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 660 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 660 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 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 mounted) 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 5.5 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.

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.

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 routes 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 coordinating 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 to 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 hovercraft, 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
[redacted]		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
		Mon: Closed, Tues: 09:30 – 19:30, Weds: Closed, Thur: 09:30 – 17:30, Fri: 09:30 – 13:00 and 14:00 – 17:30 ; Sat: 09:30 – 13:00 and 14:00 – 17:30, Sun: 10:00 – 15:00
		Mon: 09:00 – 13:00, Tues: 09:00 – 13:00, Wed: 09:00 – 18:00 Thur: 09:00 – 13:00, Fri: 09:00 – 18:00, Sat: 10:00 – 15:00 Sun: 10:00 – 13:00
		Mon: 11:30 – 13:00 and 14:00 – 15:30 , Tues: 09:30 – 13:00 Weds: 09:30 – 14:00, Thur: Closed, Fri: 11:30 – 17:00, Sat: 09:00 – 14:00, Sun: Closed
		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 – 13:00, Sun: Closed
		Mon: Closed, Tues: 09:30 – 17:00, Weds: Closed Thur: 09:30 – 17:00, Fri: 09:30 – 17:00, Sat: 09:30 – 13:00, Sun: Closed
		Mon: Closed, Tues: 09:30 – 17:30, Weds: 09:30 – 17:30 Thur: 09:30 – 19:30, Fri: 09:30 – 17:30, Sat: 09:30 – 15:30, Sun: Closed
		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
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		Mon: 10:00 – 17:30 , Tues: 10:00 – 17:00, Weds: 10:00 – 17:00 Thur: 10:00 – 17:00, 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 23:59 on 11 August 2024.

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 23:59 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 9669

[redacted]

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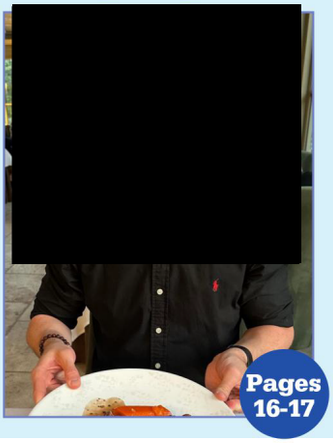
Court hears they were '[redacted]

A former police officer sent Facebook messages to an [redacted] that were [redacted] a court has heard.

[redacted] was alleged to have used terms for [redacted] as well as telling the [redacted] was [redacted] and [redacted] prosecuting at [redacted] Court yesterday, read aloud a series of Facebook messages which Althorpe is [redacted] of sending the victim. [redacted] has denied [redacted] of [redacted] between November 16 and December 3, 2020. The trial continues.

Full story: Page 7

Mark's fish and chips pick



Pages 16-17

Win £300 for your garden



Page 7



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 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.
- 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.

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
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 [redacted]
Friston Village Hall	Church Rd, Friston, Saxmundham IP17 1PU	Village hall open depending on events. Contact the village hall in advance via email at [redacted]
Ash Library	11 Queen's Rd, Ash, Canterbury CT3 2BG	Mon: 11:30 – 13:00 and 14:00 – 15:00 Tues: 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 23:59 on 11 August 2024.

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

- by post at Freepost SEA LINK
- by email [redacted]

National Grid must receive all responses by 23:59 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: [redacted]
Telephone [redacted]

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

Notice is hereby given that National Grid Electricity Transmission plc (NGET) of National Grid House, Warwick Technology Park, Gallows Hill, Warwick, CV34 6DA has now published a Statement of Community Consultation (SoCC) for the Sea Link Project in accordance with section 47 of the Planning Act 2008 (as amended). This is the second time the Notice of the Statement of Community Consultation 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 1.7 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, 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 build 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. 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.

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.

Under section 47 of the Planning Act 2008, NGET has a duty to consult the community on its proposals. A further consultation will be carried out in accordance with the SoCC, which was prepared for the previous statutory consultation which was held between 24 October and 18 December 2023. The SoCC allows for further targeted consultations in accordance with the principles and methods set out in the SoCC.

This notice explains where the further consultation documents can be viewed (including the Project Update Document which explains how people can comment on the proposals and provide responses to the consultation). This process is in accordance with the SoCC which confirms that further targeted statutory consultation would be undertaken, so far as relevant and proportionate, in accordance with the principles and methods set out in the SoCC.

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

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 third-party proposals 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 contains 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.

During the further consultation, the SoCC and all other consultation materials are available to view free of charge on the project website at: [redacted]

Reference copies of the SoCC will also be available to view free of charge from 08 July 2024 for the duration of the consultation which ends at 23:59 on 11 August 2024 at the following locations in the vicinity of the project:

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

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

Method	Contact details	Hours of operation
Online	[redacted]	24/7
Email		09:00 – 17:00 weekdays
Freephone		09:00 – 17:00 weekdays
Post	Freepost SEA LINK	24/7

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.

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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.

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 third-party proposals 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
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Aldeburgh Library	Victoria Rd, Aldeburgh IP15 5EG	Mon: 09:00 – 13:00 Tues: 09:00 – 13:00 Wed: 09:00 – 18:00 Thur: 09:00 – 13:00 Fri: 09:00 – 13:00 Sat: 10:00 – 15:00 Sun: 10:00 – 13:00
Snape Village Hall	5 Garrett Cl, Snape, Saxmundham IP17 1RN	Village hall opening depending on events. Contact the village hall in advance via email at [redacted]
Friston Village Hall	Church Rd, Friston, Saxmundham IP17 1PU	Village hall open depending on events. Contact the village hall in advance via email at [redacted]
Ash Library	11 Queen's Rd, Ash, Canterbury CT3 2BG	Mon: 11:30 – 13:00 and 14:00 – 15:00 Tues: 09:30 – 13:00 Weds: 09:30 – 14:00 Thur: Closed Fri: 11:30 – 17:00 Sat: 09:00 – 14:00 Sun: Closed
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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
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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 23:59 on 11 August 2024.

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

- by post at Freepost SEA LINK
- by email [redacted]

National Grid must receive all responses by 23:59 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: [redacted]

EAST ANGLIAN DAILY TIMES

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150 YEARS

THURSDAY JULY 11, 2024

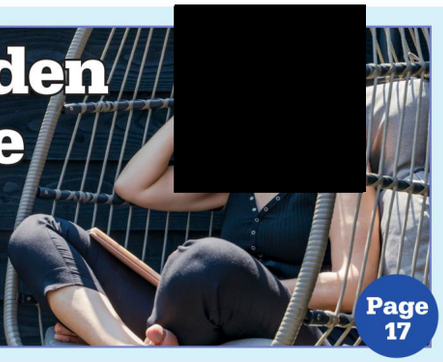
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IPSWICH TOWN

Town smash[redacted]

shirt sales r[redacted]

Win garden furniture worth £500



Page 17

Cycle race to return

Tour boost for coastal towns

[redacted]

Full story: Pages 8-9



Image: CHARLOTTE BOND



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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 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.
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- 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.

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- A landfall point on the Kent coast at Pegwell Bay.
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The proposed application will seek authorisation for the compulsory acquisition of land and interests in and rights over land, overriding easements and other rights, the temporary use of land, and other ancillary powers.

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.

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How to respond to the consultation

The consultation is running between 08 July 2024 and 23:59 on 11 August 2024.

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

- by post at Freepost SEA LINK
- by email [redacted]

National Grid must receive all responses by 23:59 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: [redacted]
Telep

PUBLIC NOTICES

Planning applications

canterbury city council

Notice under Article 13 of the Town & Country Planning (Development Management Procedure) (England) Order 2015
Notice under Article 8 of the Town & Country Planning (General Development Procedure) Order 1995
Notice under Section 67 and/or Section 73 of the Planning (Listed Buildings and Conservation Areas) Act 1990
Notice under Regulation 5 of the Planning (Listed Buildings and Conservation Areas) Regulations 1990
Notice under Regulation 2 of the Planning (Listed Buildings and Conservation Areas) (Amendment) (England) Regulations 2015

The following applications have been submitted for consideration by the council:

[redacted]

Friday 5 July 2024

Swale Borough Council
Notice of Applications

24/502089/PSINF - HMP STANDFORD HILL CHURCH ROAD EASTCHURCH KENT ME12 4AA - Erection of 4no. two storey houseblocks for 240 prisoners, a proposed record store, library, healthcare office, kitchen, 2no. substations, bin store and air source heat pump compound. Refurbishment of existing workshop, including insertion of mezzanine floor. **Reasons: 4,5**

24/502218/FULL - VICTORIA BUNGALOW THE STREET DODDINGTON KENT ME9 0BH - Erection of a replacement detached garage. **Reasons: 1,6**

Reasons for advertisement key:

1 - May affect a Conservation Area
4 - May affect a Listed Building or Setting
5 - Major Development
6 - May affect a Public Right of Way

Swale BOROUGH COUNCIL

You may view and comment on applications at [redacted] or comment by email at [redacted]; alternatively by post to: MKPS, Maidstone House, King Street, Maidstone, ME15 6JQ

You may view the application online at [redacted] or via public access computers at the following locations:

Sittingbourne Library, Central Avenue, Sittingbourne, Kent, ME10 4AH
Faversham Library, Newton Road, Faversham, Kent, ME13 8DY
Sheerness Library, Sheerness Gateway, 38-42 High Street, Sheerness, Kent, ME12 1NL

Any comments should be made by **25 July 2024**, quoting the application number. All comments will be publicly displayed on the website. Advert date: 4 July 2024.

NEW PLANNING APPLICATIONS

DOVER DISTRICT COUNCIL

The Council gives notice that it has received the following applications which it is required to advertise under Town and Country Planning, and Wildlife and Countryside legislation

Notice is hereby given that application(s) have been made to the Dover District Council for consent to carry out the following proposal(s):

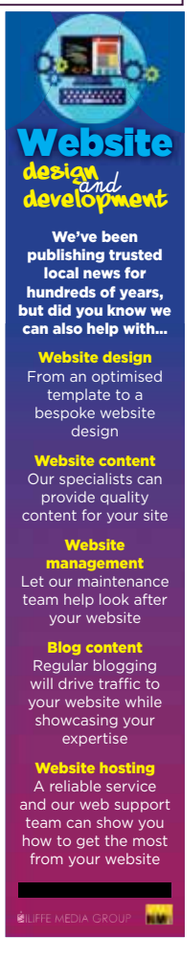
23/01454	Marleybrook House Stourmouth Road Preston CT3 1HP	Erection of a dwelling with car port, change of use of existing dwelling to guest accommodation and wedding facility and new access road (existing outbuildings to be demolished) (amended description, re-advertised	The proposal is a departure from the development plan.

The applications can be viewed on the Council's website, [redacted] and/or the Council Offices, White Cliffs Business Park, Dover CT16 3PJ.

Representations on the applications can be made via the Council's website. This is the Council's preferred method as it is the speediest way to log your views into our electronic system. Alternatively, representations can be emailed to [redacted] or sent by letter to the Development Management Section at the White Cliffs Business Park address.

Representations should be made within 21 days from the date of publication of this notice and should quote the application reference number. Any representations received will be available for public inspection. Representations will not be acknowledged but those making representations will be informed of the Council's decision.

Please note that this is not a full list of applications recently received by the Council. The full list can be viewed on the Council's website



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

Notice is hereby given that National Grid Electricity Transmission plc (NGET) of National Grid House, Warwick Technology Park, Gallows Hill, Warwick, CV34 6DA has now published a Statement of Community Consultation (SoCC) for the Sea Link Project in accordance with section 47 of the Planning Act 2008 (as amended). This is the second time the Notice of the Statement of Community Consultation 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 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.
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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.
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The Proposed Project also includes modifications to sections of existing overhead lines in Suffolk (only if Friston Substation is not build 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. 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.

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.

Under section 47 of the Planning Act 2008, NGET has a duty to consult the community on its proposals. A further consultation will be carried out in accordance with the SoCC, which was prepared for the previous statutory consultation which was held between 24 October and 18 December 2023. The SoCC allows for further targeted consultations in accordance with the principles and methods set out in the SoCC.

This notice explains where the further consultation documents can be viewed (including the Project Update Document which explains how people can comment on the proposals and provide responses to the consultation). This process is in accordance with the SoCC which confirms that further targeted statutory consultation would be undertaken, so far as relevant and proportionate, in accordance with the principles and methods set out in the SoCC.

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

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 contains 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.

During the further consultation, the SoCC and all other consultation materials are available to view free of charge on the project website at: www.nationalgrid.com/sealink

Reference copies of the SoCC will also be available to view free of charge from 08 July 2024 for the duration of the consultation which ends at 23:59 on 11 August 2024 at the following locations in the vicinity of the project:

Location	Address	Opening times
Saxmundham Library	Block B, Street Farm Rd, Saxmundham IP17 1AL	Mon: Closed Tues: 09:30 – 17:30 Weds: 09:30 – 17:30 Thur: Closed Fri: 09:30 – 17:30 Sat: 10:00 – 13:00 Sun: 10:00 – 15:00
Leiston Library	Main St, Leiston IP16 4ER	Mon: Closed Tues: 09:30 – 19:30 Weds: Closed Thur: 09:30 – 17:30 Fri: 09:30 – 13:00 and 14:00 – 17:00 Sat: 09:30 – 13:00 and 14:00 – 17:00 Sun: 10:00 – 15:00
Aldeburgh Library	Victoria Rd, Aldeburgh IP15 5EG	Mon: 09:00 – 13:00 Tues: 09:00 – 13:00 Wed: 09:00 – 18:00 Thur: 09:00 – 13:00 Fri: 09:00 – 13:00 Sat: 10:00 – 15:00 Sun: 10:00 – 13:00
Snape Village Hall	5 Garrett Cl, Snape, Saxmundham IP17 1RN	Village hall opening depending on events. Contact the village hall in advance via email at [redacted]
Friston Village Hall	Church Rd, Friston, Saxmundham IP17 1PU	Village hall open depending on events. Contact the village hall in advance via email at [redacted] or at [redacted]
Ash Library	11 Queen's Rd, Ash, Canterbury CT3 2BG	Mon: 11:30 – 13:00 and 14:00 – 15:00 Tues: 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

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

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

Method	Contact details	Hours of operation
Online	nationalgrid.com/sealink	24/7
Email	[redacted] nationalgrid.com	09:00 – 17:00 weekdays
Freephone	[redacted]	09:00 – 17:00 weekdays
Post	Freepost SEA LINK	24/7



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 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.
- 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.

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.

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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 [redacted] (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).

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Aldeburgh Library	Victoria Rd, Aldeburgh IP15 5EG	Mon: 09:00 – 13:00, Tues: 09:00 – 13:00, Wed: 09:00 – 18:00, Thur: 09:00 – 13:00, Fri: 09:00 – 13:00, Sat: 10:00 – 15:00 Sun: 10:00 – 13:00
Snape Village Hall	5 Garrett Cl, Snape, Saxmundham IP17 1RN	Village hall opening depending on events. Contact the village hall in advance via email at [redacted] or [redacted]
Friston Village Hall	Church Rd, Friston, Saxmundham IP17 1PU	Village hall open depending on events. Contact the village hall in advance via email at [redacted] or at [redacted]
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
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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 23:59 on 11 August 2024.

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

- by post at Freepost SEA LINK
- by email ([redacted])

National Grid must receive all responses by 23:59 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: [redacted] **Telephone:** [redacted]

PUBLIC NOTICES

Consultation on Draft Statement of Principles for Gambling 2025-2028 – Gambling Act 2005

Swale Borough Council is a Licensing Authority under the Gambling Act 2005 and responsible for issuing Gambling Premises Licences, gaming permits and small lottery licences since 2007.

The Council is required under section 349 of the Gambling Act 2005 to produce a 'Statement of Principles for Gambling' which must be reviewed every three years.

The Council must consider the following licensing objectives when undertaking their duties and producing policy under the Gambling Act 2005.

- To prevent gambling from being a source of crime or disorder, being associated with crime or disorder or being used to support crime;
- To ensure that gambling is carried out in a fair and open way;
- To protect children and other vulnerable persons from being harmed or exploited by gambling.

In January 2016, the Council produced and published the current 'Statement of Principle for Gambling' which sets out the principles it would apply in dealing with applications made under the Gambling Act 2005.

The current version has now been reviewed and a proposed draft policy has been produced based on the licensing objectives and guidance provided by the Gambling Commission.

The Council seeks to obtain the views of other associated bodies and local residents. In drafting this Policy, we have been mindful of the demographics of our borough and the impact our policy is having on managing gambling activity for the benefit of the economy and the community in Swale.

This consultation is open to residents and businesses, and the Licensing Authority would encourage feedback from those with experience of gambling such as the gambling industry in particular.

The draft Statement of Principles can be viewed a[redacted] or a hard copy can be posted upon request.

At the end of the consultation period, the Licensing Authority will collate and consider the feedback received and may use this information to revise the draft before asking the Council to adopt the new policy formally.

If you would like to make any comments on the draft Statement of Principles, you can email them to [redacted]

You can also write to us with your views at the following address:

Swale Borough Council, Licensing Department,
Swale House, East Street, Sittingbourne, Kent ME10 3HT

The consultation will remain open until: **9th August 2024**

Swale Borough Council

WILLS & PROBATE

[redacted]

Pursuant to the Trustee Act 1925 anyone having a claim against or an interest in the Estate of the deceased, [redacted] who died on 02/11/2023, must send written particulars to the address below by 05/09/2024, after which date the Estate will be distributed having regard only to claims and interests notified.

[redacted]

[redacted]

Pursuant to the Trustee Act 1925 any persons having a claim against or an interest in the Estate of the above named, late of 11 Blackfriars Street, Canterbury, Kent, CT1 2AP, who died on 04/05/2023, are required to send written particulars thereof to the undersigned on or before 05/09/2024, after which date the Estate will be distributed having regard only to the claims and interests of which they have had notice.

[redacted]

[redacted]

Pursuant to the Trustee Act 1925 any persons having a claim against or an interest in the Estate of the above named, late of Glenmore, [redacted] who died on 16/05/2024, are required to send written particulars thereof to the undersigned on or before 05/09/2024, after which date the Estate will be distributed having regard only to the claims and interests of which they have had notice.

JUDGE SYKES FRIXOU,

[redacted]

BARBARA ROSE MARTIN (Deceased)

Pursuant to the Trustee Act 1925 any persons having a claim against or an interest in the Estate of the above named, late of The Old Rectory Retirement Home, Lanfranc Gardens, [redacted] who died on 17/08/2022, are required to send written particulars thereof to the undersigned on or before 05/09/2024, after which date the Estate will be distributed having regard only to the claims and interests of which they [redacted]

[redacted]

[redacted]

Pursuant to the Trustee Act 1925 any persons having a claim against or an interest in the Estate of the above named, late of 17 Heathfield Way, Barham, Canterbury, Kent, CT4 6QH, who died on 04/02/2021, are required to send written particulars thereof to the undersigned on or before 05/09/2024, after which date the Estate will be distributed having regard only to the claims and interests of which they have had notice.

[redacted]





PUBLIC NOTICES

Swale Borough Council
Notice of Applications

24/502718/FULL - QUEEN PHILLIPA HOTEL HIGH STREET QUEENBOROUGH KENT ME11 5AQ - Erection of a second floor mansard roof extension to create additional B & B bedroom accommodation. **Reasons: 1,4**

24/502362/FULL - KENNAWAYS STALISFIELD ROAD OSPRINGE KENT ME13 0HA - Erection of two-storey extensions to the front (east), rear (west) and side (south) elevations, creation of open-air swimming pool and erection of a 4-bay garage following demolition of 2no. outbuildings. Removal of chimney. **Reason: 4**

24/502374/FULL - THE OLD SCHOOL THE GREEN BEARSTED KENT ME14 4DN - Retrospective removal of 2 chimneys. **Reasons: 1,4**

24/502180/FULL - CAR PARKS ADJACENT TO SHEPPEY STREET BLUE TOWN ISLE OF SHEPPEY ME12 1TQ - Change of use of disused car parks to commercial vehicle sales forecourts with associated sales office, toilet block, refuse storage, perimeter fencing, and lighting and CCTV (partly retrospective). **Reasons: 1,4**

24/502554/FULL - OWENS COURT FARM OWENS COURT LANE SELLING KENT ME13 9QN - Installation of cherry rain coverings. **Reasons: 4,5**

Reasons for advertisement key:

1 - May affect a Conservation Area
4 - May affect a Listed Building or Setting
5 - Major Development

You may view and comment on applications at http://pa.midkent.gov.uk or comment by email at [redacted]; alternatively by post to: MKPS, Maidstone House, King Street, Maidstone, ME15 6JQ

You may view the application online at http://pa.midkent.gov.uk/online-applications or via public access computers at the following locations:
Sittingbourne Library, Central Avenue, Sittingbourne, Kent, ME10 4AH
Faversham Library, Newton Road, Faversham, Kent, ME13 8DY
Sheerness Library, Sheerness Gateway, 38-42 High Street, Sheerness, Kent, ME12 1NL

Any comments should be made by **1 August 2024**, quoting the application number. All comments will be publicly displayed on the website. Advert date: 11 July 2024.

NEW PLANNING APPLICATIONS

The Council gives notice that it has received the following applications which it is required to advertise under Town and Country Planning, and Wildlife and Countryside legislation

Notice is hereby given that application(s) have been made to the Dover District Council for consent to carry out the following proposal(s):

24/001 [redacted]	Erection of a rear extension	The development affects a Listed Building
24/006 [redacted]	Removal of condition 7 (method statement) of planning permission 21/01053 (Erection of an Ion exchange building, chemical dosing kiosk and washwater booster kiosk, fuel storage tank, construction of a fuel delivery bund, standby generator, transformer, new footpath/road access, wastewater holding/ salt saturator tanks, alterations to existing vehicular access, erection of boundary fence/access gate, landscaping and repositioning of wall and boundary railings)	The development affects the setting of a Listed Building

The applications can be viewed on the Council's website [redacted] and/or the Council Offices, White Cliffs Business Park, Dover CT16 3PJ.

Representations on the applications can be made via the Council's website. This is the Council's preferred method as it is the speediest way to log your views into our electronic system. Alternatively, representations can be emailed to [redacted] or sent by letter to the Development Management Section at the White Cliffs Business Park address.

Representations should be made within 21 days from the date of publication of this notice and should quote the application reference number. Any representations received will be available for public inspection. Representations will not be acknowledged but those making representations will be informed of the Council's decision.

Please note that this is not a full list of applications recently received by the Council. The full list can be viewed on the Council's website



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

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- 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.

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Location	Address	Opening times
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Leiston Library	Main St, Leiston IP16 4ER	Mon: Closed, Tues: 09:30 – 19:30, Weds: Closed, Thur: 09:30 – 17:30, Fri: 09:30 – 13:00 and 14:00 – 17:00, Sat: 09:30 – 13:00 and 14:00 – 17:00, Sun: 10:00 – 15:00
Aldeburgh Library	Victoria Rd, Aldeburgh IP15 5EG	Mon: 09:00 – 13:00, Tues: 09:00 – 13:00, Wed: 09:00 – 18:00, Thur: 09:00 – 13:00, Fri: 09:00 – 13:00, Sat: 10:00 – 15:00 Sun: 10:00 – 13:00
Snape Village Hall	5 Garrett Cl, Snape, Saxmundham IP17 1RN	Village hall opening depending on events. Contact the village hall in advance via email at [redacted] or [redacted]
Friston Village Hall	Church Rd, Friston, Saxmundham IP17 1PU	Village hall open depending on events. Contact the village hall in advance via email at [redacted] or at [redacted]
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

Location	Address	Opening times
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 23:59 on 11 August 2024.

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

- by post at Freepost SEA LINK
- by email ([redacted])

National Grid must receive all responses by 23:59 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: [redacted] **Telephone:** [redacted]

Notices

LICENCE APPLICATIONS

[redacted]

[redacted]

AUGHAN LLP

[redacted]

PUBLIC NOTICES

national highways

A2 TRUNK ROAD (PATRIXBOURNE)
TEMPORARY TRAFFIC RESTRICTIONS

Notice is hereby given that National Highways Limited has made an Order on the A2 Trunk Road in the County of Kent, under Section 14(1)(a) of the Road Traffic Regulation Act 1984 because works are proposed to be executed on the road.

The effect of the Order is to:-

1. authorise the full weekend closure of the slip road leading from the coastbound carriageway of the A2 at New Dover Road Interchange (A2050/Bifrons Hill); and
2. impose a 24-hour 50mph speed restriction on the coastbound carriageway of the A2 between points 1220 metres west of and 625 metres east of the centreline of the A2050 overbridge at New Dover Road Interchange (A2050).

These measures are in the interests of road safety while contractors undertake bridge works and all associated works.

It is expected that the work will last for approximately 2 weeks starting on or after Friday 12th July 2024. The weekend closure will take place between 20:00 hours on Fridays and 06:00 hours on Mondays (maximum period). Please check National Highways website for further details.

The Order will come into force on 10th July 2024 and have a maximum duration of eighteen months, ceasing when the works are complete.

Traffic affected by the closures will be diverted using the A2 to Bishopsbourne Interchange, Coldharbour Lane, Bridge Hill and High Street.

The temporary speed limit, closure and diversion route will be clearly indicated by traffic signs when they are in operation during the works period.

H Blyth, an Official of National Highways Limited.
Ref: NH/SE/2024/A2/55

National Highways Limited, (Company No. 9346363). Registered Office: Bridge House, Walnut Tree Close, Guildford, Surrey, GU1 4LZ. A company registered in England and Wales.

For enquiries, please contact the Customer Contact Centre on [redacted] or [redacted] www.nationalhighways.co.uk

PUBLIC NOTICES

NEW PLANNING APPLICATIONS

DOVER DISTRICT COUNCIL

The Council gives notice that it has received the following applications which it is required to advertise under Town and Country Planning, and Wildlife and Countryside legislation

Notice is hereby given that application(s) have been made to the Dover District Council for consent to carry out the following proposal(s):

24/00629 [redacted]	Erection of a first floor extension with 4 dormer windows over existing garage	The development may affect a Right of Way.
24/00039 [redacted]	Variation of Condition 2 (approved plans) to allow amendments to remove roof dormer windows and timber cladding, alterations from timber windows/doors to aluminium of planning permission 23/00041 (S73) pursuant of 21/01714 "Erection of a detached dwelling and associated parking (existing buildings to be demolished)"	The proposal is a departure from the development plan.
24/00634 [redacted]	Erection of an outbuilding	The development affects the setting of a Listed Building

The applications can be viewed on the Council's website [redacted] and/or the Council Offices, White Cliffs Business Park, Dover CT16 3PJ.

Representations on the applications can be made via the Council's website. This is the Council's preferred method as it is the speediest way to log your views into our electronic system. Alternatively, representations can be emailed to [redacted] or sent by letter to the Development Management Section at the White Cliffs Business Park address.

Representations should be made within 21 days from the date of publication of this notice and should quote the application reference number. Any representations received will be available for public inspection. Representations will not be acknowledged but those making representations will be informed of the Council's decision.

Please note that this is not a full list of applications recently received by the Council. The full list can be viewed on the Council's website

[redacted]
96.2 - 107.9 digitalradio Apps Smart Speakers [redacted]

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

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

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

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 third-party proposals 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.

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 targeted 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 certain 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
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 [redacted] or [redacted]
Friston Village Hall	Church Rd, Friston, Saxmundham IP17 1PU	Village hall open depending on events. Contact the village hall in advance via email at [redacted] or at [redacted]
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

Location	Address	Opening times
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.

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

- by post at Freepost SEA LINK
- by email ([redacted])

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: [redacted] **Telephone:** [redacted]

THE GAZETTE
LONDON GAZETTE

CONTAINING ALL NOTICES PUBLISHED ONLINE ON 8 JULY 2024

PRINTED ON 9 JULY 2024 | NUMBER 64454
PUBLISHED BY AUTHORITY | ESTABLISHED 1665
WWW.THEGAZETTE.CO.UK

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CHURCH

REGISTRATION FOR SOLEMNISING MARRIAGE

FORM OF STATUTORY NOTICE

A building certified for worship named Salaam Community Association, 42 Raby Street, Moss Side, Manchester, in the registration district of Manchester in the Metropolitan District of Manchester, was on 27th June 2024 registered for solemnizing marriages therein, pursuant to Section 41 of the Marriage Act 1949 (as amended by Section 1(1) of the Marriage Acts Amendment Act 1958

Superintendent Registrar

03/07/2024 (4660315)

ENVIRONMENT & INFRASTRUCTURE

ENERGY

CHRYSAOR RESOURCES (IRISH SEA) LIMITED
PUBLIC NOTICE
PETROLEUM ACT 1998
DECOMMISSIONING PROGRAMMES FOR CALDER, DALTON AND MILLOM FIELDS -INSTALLATIONS AND PIPELINES

Chrysaor Resources (Irish Sea) Limited has submitted, for the consideration of the Secretary of State for Energy Security and Net Zero, draft decommissioning programmes for the Calder, Dalton and Millom fields installations and pipelines in accordance with the provisions of the Petroleum Act 1998 (The Act). It is a requirement of the Act that interested parties be consulted on such proposals.

The facilities covered by the Calder, Dalton and Millom fields draft Decommissioning Programmes are located within UK blocks 110/7a (Calder), 110/2b (Dalton), 110/2c, 113/26a and 113/27a (Millom) in the East Irish Sea (EIS). The fields lie approximately 40km W (Calder), 40km SW (Dalton) and 40km SSW (Millom) of the UK coast. The Calder, Dalton and Millom field Decommissioning Programmes covers 9 installations and associated subsea infrastructure including:

9 installations

· Calder installation (platform).

· Dalton installations (R1 & R2 Wellhead Protection Structures (WHPS) and Pipeline End Manifold (PLEM)).

· Millom installations (Millom West platform, Millom Q1, Q2 & Q3 WHPS and Millom East PLEM).

31 pipelines

· Calder associated pipelines, including PL1965, PL1966 and the electrical cable, PL6340.

· Dalton associated pipelines, including PL1668, PL1669, PL1670, PL1671.1 – PL1675.5, PL1672.1, PL1672.2, PL1673.1 and PL1673.2.

· Millom associated pipelines, including PL1674, PL1675, PL1676, PL1677, PL1678.1 – PL1678.5, PL1679.1, PL1679.2, PL1873, PLU1874, PL1980, PLU1678JQ3 and including electrical cable PL6352.

Chrysaor Resources (Irish Sea) Limited hereby gives notice that the Calder, Dalton and Millom fields draft Decommissioning Programmes is readily available on request. Link to the documents [redacted]

To receive a paper copy of the draft Decommissioning Programmes, please visit our office (Prime Four, Kingswells, AB15 8PU) or email: [redacted]

Representations regarding the draft Calder, Dalton and Millom fields Decommissioning Programmes should be submitted in writing via the email address above by the consultation closing date, 6th August 2024. Submissions should include the rationale upon which any representations are being made. (4639864)

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 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.

• 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.

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).

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Leiston Library	Main St, Leiston IP16 4ER	Mon: Closed Tues: 09:30 – 19:30 Weds: Closed Thur: 09:30 – 17:30 Fri: 09:30 – 13:00 and 14:00 – 17:00 Sat: 09:30 – 13:00 and 14:00 – 17:00 Sun: 10:00 – 15:00
Aldeburgh Library	Victoria Rd, Aldeburgh IP15 5EG	Mon: 09:00 – 13:00 Tues: 09:00 – 13:00 Wed: 09:00 – 18:00 Thur: 09:00 – 13:00 Fri: 09:00 – 13:00 Sat: 10:00 – 15:00 Sun: 10:00 – 13:00
Snape Village Hall	5 Garrett Cl, Snape, Saxmundham IP17 1RN	Village hall opening depending on events. Contact the village hall in advance via email at snapevillagehallbooki [redacted] or [redacted]
Friston Village Hall	Church Rd, Friston, Saxmundham IP17 1PU	Village hall open depending on events. Contact the village hall in advance via email at [redacted] ail.com or at [redacted]
Ash Library	11 Queen's Rd, Ash, Canterbury CT3 2BG	Mon: 11:30 – 13:00 and 14:00 – 15:00 Tues: 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 23:59 on 11 August 2024.
Responses to the consultation can be submitted in the following ways:
• by post at Freepost SEA LINK
• by email ([redacted]
National Grid must receive all responses by 23:59 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: [redacted] **Telephone:**

(4658315)

Planning

TOWN PLANNING

SLOUGH BOROUGH COUNCIL
TOWN AND COUNTRY PLANNING ACT 1990 NOTICE OF DEPOSIT PROPOSALS FOR MAKING OF A SIMPLIFIED PLANNING ZONE AT SLOUGH TRADING ESTATE
MONDAY 8TH JULY TO MONDAY 19TH AUGUST
Slough Borough Council have prepared proposals for making of the above scheme at Slough Trading Estate. Copies of the proposals (and supporting information) are available for public inspection free of charge on the Councils website at https://www.slough.gov.uk/planning/simplified-planning-zone-spz or in person from as follows :
By appointment Mon- Fri between 9.30am and 4.45pm Slough Borough Council Observatory House 25 Windsor Road Slough SL1 2EL
At reception Mon-Fri between 9.00am and 5.00pm SEGRO Office 258 Bath Road Slough Trading Estate Slough SL1 4DX
Check for opening times: **Slough Museum** 72 Buckingham Avenue Slough SL1 4PN
Objections and representations with respect to the proposals should be sent in writing to Group Manager, Planning Policy, Slough Borough Council SL1 2EL, or via email to [redacted] or online via the online consultation at https://www.slough.gov.uk/planning/simplified-planning-zone-spz before the19th August 2024..
Objections and representations with respect to the proposals must specify the matters to which they relate, the grounds on which they are made, and may be accompanied by a request to be notified at a specified address of the withdrawal, adoption, approval or rejection of the proposals.
Only persons whose objections or representations are made in writing to Slough Borough Council SL1 2EL, or via email to [redacted] or online via the online consultation at https://www.slough.gov.uk/planning/simplified-planning-zone-spz within the six week period ending on the 19th August 2024 will have a right to have their objections or representations considered.
Notice of intention to Adopt Proposals
If not objection is received during the period given for making objections Slough Borough Council intend to adopt the proposals on the expiry of that period.
If you require any further information or have any questions please contact: [redacted] or Pippa Hopkins, Planning Policy, Slough Borough Council, Observatory House, 25 Windsor Road,SL1 2EL. Telephone: [redacted] (4660402)

Property & land

PROPERTY DISCLAIMERS

NOTICE OF DISCLAIMER UNDER SECTION 1013 OF THE COMPANIES ACT 2006
DISCLAIMER OF WHOLE OF THE PROPERTY
T S ref: BV22407611/1/NYS
1 In this notice the following shall apply:
Company Name: **SRW VENTURES LIMITED**
Company Number: 09152745
Interest: leasehold
Title number: WYK853816
Property: The Property situated at 6 North Parade, Halifax, HX1 1YQ being the land comprised in the above mentioned title
Treasury Solicitor: The Solicitor for the Affairs of Her Majesty's Treasury of PO Box 70165, London WC1A 9HG (DX 123240 Kingsway).
2 In pursuance of the powers granted by Section 1013 of the Companies Act 2006, the Treasury Solicitor as nominee for the Crown (in whom the property and rights of the Company vested when the Company was dissolved) hereby disclaims the Crown`s title (if any) in the property, the vesting of the property having come to his notice on 18 April 2024.
Assistant Treasury Solicitor
3 July 2024 (4656987)

NOTICE OF DISCLAIMER UNDER SECTION 1013 OF THE COMPANIES ACT 2006
DISCLAIMER OF WHOLE OF THE PROPERTY
T S ref: BV22407612/1/NYS
1 In this notice the following shall apply:
Company Name: **UNIQUE COFFEE BAR**
Company Number: 04094205
Interest: leasehold
Title number: NT412336
Property: The Property situated at Unit 2, Manners Road, Newark (RG24 1BS) being the land comprised in the above mentioned title
Treasury Solicitor: The Solicitor for the Affairs of Her Majesty's Treasury of PO Box 70165, London WC1A 9HG (DX 123240 Kingsway).
2 In pursuance of the powers granted by Section 1013 of the Companies Act 2006, the Treasury Solicitor as nominee for the Crown (in whom the property and rights of the Company vested when the Company was dissolved) hereby disclaims the Crown`s title (if any) in the property, the vesting of the property having come to his notice on 18 April 2024.
Assistant Treasury Solicitor
3 July 2024 (4656988)

NOTICE OF DISCLAIMER UNDER SECTION 1013 OF THE COMPANIES ACT 2006
DISCLAIMER OF WHOLE OF THE PROPERTY
T S ref: BV21613275/2/NYS
1 In this notice the following shall apply:
Company Name: **WEIWEN LTD**
Company Number: 06083899
Interest: leasehold
Title number: TGL397624
Property: The Property situated at 9 Station Parade, Balham High Road, London (SW12 9AB) being the land comprised in the above mentioned title
Treasury Solicitor: The Solicitor for the Affairs of Her Majesty's Treasury of PO Box 70165, London WC1A 9HG (DX 123240 Kingsway).

2 In pursuance of the powers granted by Section 1013 of the Companies Act 2006, the Treasury Solicitor as nominee for the Crown (in whom the property and rights of the Company vested when the Company was dissolved) hereby disclaims the Crown`s title (if any) in the property, the vesting of the property having come to his notice on 12 March 2024.

Assistant Treasury Solicitor
3 July 2024 (4656992)

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

T S ref: BV22409093/1/NYS

1 In this notice the following shall apply:

Company Name: **VINTAGE AND CO ACADEMY LTD**

Company Number: 13571303

Interest: leasehold

Lease: Lease dated 8 September 2022 and made between Kingston Upon Hull City Council (1) and Vintage and Co Academy Ltd (2)

Property: The Property situated at Lease relating to 17 Paragon Street,68 Carr Lane, Hull being the land comprised in and demised by the above mentioned Lease

Treasury Solicitor: The Solicitor for the Affairs of Her Majesty's Treasury of PO Box 70165, London WC1A 9HG (DX 123240 Kingsway).

2 In pursuance of the powers granted by Section 1013 of the Companies Act 2006, the Treasury Solicitor as nominee for the Crown (in whom the property and rights of the Company vested when the Company was dissolved) hereby disclaims the Crown`s title (if any) in the property, the vesting of the property having come to his notice on 30 April 2024.

Assistant Treasury Solicitor
3 July 2024 (4656989)

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

T S ref: BV22408389/1/ASY

1 In this notice the following shall apply:

Company Name: **DEANBURY DEVELOPMENTS LIMITED**

Company Number: 00843384

Interest: freehold

Title number: EX107923

Property: The Property situated at Barton Friars, Meadow Way, Chigwell (IG7 6LP) being the land comprised in the above mentioned title

Treasury Solicitor: The Solicitor for the Affairs of Her Majesty's Treasury of PO Box 70165, London WC1A 9HG (DX 123240 Kingsway).

2 In pursuance of the powers granted by Section 1013 of the Companies Act 2006, the Treasury Solicitor as nominee for the Crown (in whom the property and rights of the Company vested when the Company was dissolved) hereby disclaims the Crown`s title (if any) in the property, the vesting of the property having come to his notice on 22 April 2024.

Assistant Treasury Solicitor
3 July 2024 (4656990)

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

T S ref: BV22405734/1/NYS

1 In this notice the following shall apply:

Company Name: **UK MAKERSPACE LIMITED**

Company Number: 12289377

Interest: leasehold

Lease: Lease dated 17 September 2020 and made between James Hay Pension Trustees Limited (1) and UK Makerspace Limited (2)

Property: The Property situated at Lease relating to Unit 5, Quay Lane, Hardway, Gosport PO12 4LJ being the land comprised in and demised by the above mentioned Lease

Treasury Solicitor: The Solicitor for the Affairs of Her Majesty's Treasury of PO Box 70165, London WC1A 9HG (DX 123240 Kingsway).

2 In pursuance of the powers granted by Section 1013 of the Companies Act 2006, the Treasury Solicitor as nominee for the Crown (in whom the property and rights of the Company vested when the Company was dissolved) hereby disclaims the Crown`s title (if any) in the property, the vesting of the property having come to his notice on 15 March 2024.

Assistant Treasury Solicitor
3 July 2024 (4656991)

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

T S ref: BV22405792/1/NYS

1 In this notice the following shall apply:

Company Name: **WILLIS CAFE LTD**

Company Number: 13411994

Interest: leasehold

Lease: Lease dated 5 July 2021 and made between Glenmore Property Holdings Limited (1) and Willis Cafe Ltd (2)

Property: The Property situated at Ground Floor Premises 27 London Road, Southampton SO15 2AD being the land comprised in and demised by the above mentioned Lease

Treasury Solicitor: The Solicitor for the Affairs of Her Majesty's Treasury of PO Box 70165, London WC1A 9HG (DX 123240 Kingsway).

2 In pursuance of the powers granted by Section 1013 of the Companies Act 2006, the Treasury Solicitor as nominee for the Crown (in whom the property and rights of the Company vested when the Company was dissolved) hereby disclaims the Crown`s title (if any) in the property, the vesting of the property having come to his notice on 14 March 2024.

Assistant Treasury Solicitor
3 July 2024 (4656993)

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

T S ref: BV22410874/1/CE

1 In this notice the following shall apply:

Company Name: **QUALITY HOMES (LINCOLN) LIMITED**

Company Number: 02577059

Interest: freehold

Title number: LL18452

Property: The Property situated at 424 Monks Road, Lincoln LN2 5PZ being the land comprised in the above mentioned title

Treasury Solicitor: The Solicitor for the Affairs of Her Majesty's Treasury of PO Box 70165, London WC1A 9HG (DX 123240 Kingsway).

2 In pursuance of the powers granted by Section 1013 of the Companies Act 2006, the Treasury Solicitor as nominee for the Crown (in whom the property and rights of the Company vested when the Company was dissolved) hereby disclaims the Crown`s title (if any) in the property, the vesting of the property having come to his notice on 29 May 2024.

Assistant Treasury Solicitor
3 July 2024 (4656994)

OTHER NOTICES

COMPANY LAW SUPPLEMENT

The Company Law Supplement details information notified to, or by, the Registrar of Companies. The Company Law Supplement to *The London, Belfast and Edinburgh Gazette* is published weekly on a Tuesday.

These supplements are available to view at https://www.thegazette.co.uk/browse-publications.

Alternatively use the search and filter feature which can be found here [redacted] on the company number and/or name. (4523843)

COMPANIES

Corporate insolvency

NOTICES OF DIVIDENDS

In the High Court
No 007504 of 2019
TCGH HOLDINGS LIMITED
08587707
Official Receivers ref: LQD5805125
Trading Name: TCGH Holdings Limited
Registered office: Westpoint Peterborough Business Park Lynch Wood Peterborough PE2 6FZ
Principal trading address: Westpoint Peterborough Business Park Lynch Wood Peterborough PE2 6FZ
Notice is hereby given that I intend to declare a First and Final dividend to unsecured creditors within a period of 2 months from the last date of proving
Creditors who have not yet done so must prove their debts by submitting your claim on the claims site: [redacted] or by delivering their proofs (in the format specified in Rule 14.4) by email to [redacted] or by post to the Liquidator courtesy of: **AlixPartners, Ship Canal House, 8th Floor, 98 King Street, Manchester, M2 4WU** by no later than 02 August 2024 (the last date for proving).
Creditors who have not proved their debt by the last date for proving may be excluded from the benefit of this dividend.
Official Receiver: [redacted] - Liquidator, 16th Floor, 1 Westfield Avenue Stratford E20 1HZ. Email: [redacted]
Capacity: Liquidator (4660333)

In the High Court
No 006346 of 2019
THOMAS COOK AIRLINES LIMITED
02012379
Official Receivers ref: LQD5764401
Trading Name: Thomas Cook Airlines Limited
Registered office: Ship Canal House 8th Floor, 98 King Street, Manchester, M2 4WU
Principal trading address: Westpoint Peterborough Business Park Lynch Wood Peterborough PE2 6FZ
Notice is hereby given that I intend to declare a First and Final dividend to unsecured creditors within a period of 2 months from the last date of proving
Creditors who have not yet done so must prove their debts by submitting your claim on the claims site: [redacted] or by delivering their proofs (in the format specified in Rule 14.4) by email to [redacted] or by post to the Liquidator courtesy of: **AlixPartners, Ship Canal House, 8th Floor, 98 King Street, Manchester, M2 4WU** by no later than 02 August 2024 (the last date for proving).
Creditors who have not proved their debt by the last date for proving may be excluded from the benefit of this dividend.
Official Receiver: [redacted] - Liquidator, 16th Floor, 1 Westfield Avenue Stratford E20 1HZ. Email: [redacted]
Capacity: Liquidator (4660336)

In the High Court
No 006326 of 2019
THOMAS COOK GROUP PLC
06091951
Official Receivers ref: LQD5764399
Trading Name: Thomas Cook Group plc
Registered office: Ship Canal House 8th Floor, 98 King Street, Manchester, M2 4WU
Principal trading address: 3rd Floor South Building 200 Aldersgate London EC1A 4HD United Kingdom
Notice is hereby given that I intend to declare a First and Final dividend to unsecured creditors within a period of 2 months from the last date of proving
Creditors who have not yet done so must prove their debts by submitting your claim on the claims site: [redacted] or by delivering their proofs (in the format specified in Rule 14.4) by email to [redacted] or by post to the Liquidator courtesy of: **AlixPartners, Ship Canal House, 8th Floor, 98 King Street, Manchester, M2 4WU** by no later than 02 August 2024 (the last date for proving).
Creditors who have not proved their debt by the last date for proving may be excluded from the benefit of this dividend.
Official Receiver: [redacted] - Liquidator, 16th Floor, 1 Westfield Avenue Stratford E20 1HZ. Email: [redacted]
Capacity: Liquidator (4660296)

In the High Court
No 006342 of 2019
THOMAS COOK IN DESTINATION MANAGEMENT LIMITED
08927429
Official Receivers ref: LQD5764373
Previous Name of Company: Thomas Cook In Destination Services Limited
Trading Name: Thomas Cook In Destination Management Limited
Registered office: Ship Canal House 8th Floor, 98 King Street, Manchester, M2 4WU
Principal trading address: Westpoint Peterborough Business Park Lynch Wood Peterborough PE2 6FZ
Notice is hereby given that I intend to declare a First and Final dividend to unsecured creditors within a period of 2 months from the last date of proving
Creditors who have not yet done so must prove their debts by submitting your claim on the claims site: [redacted] or by delivering their proofs (in the format specified in Rule 14.4) by email to [redacted] or by post to the Liquidator courtesy of: **AlixPartners, Ship Canal House, 8th Floor, 98 King Street, Manchester, M2 4WU** by no later than 02 August 2024 (the last date for proving).
Creditors who have not proved their debt by the last date for proving may be excluded from the benefit of this dividend.
Official Receiver: [redacted] - Liquidator, 16th Floor, 1 Westfield Avenue Stratford E20 1HZ. Email: [redacted]
Capacity: Liquidator (4660300)

In the High Court
No 006323 of 2019
BLUE SEA OVERSEAS INVESTMENTS LIMITED
02950050
Official Receivers ref: LQD5764477
Trading Name: Blue Sea Overseas Investments Limited
Registered office: Ship Canal House 8th Floor, 98 King Street, Manchester, M2 4WU
Principal trading address: Westpoint Peterborough Business Park Lynch Wood Peterborough PE2 6FZ
Notice is hereby given that I intend to declare a First and Final dividend to unsecured creditors within a period of 2 months from the last date of proving
Creditors who have not yet done so must prove their debts by submitting your claim on the claims site: [redacted] or by delivering their proofs (in the format specified in Rule 14.4) by email to [redacted] or by post to the Liquidator courtesy of: **AlixPartners, Ship Canal House, 8th Floor, 98 King Street, Manchester, M2 4WU** by no later than 02 August 2024 (the last date for proving).
Creditors who have not proved their debt by the last date for proving may be excluded from the benefit of this dividend.
Official Receiver: [redacted] - Liquidator, 16th Floor, 1 Westfield Avenue Stratford E20 1HZ. Email: [redacted]
Capacity: Liquidator (4660338)

In the High Court
No 007492 of 2019
MYTRAVEL LUXEMBOURG UK UNLIMITED
04998481
Official Receivers ref: LQD5805127
Trading Name: MyTravel Luxembourg UK Unlimited
Registered office: Westpoint Peterborough Business Park Lynch Wood Peterborough PE2 6FZ
Principal trading address: Westpoint Peterborough Business Park Lynch Wood Peterborough PE2 6FZ
Notice is hereby given that I intend to declare a First and Final dividend to unsecured creditors within a period of 2 months from the last date of proving
Creditors who have not yet done so must prove their debts by submitting your claim on the claims site: [redacted] or by delivering their proofs (in the format specified in Rule 14.4) by email to [redacted] by post to the Liquidator courtesy of: **AlixPartners, Ship Canal House, 8th Floor, 98 King Street, Manchester, M2 4WU** by no later than 02 August 2024 (the last date for proving).
Creditors who have not proved their debt by the last date for proving may be excluded from the benefit of this dividend.
Official Receiver: [redacted] - Liquidator, 16th Floor, 1 Westfield Avenue Stratford E20 1HZ. Email: [redacted]
Capacity: Liquidator (4660340)

In the High Court
No 007494 of 2019
MYTRAVEL NORTH AMERICA LIMITED
04184683
Official Receivers ref: LQD5805139
Trading Name: MyTravel North America Limited
Registered office: Westpoint Peterborough Business Park Lynch Wood Peterborough PE2 6FZ
Principal trading address: Westpoint Peterborough Business Park Lynch Wood Peterborough PE2 6FZ
Notice is hereby given that I intend to declare a First and Final dividend to unsecured creditors within a period of 2 months from the last date of proving
Creditors who have not yet done so must prove their debts by submitting your claim on the claims site: [redacted] or by delivering their proofs (in the format specified in Rule 14.4) by email to [redacted] or by post to the Liquidator courtesy of: **AlixPartners, Ship Canal House, 8th Floor, 98 King Street, Manchester, M2 4WU** by no later than 02 August 2024 (the last date for proving).
Creditors who have not proved their debt by the last date for proving may be excluded from the benefit of this dividend.
Official Receiver: [redacted] - Liquidator, 16th Floor, 1 Westfield Avenue Stratford E20 1HZ. Email: [redacted]
Capacity: Liquidator (4660341)

In the High Court
No 007505 of 2019
TCCT HOLDINGS UK LIMITED
07714007
Official Receivers ref: LQD5805119
Trading Name: TCCT Holdings UK Limited
Registered office: Westpoint Peterborough Business Park Lynch Wood Peterborough PE2 6FZ
Principal trading address: Westpoint Peterborough Business Park Lynch Wood Peterborough PE2 6FZ
Notice is hereby given that I intend to declare a First and Final dividend to unsecured creditors within a period of 2 months from the last date of proving
Creditors who have not yet done so must prove their debts by submitting your claim on the claims site: [redacted] or by delivering their proofs (in the format specified in Rule 14.4) by email to [redacted] or by post to the Liquidator courtesy of: **AlixPartners, Ship Canal House, 8th Floor, 98 King Street, Manchester, M2 4WU** by no later than 02 August 2024 (the last date for proving).
Creditors who have not proved their debt by the last date for proving may be excluded from the benefit of this dividend.
Official Receiver: [redacted] - Liquidator, 16th Floor, 1 Westfield Avenue Stratford E20 1HZ. Email: [redacted]
Capacity: Liquidator (4660331)

In the High Court
No 006335 of 2019
THE FREEDOM TRAVEL GROUP LIMITED
03816981
Official Receivers ref: LQD5764483
Trading Name: The Freedom Travel Group Limited
Registered office: C/O Interpath Ltd, 10 Fleet Place, London, EC4M 7RB
Principal trading address: Westpoint Peterborough Business Park Lynch Wood Peterborough PE2 6FZ
Notice is hereby given that I intend to declare a First and Final dividend to unsecured creditors within a period of 2 months from the last date of proving
Creditors who have not yet done so must prove their debts by submitting your claim on the claims site: [redacted] or by delivering their proofs (in the format specified in Rule 14.4) by email to [redacted] or by post to the Liquidator courtesy of: **c/o Interpath Advisory, 5th Floor, 130 St Vincent Street, Glasgow, G2 5HF** by no later than 02 August 2024 (the last date for proving).
Creditors who have not proved their debt by the last date for proving may be excluded from the benefit of this dividend.
Official Receiver: [redacted] - Liquidator, 16th Floor, 1 Westfield Avenue Stratford E20 1HZ. Email: [redacted]
Capacity: Liquidator (4660334)

In the High Court
No 007510 of 2019
THOMAS COOK FINANCE LIMITED
06406717
Official Receivers ref: LQD5805141
Previous Name of Company: Thomas Cook Finance PLC
Trading Name: Thomas Cook Finance Limited
Registered office: Westpoint Peterborough Business Park Lynch Wood Peterborough PE2 6FZ
Principal trading address: Westpoint Peterborough Business Park Lynch Wood Peterborough PE2 6FZ
Notice is hereby given that I intend to declare a First and Final dividend to unsecured creditors within a period of 2 months from the last date of proving
Creditors who have not yet done so must prove their debts by submitting your claim on the claims site: [redacted] or by delivering their proofs (in the format specified in Rule 14.4) by email to [redacted] or by post to the Liquidator courtesy of: **AlixPartners, Ship Canal House, 8th Floor, 98 King Street, Manchester, M2 4WU** by no later than 02 August 2024 (the last date for proving).
Creditors who have not proved their debt by the last date for proving may be excluded from the benefit of this dividend.
Official Receiver: [redacted] - Liquidator, 16th Floor, 1 Westfield Avenue Stratford E20 1HZ. Email: [redacted]
Capacity: Liquidator (4660294)

In the High Court
No 007514 of 2019
THOMAS COOK GROUP HEDGING LIMITED
08024061
Official Receivers ref: LQD5805147
Trading Name: Thomas Cook Group Hedging Limited
Registered office: Westpoint Peterborough Business Park Lynch Wood Peterborough PE2 6FZ
Principal trading address: Westpoint Peterborough Business Park Lynch Wood Peterborough PE2 6FZ

Notice is hereby given that I intend to declare a First and Final dividend to unsecured creditors within a period of 2 months from the last date of proving
Creditors who have not yet done so must prove their debts by submitting your claim on the claims site: [redacted] or by delivering their proofs (in the format specified in Rule 14.4) by email to [redacted] or by post to the Liquidator courtesy of: **AlixPartners, Ship Canal House, 8th Floor, 98 King Street, Manchester, M2 4WU** by no later than 02 August 2024 (the last date for proving).
Creditors who have not proved their debt by the last date for proving may be excluded from the benefit of this dividend.
Official Receiver: [redacted] - Liquidator, 16th Floor, 1 Westfield Avenue Stratford E20 1HZ. Email: [redacted]
Capacity: Liquidator (4660295)

In the High Court
No 006331 of 2019
THOMAS COOK GROUP TREASURY LIMITED
06575598
Official Receivers ref: LQD5764443
Trading Name: Thomas Cook Group Treasury Limited
Registered office: Ship Canal House 8th Floor, 98 King Street, Manchester, M2 4WU
Principal trading address: Westpoint Peterborough Business Park Lynch Wood Peterborough PE2 6FZ
Notice is hereby given that I intend to declare a First and Final dividend to unsecured creditors within a period of 2 months from the last date of proving
Creditors who have not yet done so must prove their debts by submitting your claim on the claims site: [redacted] or by delivering their proofs (in the format specified in Rule 14.4) by email to [redacted] or by post to the Liquidator courtesy of: **AlixPartners, Ship Canal House, 8th Floor, 98 King Street, Manchester, M2 4WU** by no later than 02 August 2024 (the last date for proving).
Creditors who have not proved their debt by the last date for proving may be excluded from the benefit of this dividend.
Official Receiver: [redacted] - Liquidator, 16th Floor, 1 Westfield Avenue Stratford E20 1HZ. Email: [redacted]
Capacity: Liquidator (4660298)

In the High Court
No 006345 of 2019
THOMAS COOK GROUP UK LIMITED
02319744
Official Receivers ref: LQD5764395
Trading Name: Thomas Cook Group UK Limited
Registered office: Ship Canal House 8th Floor, 98 King Street, Manchester, M2 4WU
Principal trading address: Westpoint Peterborough Business Park Lynch Wood Peterborough PE2 6FZ
Notice is hereby given that I intend to declare a First and Final dividend to unsecured creditors within a period of 2 months from the last date of proving
Creditors who have not yet done so must prove their debts by submitting your claim on the claims site: [redacted] or by delivering their proofs (in the format specified in Rule 14.4) by email to [redacted] or by post to the Liquidator courtesy of: **AlixPartners, Ship Canal House, 8th Floor, 98 King Street, Manchester, M2 4WU** by no later than 02 August 2024 (the last date for proving).
Creditors who have not proved their debt by the last date for proving may be excluded from the benefit of this dividend.
Official Receiver: [redacted] - Liquidator, 16th Floor, 1 Westfield Avenue Stratford E20 1HZ. Email: [redacted]
Capacity: Liquidator (4660299)

In the High Court
No 007511 of 2019
THOMAS COOK INVESTMENTS 3 LIMITED
11100225
Official Receivers ref: LQD5805157
Trading Name: Thomas Cook Investments 3 Limited
Registered office: Westpoint Peterborough Business Park Lynch Wood Peterborough PE2 6FZ
Principal trading address: Westpoint Peterborough Business Park Lynch Wood Peterborough PE2 6FZ
Notice is hereby given that I intend to declare a First and Final dividend to unsecured creditors within a period of 2 months from the last date of proving
Creditors who have not yet done so must prove their debts by submitting your claim on the claims site: [redacted] or by delivering their proofs (in the format specified in Rule 14.4) by email to [redacted] or by post to the Liquidator courtesy of: **AlixPartners, Ship Canal House, 8th Floor, 98 King Street, Manchester, M2 4WU** by no later than 02 August 2024 (the last date for proving).
Creditors who have not proved their debt by the last date for proving may be excluded from the benefit of this dividend.
Official Receiver: [redacted] - Liquidator, 16th Floor, 1 Westfield Avenue Stratford E20 1HZ. Email: [redacted]
Capacity: Liquidator (4660285)

In the High Court
No 006366 of 2019
THOMAS COOK RETAIL LIMITED
00102630
Official Receivers ref: LQD5764487
Trading Name: Thomas Cook Retail Limited
Registered office: C/O Interpath Ltd, 10 Fleet Place, London, EC4M 7RB
Principal trading address: Westpoint Peterborough Business Park Lynch Wood Peterborough PE2 6FZ
Notice is hereby given that I intend to declare a First and Final dividend to unsecured creditors within a period of 2 months from the last date of proving
Creditors who have not yet done so must prove their debts by submitting your claim on the claims site: [redacted] or by delivering their proofs (in the format specified in Rule 14.4) by email to [redacted] or by post to the Liquidator courtesy of: **c/o Interpath Advisory, 5th Floor, 130 St Vincent Street, Glasgow, G2 5HF** by no later than 02 August 2024 (the last date for proving).
Creditors who have not proved their debt by the last date for proving may be excluded from the benefit of this dividend.
Official Receiver: [redacted] - Liquidator, 16th Floor, 1 Westfield Avenue Stratford E20 1HZ. Email: [redacted]
Capacity: Liquidator (4660289)

In the High Court
No 006359 of 2019
THOMAS COOK SERVICES LIMITED
03028914
Official Receivers ref: LQD5764435
Trading Name: Thomas Cook Services Limited
Registered office: Ship Canal House 8th Floor, 98 King Street, Manchester, M2 4WU
Principal trading address: Westpoint Peterborough Business Park Lynch Wood Peterborough PE2 6FZ
Notice is hereby given that I intend to declare a First and Final dividend to unsecured creditors within a period of 2 months from the last date of proving

Creditors who have not yet done so must prove their debts by submitting your claim on the claims site: [redacted] or by delivering their proofs (in the format specified in Rule 14.4) by email to [redacted] or by post to the Liquidator courtesy of: **AlixPartners, Ship Canal House, 8th Floor, 98 King Street, Manchester, M2 4WU** by no later than 02 August 2024 (the last date for proving).
Creditors who have not proved their debt by the last date for proving may be excluded from the benefit of this dividend.
Official Receiver: [redacted] - Liquidator, 16th Floor, 1 Westfield Avenue Stratford E20 1HZ. Email: [redacted]
Capacity: Liquidator (4660286)

In the High Court
No 007493 of 2019
CO-OP GROUP TRAVEL 2 HOLDINGS LIMITED
07413809
Official Receivers ref: LQD5805135
Trading Name: Co-op Group Travel 2 Holdings Limited
Registered office: Westpoint Peterborough Business Park Lynch Wood Peterborough PE2 6FZ
Principal trading address: Westpoint Peterborough Business Park Lynch Wood Peterborough PE2 6FZ
Notice is hereby given that I intend to declare a First and Final dividend to unsecured creditors within a period of 2 months from the last date of proving
Creditors who have not yet done so must prove their debts by submitting your claim on the claims site: [redacted] or by delivering their proofs (in the format specified in Rule 14.4) by email to [redacted] or by post to the Liquidator courtesy of: **AlixPartners, Ship Canal House, 8th Floor, 98 King Street, Manchester, M2 4WU** by no later than 02 August 2024 (the last date for proving).
Creditors who have not proved their debt by the last date for proving may be excluded from the benefit of this dividend.
Official Receiver: [redacted] - Liquidator, 16th Floor, 1 Westfield Avenue Stratford E20 1HZ. Email: [redacted]
Capacity: Liquidator (4660339)

In the High Court
No 006327 of 2019
MYTRAVEL GROUP LIMITED
00742748
Official Receivers ref: LQD5764465
Trading Name: MyTravel Group Limited
Registered office: Ship Canal House 8th Floor, 98 King Street, Manchester, M2 4WU
Principal trading address: Westpoint Peterborough Business Park Lynch Wood Peterborough PE2 6FZ
Notice is hereby given that I intend to declare a First and Final dividend to unsecured creditors within a period of 2 months from the last date of proving
Creditors who have not yet done so must prove their debts by submitting your claim on the claims site: [redacted] or by delivering their proofs (in the format specified in Rule 14.4) by email to [redacted] or by post to the Liquidator courtesy of: **AlixPartners, Ship Canal House, 8th Floor, 98 King Street, Manchester, M2 4WU** by no later than 02 August 2024 (the last date for proving).
Creditors who have not proved their debt by the last date for proving may be excluded from the benefit of this dividend.
Official Receiver: *David Chapman* - Liquidator, 16th Floor, 1 Westfield Avenue Stratford E20 1HZ. Email: [redacted]
Capacity: Liquidator (4660343)

In the High Court
No 007497 of 2019
MYTRAVEL PIONEER LIMITED
04424659
Official Receivers ref: LQD5805149
Trading Name: MyTravel Pioneer Limited
Registered office: Westpoint Peterborough Business Park Lynch Wood Peterborough PE2 6FZ
Principal trading address: Westpoint Peterborough Business Park Lynch Wood Peterborough PE2 6FZ
Notice is hereby given that I intend to declare a First and Final dividend to unsecured creditors within a period of 2 months from the last date of proving
Creditors who have not yet done so must prove their debts by submitting your claim on the claims site: [redacted] or by delivering their proofs (in the format specified in Rule 14.4) by email to [redacted] or by post to the Liquidator courtesy of: **AlixPartners, Ship Canal House, 8th Floor, 98 King Street, Manchester, M2 4WU** by no later than 02 August 2024 (the last date for proving).
Creditors who have not proved their debt by the last date for proving may be excluded from the benefit of this dividend.
Official Receiver: [redacted] - Liquidator, 16th Floor, 1 Westfield Avenue Stratford E20 1HZ. Email: [redacted]
Capacity: Liquidator (4660342)

In the High Court
No 006362 of 2019
THOMAS COOK CONTINENTAL HOLDINGS LIMITED
06614883
Official Receivers ref: LQD5764801
Trading Name: Thomas Cook Continental Holdings Limited
Registered office: Ship Canal House 8th Floor, 98 King Street, Manchester, M2 4WU
Principal trading address: Westpoint Peterborough Business Park Lynch Wood Peterborough PE2 6FZ
Notice is hereby given that I intend to declare a First and Final dividend to unsecured creditors within a period of 2 months from the last date of proving
Creditors who have not yet done so must prove their debts by submitting your claim on the claims site: [redacted] or by delivering their proofs (in the format specified in Rule 14.4) by email to [redacted] or by post to the Liquidator courtesy of: **AlixPartners, Ship Canal House, 8th Floor, 98 King Street, Manchester, M2 4WU** by no later than 02 August 2024 (the last date for proving).
Creditors who have not proved their debt by the last date for proving may be excluded from the benefit of this dividend.
Official Receiver: [redacted] - Liquidator, 16th Floor, 1 Westfield Avenue Stratford E20 1HZ. Email: [redacted]
Capacity: Liquidator (4660337)

In the High Court
No 007507 of 2019
THOMAS COOK TREASURY LIMITED
04037933
Official Receivers ref: LQD5805163
Trading Name: Thomas Cook Treasury Limited
Registered office: Westpoint Peterborough Business Park Lynch Wood Peterborough PE2 6FZ
Principal trading address: Westpoint Peterborough Business Park Lynch Wood Peterborough PE2 6FZ
Notice is hereby given that I intend to declare a First and Final dividend to unsecured creditors within a period of 2 months from the last date of proving
Creditors who have not yet done so must prove their debts by submitting your claim on the claims site: [redacted] or by delivering their proofs (in the format specified in Rule 14.4) by email to [redacted] or by post to the Liquidator courtesy of: **AlixPartners, Ship Canal House, 8th Floor, 98 King Street, Manchester, M2 4WU** by no later than 02 August 2024 (the last date for proving).

Creditors who have not proved their debt by the last date for proving may be excluded from the benefit of this dividend.
Official Receiver: [redacted] - Liquidator, 16th Floor, 1 Westfield Avenue Stratford E20 1HZ. Email: [redacted]
Capacity: Liquidator (4660290)

In the High Court
No 006325 of 2019
THOMAS COOK WEST INVESTMENTS LIMITED
08157544
Official Receivers ref: LQD5764383
Trading Name: Thomas Cook West Investments Limited
Registered office: Ship Canal House 8th Floor 98 King Street, Manchester, M2 4WU
Principal trading address: Westpoint Peterborough Business Park Lynch Wood Peterborough PE2 6FZ
Notice is hereby given that I intend to declare a First and Final dividend to unsecured creditors within a period of 2 months from the last date of proving
Creditors who have not yet done so must prove their debts by submitting your claim on the claims site: [redacted] or by delivering their proofs (in the format specified in Rule 14.4) by email to [redacted] or by post to the Liquidator courtesy of: **AlixPartners, Ship Canal House, 8th Floor, 98 King Street, Manchester, M2 4WU** by no later than 02 August 2024 (the last date for proving).
Creditors who have not proved their debt by the last date for proving may be excluded from the benefit of this dividend.
Official Receiver: [redacted] - Liquidator, 16th Floor, 1 Westfield Avenue Stratford E20 1HZ. Email: [redacted]
Capacity: Liquidator (4660287)

In the Court Birmingham District Registry
No 000659 of 2022
BELL LAX CONSULTANTS LIMITED
07667394
Registered office: Jackson Calvert, 33 Coleshill Street, Sutton Coldfield, West Midlands, B72 1SD
Principal trading address: New Bank House, 19-21 Maney Corner, Sutton Coldfield, B72 1QL
Notice is hereby given that I intend to declare an Interim Dividend of 78p/£ to unsecured creditors within a period of 2 months from the last date of proving. Last day for receiving proofs Creditors who have not proved their debts must do so by 7 August 2024 otherwise they will be excluded from the dividend. The required proof of debt form, which must be lodged with me at the address below, is available on the Insolvency Service website (https://www.gov.uk/ government/ collections/insolvency-service-forms-england-and-wales)
Alternatively, you can contact my office at the address below to supply a form.
Official Receiver Mr *M Commins,* Official Receiver Official Receiver's Office Insolvency Service PO Box 16653 Birmingham B2 2NG [redacted] (LQD6748229)
Capacity Liquidator (4660317)

BV REPORTING LTD
10698113
Registered office: 3rd Floor, The Pinnacle, 73 King Street, Manchester M2 4NG
Principal trading address: 9 Bland Road, Prestwich, Manchester, M25 9NS
Notice is hereby given, pursuant to Rule 14.28 of the INSOLVENCY (ENGLAND AND WALES) RULES 2016, that the Joint Liquidators intend to declare a first and final dividend to unsecured creditors of the Company within the period of two months from the last date for proving specified below.
Creditors who have not yet done so must prove their debts by delivering their proofs (in the format specified in Rule 14.4) to the Joint Liquidators at Clarke Bell Limited, 3rd Floor, The Pinnacle, 73 King Street, Manchester, M2 4NG by no later than 1 August 2024 (the last date for proving).
Creditors who have not proved their debt by the last date for proving may be excluded from the benefit of this dividend or any other dividend declared before their debt is proved.
Date of Appointment: 1 March 2023
Office Holder Details: *John Paul Bell* (IP No. 8608) and *Toyah Marie Poole* (IP No. 9740) both of Clarke Bell Limited, 3rd Floor, The Pinnacle, 73 King Street, Manchester, M2 4NG
For further details contact: The Joint Liquidators, Email: [redacted] Alternative contact: [redacted]. [redacted], Joint Liquidator
4 July 2024
Ag SJ40556 (4659121)

EXIT POINT LTD
09673818
Registered office: Wilkin Chapman LLP, Cartergate House, 26 Chantry Lane, Grimsby, North East Lincolnshire, DN31 2LJ
Principal trading address: C/O G&S Accountancy Ltd. 19 Wharfdale Road, London, N1 9SB
Notice is hereby given by the Liquidator, Matthew Dix of Wilkin Chapman LLP, Cartergate House, 26 Chantry Lane, Grimsby, North East Lincolnshire, DN31 2LJ, pursuant to RULE 14 of the Insolvency (England and Wales) Rules 2016 that he intends to declare a first and final dividend to the preferential and unsecured creditors of the Company within 2 months of the last date for proving set out below.
The preferential and unsecured creditors of the Company are required, on or before 5 August 2024 ("the last date for proving"), to prove their debts by sending to the undersigned, Matthew Dix of Wilkin Chapman LLP, Cartergate House, 26 Chantry Lane, Grimsby, North East Lincolnshire DN31 2LJ, the Liquidator of the Company, written statements of the amounts they claim to be due to them from the Company and, if so requested, to provide such further details or produce such documentary evidence as may appear to the Liquidator to be necessary.
A creditor who has not proved this debt before the declaration of any dividend is not entitled to disturb, by reason that he has not participated in it, the distribution of that dividend or any other dividend declared before his debt was proved.
Date of Appointment: 18 September 2023
Office Holder Details: *Matthew Dix* (IP No. 21492) of Wilkin Chapman LLP, Cartergate House, 26 Chantry Lane, Grimsby, DN31 2LJ
Further details contact: Adam Salah, Email: [redacted] [redacted], Liquidator
4 July 2024
Ag SJ40575 (4659126)

KALIBAZAR LIMITED
07051398
Registered office: Wilkin Chapman LLP, Cartergate House, 26 Chantry Lane, Grimsby, North East Lincolnshire, DN31 2LJ
Principal trading address: The Pump House Wintersell Farm, Dwelly Lane, Edenbridge, Kent, TN8 6QD
Notice is hereby given by the Liquidator, Matthew Dix of Wilkin Chapman LLP, Cartergate House, 26 Chantry Lane, Grimsby, North East Lincolnshire, DN31 2LJ, pursuant to RULE 14.28 of the Insolvency (England and Wales) Rules 2016 that he intends to declare a first and final dividend to the unsecured creditors of the Company within 2 months of the last date for proving set out below.
The unsecured creditors of the Company are required, on or before 2 August 2024 ("the last date for proving"), to prove their debts by sending to the undersigned, Matthew Dix of Wilkin Chapman LLP, Cartergate House, 26 Chantry Lane, Grimsby, North East Lincolnshire, DN31 2LJ, the Liquidator of the Company, written statements of the amounts they claim to be due to them from the Company and, if so requested, to provide such further details or produce such documentary evidence as may appear to the Liquidator to be necessary.
A creditor who has not proved this debt before the declaration of any dividend is not entitled to disturb, by reason that he has not participated in it, the distribution of that dividend or any other dividend declared before his debt was proved.
Date of Appointment: 21 July 2017
Office Holder Details: *Matthew Dix* (IP No. 21492) of Wilkin Chapman LLP, Cartergate House, 26 Chantry Lane, Grimsby, DN31 2LJ

Further details contact: [redacted], Email: [redacted], Liquidator
4 July 2024
Ag SJ40595 (4659127)

MOXON BRATLEY MOTOR GROUP LIMITED
12360345
Trading Name: Accelerate
Registered office: Unit 8B, Marina Court, Castle Street, Hull, HU1 1TJ
Principal trading address: N/A
We, *Andrew Mackenzie* (IP No. 009581) and *Laura Baxter* (IP No. 25350) both of Begbies Traynor (Central) LLP, Unit 8B, Marina Court, Castle Street, Hull, HU1 1TJ were appointed as Joint Liquidators of the Company on 23 February 2022.
The Joint Liquidators intend to declare a Second and Final dividend to the non-preferential creditors of the Company who, not already having done so, are required on or before the 29 July 2024 ("the last date for proving") to send their proofs of debt to the Joint Liquidators, at Begbies Traynor (Central) LLP, Unit 8B, Marina Court, Castle Street, Hull HU1 1TJ and, if so requested to provide such further details or produce such documentary or other evidence as may appear to the Liquidators to be necessary.
A creditor who has not proved his debt by the last date for proving will be excluded from the dividend, which we intend to declare within the period of 2 months of that date.
Any person who requires further information may contact the Joint Liquidator by telephone on [redacted] Alternatively enquiries can be made to Laura Baxter by e-mail at [redacted] or by telephone on [redacted], Joint Liquidator
4 July 2024
Ag SJ40574 (4659122)

MTB RAIL & CIVIL ENGINEERING LIMITED
09961318
Registered office: 3rd Floor, The Pinnacle, 73 King Street, Manchester M2 4NG
Principal trading address: 3 Edwin Phillips Drive, West Bromwich, West Midlands, B71 2AZ
Notice is hereby given, pursuant to Rule 14.28 of the INSOLVENCY (ENGLAND AND WALES) RULES 2016, that the Liquidators intend to declare a first and final dividend to unsecured creditors of the Company within the period of two months from the last date for proving specified below.
Creditors who have not yet done so must prove their debts by delivering their proofs (in the format specified in Rule 14.4) to the Joint Liquidators at Clarke Bell Limited, 3rd Floor, The Pinnacle, 73 King Street, Manchester, M2 4NG by no later than 1 August 2024 (the last date for proving).
Creditors who have not proved their debt by the last date for proving may be excluded from the benefit of this dividend or any other dividend declared before their debt is proved.
Date of Appointment: 12 July 2019
Office Holder Details: *John Paul Bell* (IP No. 8608) and *Toyah Marie Poole* (IP No. 9740) both of Clarke Bell Limited, 3rd Floor, The Pinnacle, 73 King Street, Manchester, M2 4NG
For further details contact: The Joint Liquidators, Email: [redacted] Alternative contact: [redacted], Joint Liquidator
4 July 2024
Ag SJ40571 (4659124)

In the High Court
No 007496 of 2019
PARKWAY HELLAS HOLDINGS LIMITED
05273788
Official Receivers ref: LQD5805145
Trading Name: Parkway Hellas Holdings Limited
Registered office: Westpoint Peterborough Business Park Lynch Wood Peterborough PE2 6FZ
Principal trading address: Westpoint Peterborough Business Park Lynch Wood Peterborough PE2 6FZ
Notice is hereby given that I intend to declare a First and Final dividend to unsecured creditors within a period of 2 months from the last date of proving
Creditors who have not yet done so must prove their debts by submitting your claim on the claims site: [redacted] or by delivering their proofs (in the format specified in Rule 14.4) by email to [redacted] or by post to the Liquidator courtesy of: **AlixPartners, Ship Canal House, 8th Floor, 98 King Street, Manchester, M2 4WU** by no later than 02 August 2024 (the last date for proving).
Creditors who have not proved their debt by the last date for proving may be excluded from the benefit of this dividend.
Official Receiver: [redacted] - Liquidator, 16th Floor, 1 Westfield Avenue Stratford E20 1HZ. Email: [redacted]
Capacity: Liquidator (4660344)

In the High Court
No 006339 of 2019
TCCT RETAIL LIMITED
07397858
Official Receivers ref: LQD5764807
Trading Name: TCCT Retail Limited
Registered office: C/O Interpath Ltd, 10 Fleet Place, London, EC4M 7RB
Principal trading address: Westpoint Peterborough Business Park Lynch Wood Peterborough PE2 6FZ
Notice is hereby given that I intend to declare a First and Final dividend to unsecured creditors within a period of 2 months from the last date of proving
Creditors who have not yet done so must prove their debts by submitting your claim on the claims site: [redacted] or by delivering their proofs (in the format specified in Rule 14.4) by email to [redacted] or by post to the Liquidator courtesy of: **c/o Interpath Advisory, 5th Floor, 130 St Vincent Street, Glasgow, G2 5HF** by no later than 02 August 2024 (the last date for proving).
Creditors who have not proved their debt by the last date for proving may be excluded from the benefit of this dividend.
Official Receiver: [redacted] - Liquidator, 16th Floor, 1 Westfield Avenue Stratford E20 1HZ. Email: [redacted]
Capacity: Liquidator (4660332)

In the High Court
No 006334 of 2019
THOMAS COOK AIRLINES TREASURY PLC
11011161
Official Receivers ref: LQD5764411
Previous Name of Company: Thomas Cook Airlines Treasury Limited
Trading Name: Thomas Cook Airlines Treasury plc
Registered office: Ship Canal House 8th Floor, 98 King Street, Manchester, M2 4WU
Principal trading address: Westpoint Peterborough Business Park Lynch Wood Peterborough PE2 6FZ
Notice is hereby given that I intend to declare a First and Final dividend to unsecured creditors within a period of 2 months from the last date of proving
Creditors who have not yet done so must prove their debts by submitting your claim on the claims site: [redacted] or by delivering their proofs (in the format specified in Rule 14.4) by email to [redacted] or by post to the Liquidator courtesy of: **AlixPartners, Ship Canal House, 8th Floor, 98 King Street, Manchester, M2 4WU** by no later than 02 August 2024 (the last date for proving).
Creditors who have not proved their debt by the last date for proving may be excluded from the benefit of this dividend.
Official Receiver: [redacted] - Liquidator, 16th Floor, 1 Westfield Avenue Stratford E20 1HZ. Email: [redacted]
Capacity: Liquidator (4660335)

In the High Court
No 006341 of 2019
THOMAS COOK GROUP TOUR OPERATIONS LIMITED
10699895
Official Receivers ref: LQD5763641
Previous Name of Company: Thomas Cook Group Tour Operations PLC
Trading Name: Thomas Cook Group Tour Operations Limited
Registered office: Ship Canal House 8th Floor, 98 King Street, Manchester, M2 4WU
Principal trading address: Westpoint Peterborough Business Park Lynch Wood Peterborough PE2 6FZ
Notice is hereby given that I intend to declare a First and Final dividend to unsecured creditors within a period of 2 months from the last date of proving
Creditors who have not yet done so must prove their debts by submitting your claim on the claims site: [redacted] or by delivering their proofs (in the format specified in Rule 14.4) by email to [redacted] or by post to the Liquidator courtesy of: **AlixPartners, Ship Canal House, 8th Floor, 98 King Street, Manchester, M2 4WU** by no later than 02 August 2024 (the last date for proving).
Creditors who have not proved their debt by the last date for proving may be excluded from the benefit of this dividend.
Official Receiver: [redacted] - Liquidator, 16th Floor, 1 Westfield Avenue Stratford E20 1HZ. Email: [redacted]
Capacity: Liquidator (4660297)

In the High Court
No 006329 of 2019
THOMAS COOK MONEY LIMITED
10344118
Official Receivers ref: LQD5764435
Trading Name: Thomas Cook Money Limited
Registered office: Ship Canal House 8th Floor, 98 King Street, Manchester, M2 4WU
Principal trading address: Westpoint Peterborough Business Park Lynch Wood Peterborough PE2 6FZ
Notice is hereby given that I intend to declare a First and Final dividend to unsecured creditors within a period of 2 months from the last date of proving
Creditors who have not yet done so must prove their debts by submitting your claim on the claims site: [redacted] or by delivering their proofs (in the format specified in Rule 14.4) by email to [redacted] or by post to the Liquidator courtesy of: **AlixPartners, Ship Canal House, 8th Floor, 98 King Street, Manchester, M2 4WU** by no later than 02 August 2024 (the last date for proving).
Creditors who have not proved their debt by the last date for proving may be excluded from the benefit of this dividend.
Official Receiver: [redacted] - Liquidator, 16th Floor, 1 Westfield Avenue Stratford E20 1HZ. Email: [redacted]
Capacity: Liquidator (4660288)

In the High Court
No 006322 of 2019
THOMAS COOK UK LIMITED
02631252
Official Receivers ref: LQD5763635
Trading Name: Thomas Cook UK Limited
Registered office: Ship Canal House 8th Floor, 98 King Street, Manchester, M2 4WU
Principal trading address: Westpoint Peterborough Business Park Lynch Wood Peterborough PE2 6FZ
Notice is hereby given that I intend to declare a First and Final dividend to unsecured creditors within a period of 2 months from the last date of proving
Creditors who have not yet done so must prove their debts by submitting your claim on the claims site: [redacted] or by delivering their proofs (in the format specified in Rule 14.4) by email to [redacted] or by post to the Liquidator courtesy of: **AlixPartners, Ship Canal House, 8th Floor, 98 King Street, Manchester, M2 4WU** by no later than 02 August 2024 (the last date for proving).
Creditors who have not proved their debt by the last date for proving may be excluded from the benefit of this dividend.
Official Receiver: [redacted] - Liquidator, 16th Floor, 1 Westfield Avenue Stratford E20 1HZ. Email: [redacted]
Capacity: Liquidator (4660291)

VELLISA LIMITED
04581276
Trading Name: Airshuttle Coaches
Registered office: F A Simms & Partners LimitedAlma Park, Woodway Lane, Claybrooke Parva, Leicestershire, LE17 5FB
Principal trading address: The Old Foundry, Tat Bank Road, Oldbury, B69 4NB
Notice is hereby given, pursuant to Rule 14.28 of the Insolvency (England and Wales) Rules 2016, that the Liquidator intends to declare a first and final dividend to unsecured creditors of the Company within the period of two months from the last date for proving specified below.
Creditors who have not yet done so must prove their debts by delivering their proofs (in the format specified in Rule 14.4) to the Liquidator at F A Simms & Partners Limited, Alma Park, Woodway Lane, Claybrooke Parva, Lutterworth, Leicestershire, LE17 5FB by no later than 01 August 2024 (the last date for proving). Creditors who have not proved their debt by the last date for proving may be excluded from the benefit of this dividend or any other dividend declared before their debt is proved.
Names, IP numbers, firm names and addresses of Liquidators *Ian Michael Rose* (IP number 9144) of F A Simms & Partners Limited, Alma Park, Woodway Lane, Claybrooke Parva, Lutterworth, Leicestershire, LE17 5FB (IP number) of,
Date of appointment of Liquidators 28 March 2022
Contact information for Liquidators Either an e-mail address or telephone number 01455 555 444
Optional alternative contact name [redacted] (4660316)

Administration

APPOINTMENT OF ADMINISTRATORS

In the High Court of Justice
Court Number: CR-2024-000395
BODDINGTONS PLASTICS LIMITED
(Company Number 00497339)
Nature of Business: Manufacture of other plastic products
Registered office: Wheelbarrow Park Estate Pattenden Lane, Marden, Tonbridge, Kent, TN12 9QJ to be changed to 2nd Floor, 110 Cannon Street, London, EC4N 6EU
Principal trading address: Wheelbarrow Park Estate Pattenden Lane, Marden, Tonbridge, Kent, TN12 9QJ
Date of Appointment: 1 July 2024
Names and Address of Administrators: *Ian James Corfield* (IP No. 8951) and *David Hudson* (IP No. 8977) both of FRP Advisory Trading Limited, 2nd Floor, 110 Cannon Street, London, EC4N 6EU
Further details contact: The Joint Administrators, Tel: 020 3005 4000. Alternative contact: Eleanor Joannides, Email: [redacted]
Ag SJ40484 (4659128)

Appointment of Administrators

In the High Court of Justice,
No 3710 of 2024
CONKER BESPOKE FURNITURE LIMITED
(Company Number 11030796)
Registered office: 2 Lace Market Square, Nottingham, NG1 1PB
Principal trading address: Unit A&B, Acton Road, Long Eaton, Nottingham, NG10 1FU
Nature of Business: Manufacture of other furniture
Date of Appointment: 2 July 2024
Joint Administrator's Name and Address: *Michael Paul Roome* (IP No. 22072) of PKF Smith Cooper, 2 Lace Market Square, Nottingham, NG1 1PB. Telephone: [redacted]
Joint Administrator's Name and Address: *Dean Anthony Nelson* (IP No. 9443) of PKF Smith Cooper, Prospect House, 1 Prospect Place, Derby, Derbyshire, DE24 8HG. Telephone:
For further information contact [redacted] at the offices of PKF Smith Cooper on [redacted] or [redacted] Address: 2 Lace Market Square, Nottingham, NG1 1PB.
3 July 2024 (4659763)

In the High Court of Justice
Business and Property Courts of England and Wales, Insolvency & Companies List (ChD) Court Number: CR-2024-003808
DIRECT TO CUSTOMERS LTD
(Company Number 12430657)
Trading Name: MDF Direct, Ply Direct, MFC Direct
Nature of Business: Retail sale via mail order houses or via Internet
Registered office: First Floor, 690 Great West Road, Osterley Village, Isleworth, TW7 4PU
Principal trading address: Unit 11 Armstrong Way, Great Western Industrial Estate, Southall, UB2 4SB
Date of Appointment: 27 June 2024
Names and Address of Administrators: *Mark Supperstone* (IP No. 9734) and *Simon Jagger* (IP No. 22838) both of ReSolve Advisory Limited, 22 York Buildings, London, WC2N 6JU
For further details contact [redacted] Email: [redacted] or Tel: 020 7702 9775. Alternative contact: Andrew Lawrie.
Ag SJ40625 (4659134)

In the High Court of Justice, Business and Property Courts of England and Wales, Insolvency and Companies List (ChD)
Court Number: CR-2024-003821
DIVIDO FINANCIAL SERVICES LIMITED
(Company Number 09259397)
Nature of Business: Business and domestic software development
Registered office: Interpath Ltd, 10 Fleet Place, London, EC4M 7RB
Principal trading address: WeWork, 2nd floor, 1 Fore St Ave, London, EC2 9DT
Joint Administrator: *Joshua James Dwyer* (IP number 26450) of Interpath Ltd, 10 Fleet Place, London, EC4M 7RB.
Joint Administrator: [redacted] (IP number 8618) of Interpath Ltd, 10 Fleet Place, London, EC4M 7RB.
Date of Appointment: 05 July 2024
For further details contact Nusrat Begum on [redacted] or at [redacted] (4660212)

In the High Court of Justice
Business and Property Courts in Birmingham Court Number: CR-2024-BHM-000388
GB HOLDINGS (UK) LIMITED
(Company Number 04581702)
Trading Name: The Loft or The Village Inn
Nature of Business: Public houses and bars
Registered office: Wynner House, 143 Bromsgrove Street, Birmingham, B5 6RG to be changed to Jupiter House, Warley Hill Business Park, The Drive, Brentwood, Essex, CM13 3BE
Principal trading address: Wynner House, 143 Bromsgrove Street, Birmingham, B5 6RG
Date of Appointment: 28 June 2024
Names and Address of Administrators: *Glyn Mummery* (IP No. 8996) and *Emma Priest* (IP No. 29970) both of FRP Advisory Trading Limited, Jupiter House, Warley Hill Business Park, The Drive, Brentwood, Essex, CM13 3BE
Further details contact: The Joint Administrators, Tel: 01277 50 33 33. Altenative contact: [redacted], Email: [redacted]
Ag SJ40555 (4659125)

In the High Court of Justice
Business and Property Courts of England and Wales, Insolvency & Companies List (ChD) Court Number: CR-2024-003869
ONEX TRADING GROUP HOLDINGS LTD
(Company Number 13883424)
Nature of Business: Activities of other holding companies not elsewhere classified
Previous Name of Company: RDCP Investments 12 Ltd (31 Jan 2022 - 05 Feb 2024) and WED Holdings Ltd (05 Feb 2024 - 27 Jun 2024)
Registered office: Units 1-3 Hilltop Business Park, Devizes Road, Salisbury, Wiltshire, SP3 4UF
Principal trading address: N/A
Date of Appointment: 3 July 2024
Names and Addresses of Administrators: *Julie Anne Palmer* (IP No. 008835) and *Andrew Hook* (IP No. 26150) both of Begbies Traynor (Central) LLP, Units 1-3 Hilltop Business Park, Devizes Road, Salisbury, Wiltshire, SP3 4UF
Further details contact: Yasemen Altrinci, [redacted] Email: [redacted]
Ag SJ40488 (4659123)

In the High Court of Justice, Business & Property Courts in Birmingham
Court Number: CR-2024-BHM-387
THE NIGHTINGALE (UK) LTD
(Company Number 07864974)
Nature of Business: The Nightingale Club
Registered office: Jupiter House, Warley Hill Business Park, The Drive, Brentwood, CM13 3BE
Date of Appointment: 28 June 2024
Names and Address of Administrators: *Glyn Mummery* (IP No. 8996) and *Emma Priest* (IP No. 29970) both of FRP Advisory Trading Limited, Jupiter House, Warley Hill Business Park, The Drive, Brentwood, Essex, CM13 3BE
Further details contact: The Joint Administrators, Tel: 01277 50 33 33. Alternative contact: [redacted], [redacted]
Ag SJ40561 (4659129)

Creditors' voluntary liquidation

APPOINTMENT OF LIQUIDATORS

Name of Company: BEES LANDSCAPING & DESIGN LTD
Company Number: 13254810
Company Type: Registered Company
Nature of the business: Landscape service activities
Type of Liquidation: Creditors' Voluntary
Registered office: 147 Butts Hill Road, Woodley, Reading RG5 4NU
Principal trading address: 147 Butts Hill Road, Woodley, Reading RG5 4NU

Office Holder/s: Robert Cooksey, of Bridgestones Limited and, 2 Cromwell Court, Oldham OL1 1ET, Telephone: [redacted] Email address: [redacted] (CVL1044)
Office Holder Number/s: 9040
Date of appointment: 04 July 2024
By whom Appointed: Creditors
Monday 08 July 2024 (4660233)

Name of Company: KWIKPAY LIMITED
Company Number: 08707213
Company Type: Registered Company
Nature of the business: Business and domestic software development
Type of Liquidation: Creditors' Voluntary
Registered office: International House, 109-111 Fulham Palace Road, London W6 8JA
Principal trading address: International House, 109-111 Fulham Palace Road, London W6 8JA
Office Holder/s: Lisa Alford and Chris Parkman, of Purnells and Purnells, 5a Kernick Industrial Estate, Penryn, Cornwall TR10 9EP United Kingdom and 5a Kernick Industrial Estate, Penryn, Cornwall TR10 9EP United Kingdom, Telephone: [redacted] Email address: [redacted] & [redacted]
Office Holder Number/s: 9723 and 9588
Date of appointment: 04 July 2024
By whom Appointed: Members and Creditors
Thursday 04 July 2024 (4659828)

Name of Company: DST HOSPITALITY LIMITED
Company Number: 14622196
Company Type: Registered Company
Nature of the business: Restaurant
Trading as: Dim Sum Terrace
Type of Liquidation: Creditors' Voluntary
Registered office: 20 Langley Road, Slough SL3 7AB
Principal trading address: 87-135 Brompton Road, London SW1X 7XL
Office Holder/s: Neil Richard Gibson, of G I A Insolvency Limited and, 8a Kingsway House, King Street, Bedworth, Warwickshire CV12 8HY, Telephone: 024 7722 0175, Email address: [redacted]
Office Holder Number/s: 9213
Date of appointment: 05 July 2024
By whom Appointed: Members (4659864)

Name of Company: **A M GAS AND PLUMBING SERVICES LTD**
Company Number: 13596030
Registered office: 2 Lace Market Sqaure, Nottingham, NG1 1PB
Principal trading address: 2 Colchester Road, St. Osyth, Clacton-On-Sea, CO16 8HA
Type of Liquidation: Creditors' Voluntary
Date of Appointment: 24 June 2024
By whom Appointed: Members and Creditors
Joint Liquidator's Name and Address: Michael Paul Roome(IP No. 22072) of PKF Smith Cooper, 2 Lace Market Square, Nottingham, NG1 1PBTelephone: [redacted] Joint Liquidator's Name and Address: Dean Anthony Nelson(IP No. 9443) of PKF Smith Cooper, Prospect House, 1 Prospect Place, Derby, Derbyshire, DE24 8HGTelephone: [redacted]
For further information contact Kimberley Wapplington at the offices of PKF Smith Cooper on [redacted] or [redacted]
26 June 2024 (4659766)

Name of Company: **APOLLO CUTTING TOOLS LIMITED**
Company Number: 04460506
Nature of Business: Manufacture of tools
Registered office: Suite 9, Jubilee House, Altcar Road, Formby, Liverpool L37 8DL
Type of Liquidation: Creditors
Date of Appointment: 2 July 2024
Liquidator's name and address: *Andrew Knowles* (IP No. 24850) and *Daniel Ormerod* (IP No. 26930) both of Leonard Curtis, 3rd Floor, Exchange Station, Tithebarn Street,Liverpool L2 2QP
By whom Appointed: Members and Creditors
Ag SJ40560 (4659221)

Name of Company: **ARIA NETWORKS LIMITED**
Company Number: 05604544
Nature of Business: Other information technology service activities
Registered office: Unit 1.05 Newark Works 2 Foundry Lane, Bath, BA2 3GZ and it is in the process of being changed to Office D, Beresford House, Town Quay, Southampton, SO14 2AQ
Type of Liquidation: Creditors
Date of Appointment: 2 July 2024
Liquidator's name and address: *Andrew Watling* (IP No. 15910) and *Simon Campbell* (IP No. 10150) both of Quantuma Advisory Limited, Office D, Beresford House, Town Quay, Southampton, SO14 2AQ
By whom Appointed: The Company
Ag SJ40546 (4659215)

Name of Company: **ARISTOCRAT EXCLUSIVE LADIES AND MENSWEAR LIMITED**
Company Number: 02598495
Nature of Business: Retail sale of clothing
Registered office: C12 Marquis Court, Marquisway, Team Valley, Gateshead, NE11 0RU
Type of Liquidation: Creditors
Date of Appointment: 2 July 2024
Liquidator's name and address: *Eric Walls* (IP No. 9113) and *Wayne Harrison* (IP No. 9703) both of KSA Group Ltd, C12 Marquis Court, Marquisway, Team Valley, Gateshead, NE11 0RU
By whom Appointed: Members and Creditors
Ag SJ40550 (4659218)

Name of Company: **BCB CLEANING LIMITED**
Company Number: 10432779
Nature of Business: General cleaning of buildings
Registered office: Simply Corporate Limited, The Town Hall, Burnley Road, Padiham, Lancashire, BB12 8BS
Type of Liquidation: Creditors
Date of Appointment: 2 July 2024
Liquidator's name and address: *Natalie Hughes* (IP No. 14336) of Simply Corporate Limited, The Town Hall, Burnley Road, Padiham, BB12 8BS
By whom Appointed: Creditors
Ag SJ40513 (4659256)

Name of Company: **BEE LETTINGS LIMITED**
Company Number: 07915466
Nature of Business: Management of real estate on a fee or contract basis
Registered office: 11th Floor, One Temple Row, Birmingham, B2 5LG
Type of Liquidation: Creditors
Date of Appointment: 2 July 2024
Liquidator's name and address: *Craig Povey* (IP No. 9665) of Begbies Traynor (Central) LLP, 11th Floor, One Temple Row, Birmingham, B2 5LG and *Ashleigh William Fletcher* (IP No. 9566) of Begbies Traynor (SY) LLP, 3rd Floor, Westfield House, 60 Charter Row, Sheffield, S1 3FZ
By whom Appointed: Creditors and Members
Ag SJ40580 (4659289)

Name of Company: **BITVU LIMITED**
Company Number: 07291767
Nature of Business: Other telecommunications activities
Registered office: 9 Brooklands Close, Sunbury-On-Thames, TW16 7DX and it is in the process of being changed to 1st Floor, 21 Station Road, Watford, Hertfordshire, WD17 1AP
Type of Liquidation: Creditors
Date of Appointment: 2 July 2024
Liquidator's name and address: *Nicholas Simmonds* (IP No. 9570) of Quantuma Advisory Limited, 1st Floor, 21 Station Road, Watford, WD17 1AP and *Chris Newell* (IP No. 13690) of Quantuma Advisory Limited, 2nd Floor, Arcadia House, 15 Forlease Road, Maidenhead, SL6 1RX
By whom Appointed: The Company
Ag SJ40523 (4659277)

Name of Company: **BODY BEAUTIFUL (CARS) LTD**
Company Number: 06286971
Registered office: 57 Lodge Lane, Bridgnorth, Shropshire, WV15 5DF
Principal trading address: Unit 1, Building 2 Stanmore Business Park, Bridgnorth, WV15 5HP
Type of Liquidation: Creditors Voluntary Liquidation
Date of Appointment: 2 July 2024
By whom Appointed: Members and Creditors
Liquidator's name and address: *Christopher Scott Andersen* (IP No. 16070) of AABRS Limited, Langley House, Park Road, London, N2 8EY.
For further information contact Hayley Lane at the offices of AABRS Limited on 020 8444 3400, or [redacted]
3 July 2024 (4659781)

Name of Company: **BOMADU MARKETPLACE LIMITED**
Company Number: 11963778
Nature of Business: Web portals, Other letting and operating of own or leased real estate, Other business support service activities not elsewhere classified
Registered office: Simply Corporate Limited The Town Hall, Burnley Road, Padiham, BB12 8BS
Type of Liquidation: Creditors
Date of Appointment: 2 July 2024
Liquidator's name and address: *Natalie Hughes* (IP No. 14336) of Simply Corporate Limited, The Town Hall, Burnley Road, Padiham, BB12 8BS
By whom Appointed: Creditors
Ag SJ40527 (4659278)

Company Number: 07302864
Name of Company: **C L BOOZE LIMITED**
Nature of Business: Retail sale of beverages in specialised stores
Registered office: Speedwell Mill, Old Coach Road, Tansley, DE4 5FY
Principal trading address: 130 Furlong Road, Tunstall, Stoke On Trent, ST6 5UD
Type of Liquidation: Creditors Voluntary Liquidation
Liquidator's name and address: Liquidator: *John Hedger* (IP number 9601) of Seneca IP Limited, Speedwell Mill, Old Coach Road, Tansley, DE4 5FY.
Date of Appointment: 04 July 2024
By whom Appointed: Members and Creditors
For further details contact Benjamin Haddon on [redacted] or at [redacted]
DATED THIS 4TH DAY OF JULY 2024
John Hedger, Liquidator (4659846)

Company Number: 10063568
Name of Company: **CHILLI`S ESSEX LIMITED**
Nature of Business: Take-away food shops and mobile food stands
Registered office: 116 Furtherwick Road, Canvey Island, Essex, SS8 7AL
Principal trading address: 116 Furtherwick Road, Canvey Island, Essex, SS8 7AL
Type of Liquidation: Creditors Voluntary Liquidation
Liquidator's name and address: *Neil Charles Money* (IP number 8900) of CBA Business Solutions, 126 New Walk, Leicester, LE1 7JA.
Date of Appointment: 05 July 2024
By whom Appointed: The Members and Creditors
For further details contact Victoria Ely on (4659888)

Name of Company: **CITY CREDIT CAPITAL (UK) LIMITED**
Company Number: 04343251
Nature of Business: Financial intermediation not elsewhere classified
Registered office: Langley House, Park Road, East Finchley, London, N2 8EY
Type of Liquidation: Creditors
Date of Appointment: 2 July 2024
Liquidator's name and address: *Christopher Andersen* (IP No. 16070) of AABRS Limited, Langley House, Park Road, East Finchley, London, N2 8EY and *Jamie Taylor* (IP No. 002748) of Begbies Traynor (Central) LLP, 1066 London Road, Leigh-on-Sea, Essex, SS9 3NA and *Gary Paul Shankland* (IP No. 009587) of Begbies Traynor (London) LLP, 31st Floor, 40 Bank Street, London, E14 5NR
By whom Appointed: Made pursuant to Schedule B1, Paragraph 83 of the Insolvency Act 1986
Ag SJ40477 (4659251)

Name of Company: **CMACK LIMITED**
Company Number: 12625538
Nature of Business: Wholesale of other intermediate products
Registered office: Enterprise House, The Courtyard, Old Court House Road, Bromborough, CH62 4UE
Type of Liquidation: Creditors
Date of Appointment: 3 July 2024
Liquidator's name and address: *Peter John Harold* (IP No. 10810) of Bespoke Insolvency Solutions, PO Box 798, Rochdale, OL16 9TX
By whom Appointed: Members and Creditors
Ag SJ40538 (4659276)

Name of Company: **CONTAINER PRODUCTS LIMITED**
Company Number: 03271086
Nature of Business: Other manufacturing not elsewhere classified
Registered office: Simply Corporate Limited, The Town Hall, Burnley Road, Padiham, BB12 8BS
Type of Liquidation: Creditors
Date of Appointment: 2 July 2024
Liquidator's name and address: *Natalie Hughes* (IP No. 14336) of Simply Corporate Limited, The Town Hall, Burnley Road, Padiham, BB12 8BS
By whom Appointed: Creditors
Ag SJ40568 (4659259)

Name of Company: **CRYS TRUCK LIMITED**
Company Number: 10973467
Nature of Business: Freight Transport by Road
Registered office: Olympia House, Armitage Road, London, NW11 8RQ
Type of Liquidation: Creditors
Date of Appointment: 4 July 2024
Liquidator's name and address: *Jason Callender* (IP No. 22650) of Panos Eliades Callender & Co, Olympia House, Armitage Road, London, NW11 8RQ
By whom Appointed: Creditors
Ag SJ40611 (4659293)

Company Number: 11743692
Name of Company: **DABANGG HOSPITALITY GROUP LTD**
Trading Name: Estabulo Rodizio Bar & Grill
Previous Name of Company: Dabangg Ltd
Nature of Business: Licensed restaurants
Registered office: 30 Cheapside, Wakefield, West Yorkshire, England, WF1 2TF To be changed to: c/o Clark Business Recovery Limited, 8 Fusion Court, Aberford Road, Garforth, Leeds, LS25 2GH
Principal trading address: Guild St, Aberdeen, AB11 5RG 12a Regent St, Barnsley, S70 2HG Flemingate, Beverley, HU17 0NQ 9 Feethams, Darlington, DL1 5AD Unit 5, Herten Triangle, Herten Way, Doncaster, DN4 7FW The River Walk, Durham, DH1 4SL 6 Albert St, Harrogate, HG1 1JU The Light, 22 The Headrow, Leeds LS1 8TL 5 St Peter`s Square, Leeds, LS9 8AQ Unit SB, Riverside Leisure Park, Norwich, NR1 1WX Merchant Gate, 1 Burgage Sq, Wakefield, WF1 2TS Vangarde Retail Park, Huntington, York, YO32 9AE
Type of Liquidation: Creditors Voluntary Liquidation
Liquidator's name and address: *Phil Clark* (IP number 23530) of Clark Business Recovery Limited, 8 Fusion Court, Aberford Road, Garforth, Leeds, LS25 2GH.
Liquidator's name and address: *Dave Clark* (IP number 9565) of Clark Business Recovery Limited, 8 Fusion Court, Aberford Road, Garforth, Leeds, LS25 2GH.
Date of Appointment: 03 July 2024
By whom Appointed: Members and Creditors
For further details contact Jack Kimber on [redacted] or at [redacted] (4660423)

Company Number: 07207900
Name of Company: **DEVON WOODEN BOATS LIMITED**
Nature of Business: Wooden Boatbuilding and Restoration/Repair
Registered office: 39 Rydon Acres, Kingsteignton, Devon, TQ12 3YN
Principal trading address: Unit 1-2, Lapthorne Industrial Estate, Newton Abbot, Devon, TQ12 5TN
Type of Liquidation: Creditors Voluntary Liquidation
Liquidator's name and address: *Steve Henson* (IP number 10652) of Castle Hill Insolvency Limited, 1 Battle Road, Heathfield, Newton Abbot, TQ12 6RY.
Liquidator's name and address: *Adam Buck* (IP number 23070) of Castle Hill Insolvency Limited, 1 Battle Road, Heathfield, Newton Abbot, TQ12 6RY.
Date of Appointment: 26 June 2024
By whom Appointed: Members and Creditors
For further details contact Lucy White on [redacted] (4660280)

Company Number: 12274263
Name of Company: **DRAGON SIGNS LTD**
Nature of Business: Manufacture of fabricated metal products
Registered office: 7 Lime Grove, Tavernspite, Whitland, SA34 0NQ (in the Process of being changed to: 1st Floor, Pembroke House, Chater Court, Swansea Enterprise Park, Swansea, SA7 9FS)
Principal trading address: Formerly trading from The Workshop, Windrush, Princes Gate, SA67 8TF
Type of Liquidation: Creditors Voluntary Liquidation
Liquidator's name and address: Liquidator: *J M Evans* (IP number 9722) of Evans Insolvency, 1st Floor, Pembroke House, Charter Court, Swansea Enterprise Park, Llansamlet, Swansea, SA7 9FS.
Date of Appointment: 02 July 2024
By whom Appointed: The Company and the Creditors
For further details contact Shauna Rees on [redacted] or at [redacted] (4659727)

Name of Company: **DREAM PROJECTS (NORTH) LTD**
Company Number: 07715246
Nature of Business: Other building completion and finishing
Previous Name of Company: DJH Services Multi Trades Ltd.
Registered office: Quebec Works, Elland Lane, Elland, HX5 9DU
Type of Liquidation: Creditors
Date of Appointment: 4 July 2024
Liquidator's name and address: *David Robson* (IP No. 11130) of Gaines Robson Insolvency Ltd, Carrwood Park, Selby Road, Leeds, West Yorkshire, LS15 4LG
By whom Appointed: Members and Creditors
Ag SJ40612 (4659228)

Pursuant to section 109 of the Insolvency Act 1986
Name of Company: **EJPZ LTD**
Company Number: 11935725
Type of Liquidation: Creditors Voluntary Liquidation
Nature of Business: RETAIL
Type of Liquidation: Creditors' Voluntary Liquidation
Registered office: 374 Smithdown Road, Liverpool, Merseyside, L15 5AN
Principal trading address: 374 Smithdown Road, Liverpool, Merseyside, L15 5AN
Further Contact Details: Dena Watkins - [redacted]insolvency.com Tel No. [redacted]
Liquidator's name and address: *Stuart Rathmell*Egyptian Mill, Egyptian Street, Bolton, BL1 2HS
Office Holder Number: 10050 .
Liquidator
Date of Appointment: 27 June 2024
By whom Appointed: The Members and Creditors
Liquidator
27 June 2024 (4659879)

Name of Company: **EVENTURE EXPERIENCES LTD**
Company Number: 12637883
Nature of Business: Staffing
Registered office: DSi Business Recovery, 2 Lakeside, Calder Island Way, Wakefield, WF2 7AW
Type of Liquidation: Creditors
Date of Appointment: 3 July 2024
Liquidator's name and address: *Simon Weir* (IP No. 9099) of DSi Business Recovery, 2 Lakeside, Calder Island Way, Wakefield, WF2 7AW
By whom Appointed: Members and Creditors
Ag SJ40539 (4659283)

Name of Company: **FEISTY ERIC LTD**
Company Number: 07112249
Nature of Business: Information technology consultancy activities
Registered office: 12 Market Street, Hebden Bridge, West Yorkshire, HX7 6AD
Type of Liquidation: Creditors
Date of Appointment: 3 July 2024
Liquidator's name and address: *Sarah Long* (IP No. 9615) and *Antony Denham* (IP No. 9613) both of DL Partnership (UK) Limited, DLP House, 46 Prescott Street, Halifax, HX1 2QW
By whom Appointed: Members and Creditors
Ag SJ40564 (4659225)

Pursuant to section 109 of the Insolvency Act 1986
Name of Company: **HARTLEPOOL FLOORING CENTRE LTD**
Company Number: 11944695
Type of Liquidation: Creditors Voluntary Liquidation
Nature of Business: Flooring
Type of Liquidation: Creditors' Voluntary Liquidation
Registered office: 1st Floor Enterprise House, 202-206 Linthorpe Road, Middlesbrough, England, TS1 3QW
Principal trading address: 1st Floor Enterprise House, 202-206 Linthorpe Road, Middlesbrough, England, TS1 3QW
Further Contact Details: Dena Watkins - [redacted]insolvency.com Tel No. [redacted]
Liquidator's name and address: *Stuart Rathmell*Egyptian Mill, Egyptian Street, Bolton, BL1 2HS
Office Holder Number: 10050 .
Liquidator
Date of Appointment: 26 June 2024
By whom Appointed: The Members and Creditors
Liquidator
26 June 2024 (4659880)

Name of Company: **JANES LIMITED**
Company Number: 02037164
Nature of Business: Development of building projects
Registered office: 38 Bingham Road, Verwood, BH31 6TY to be changed to St Ann's Manor, 6-8 St Ann's Street, Salisbury, Wiltshire, SP1 2DN
Type of Liquidation: Creditors
Date of Appointment: 2 July 2024
Liquidator's name and address: *Alexander Kinninmonth* (IP No. 9019) and *James Prior* (IP No. 29250) both of FRP Advisory Trading Limited, St Ann's Manor, 6-8 St Ann Street, Salisbury, SP1 2DN
Further details contact: The Joint Liquidators, Tel: 01722 333 599 or email: [redacted] Alternative contact. Nate Taylor
By whom Appointed: Creditors
Ag SJ40559 (4659267)

Company Number: 00775783
Name of Company: **L.D. JENNINGS LIMITED**
Trading Name: formerly t/a The Caversham Butcher
Nature of Business: Retail sale of meat and meat products in specialised stores
Registered office: c/o Sterling Ford, Centurion Court, 83 Camp Road, St Albans, Herts AL1 5JN
Type of Liquidation: Creditors Voluntary Liquidation
Liquidator's name and address: Liquidator: *Phillip Anthony Roberts* (IP number 6055) of Sterling Ford, Centurion Court, 83 Camp Road, St Albans, Herts AL1 5JN.
Date of Appointment: 28 June 2024
By whom Appointed: Members and Creditors
For further details contact Sterling Ford on 01727 811 161 (4659454)

Company Number: 10855754
Name of Company: **LIGHTHOUSE NX LIMITED**
Trading Name: Walpole Pub Kitchen
Nature of Business: Restaurant
Registered office: Suite 501, Unit 2, 94A Wycliffe Road, Northampton, NN1 5JF
Type of Liquidation: Creditors Voluntary Liquidation
Liquidator's name and address: *Ninos Koumettou* (IP number 002240) of Begbies Traynor (Central) LLP, 1 Kings Avenue, London, N21 3NA.
Liquidator's name and address: *Yiannis Koumettou* (IP number 015676) of Begbies Traynor (Central) LLP, 1 Kings Avenue, London, N21 3NA.
Date of Appointment: 28 June 2024
By whom Appointed: Members and Creditors
For further details contact Nick Nicola on 020 8370 7250 or at [redacted] (4660070)

Name of Company: **LONDON & NEWCASTLE CAPITAL LIMITED**
Company Number: 05808612
Nature of Business: Property Development
Registered office: C/o Begbies Traynor, 31st Floor, 40 Bank Street, London, E14 5NR
Type of Liquidation: Creditors
Date of Appointment: 3 July 2024
Liquidator's name and address: *Paul Appleton* (IP No. 8883) and *Melissa Nagi* (IP No. 21310) both of Begbies Traynor (London) LLP, 31st Floor, 40 Bank Street, London, E14 5NR
By whom Appointed: Members and Creditors
Ag SJ40482 (4659281)

Name of Company: **M-CON GROUP LTD**
Company Number: 13500888
Registered office: Suite 4 Second Floor, 200 London Road, Southend On Sea, SS1 1PJ
Principal trading address: 29 Seymour Road, Hadleigh, Essex, SS7 2HJ
Nature of Business: Recruitment
Type of Liquidation: Creditors' Voluntary
Date of Appointment: 3 July 2024
By whom Appointed: Members and Creditors
Joint Liquidator's Name and Address: Michael Solomons(IP No. 9043) of Moorfields, 82 St John Street, London, EC1M 4JNTelephone: 020 7186 1144. Joint Liquidator's Name and Address: Andrew Pear(IP No. 9016) of Moorfields, 82 St John Street, London, EC1M 4JNTelephone: 020 7186 1144.
For further information contact Nicola Brown at the offices of Moorfields on 020 7549 2916, or [redacted]
3 July 2024 (4659779)

Company Number: 12281742
Name of Company: **MANY & CO INTERNATIONAL LIMITED**
Trading Name: Pepe`s Piri Piri
Nature of Business: Fast Food Franchise
Registered office: 439 Pepe`s Piri Piri, Birmingham Road, Sutton Coldfield, England, B72 1AX
Principal trading address: Formerly: 103 Cambridge Street, Aylesbury, HP20 1BT
Type of Liquidation: Creditors Voluntary Liquidation
Liquidator's name and address: *Adam Peter Jordan* (IP number 9616) of Rimes & Co, 3 The Courtyard, Harris Business Park, Hanbury Road, Stoke Prior, Bromsgrove, B60 4DJ.
Liquidator's name and address: *Nickolas Garth Rimes* (IP number 9533) of Rimes & Co, 3 The Courtyard, Harris Business Park, Hanbury Road, Stoke Prior, Bromsgrove, B60 4DJ.
Date of Appointment: 26 June 2024
By whom Appointed: Members and Creditors
For further details contact Jordan Dams on 01527 558 410 or at [redacted] (4660349)

Name of Company: **MF PROPERTY SOLUTIONS LTD**
Company Number: 12834157
Nature of Business: Joinery installation
Registered office: 35 Tees Road, Redcar, North Yorkshire, TS10 1QD
Type of Liquidation: Creditors
Date of Appointment: 27 June 2024
Liquidator's name and address: *Ian James Royle* (IP No. 18934) and *David Adam Broadbent* (IP No. 9458) both of Begbies Traynor (Central) LLP, LevelQ, Sheraton House, Surtees Way, Surtees Business Park, Stockton on Tees, TS18 3HR
By whom Appointed: Members and Creditors
Ag SJ40576 (4659224)

Company Number: 10837699
Name of Company: **MJSBUILDINGANDCARPENTRY LIMITED**
Nature of Business: Construction of domestic buildings
Registered office: 11 Upper Bridge Road, Chelmsford, CM2 0RT
Principal trading address: 11 Upper Bridge Road, Chelmsford, CM2 0RT
Type of Liquidation: Creditors Voluntary Liquidation
Liquidator's name and address: *Alan J Clark* (IP number 8760) of Carter Clark, Recovery House, 15-17 Roebuck Road, Hainault Business Park, Ilford, Essex, IG6 3TU.
Date of Appointment: 04 July 2024
By whom Appointed: The members and creditors
For further details contact Kelly Rolls on 020 8559 5083 or at [redacted] (4659884)

Company Number: 08277943
Name of Company: **NEWTON FREIGHT PARTNERS LIMITED**
Nature of Business: Freight Transport
Registered office: 601 High Road Leytonstone, London, E11 4PA formerly 67 Westow Street, Upper Norwood, London, SE19 3RW
Principal trading address: Tobermoray House, Holt Road, Edgefield, Melton Constable, Norfolk, NR24 2RP
Type of Liquidation: Creditors Voluntary Liquidation
Liquidator's name and address: *Harjinder Johal* (IP number 9175) of Ashcrofts, 601 High Road Leytonstone, London, E11 4PA .
Liquidator's name and address: *George Michael* (IP number 9230) of Ashcrofts, 601 High Road Leytonstone, London, E11 4PA.
Date of Appointment: 03 July 2024
By whom Appointed: The Members and Creditors
For further details contact Amrit Johal on 020 8556 2888 or at [redacted] (4660204)

Name of Company: **NICOLA'S GATEAUX LIMITED**
Company Number: 13851423
Trading Name: Nicola's Gateaux
Nature of Business: Manufacture of Baked Goods
Registered office: Business Innovation Centre, Harry Weston Road, Coventry, CV3 2TX
Type of Liquidation: Creditors
Date of Appointment: 1 July 2024
Liquidator's name and address: *Craig Ridgley* (IP No. 23232) and *Mark Tailby* (IP No. 9115) both of Mercian Advisory Limited, Business Innovation Centre, Harry Weston Road, Coventry, CV3 2TX
By whom Appointed: Members and Creditors
Ag SJ40572 (4659229)

Name of Company: **NINE SCHOOLS LTD**
Company Number: 03419553
Nature of Business: Retail of furniture lighting and similar (not musical instruments or scores) in specialised stores
Previous Name of Company: Camelford Associates Limited
Registered office: 2nd Floor, 40 Queen Square, Bristol BS1 4QP
Type of Liquidation: Creditors
Date of Appointment: 3 July 2024
Liquidator's name and address: *Andrew Beckingham* (IP No. 8683) and *Sean Ward* (IP No. 28270) both of Leonard Curtis, 2nd Floor, 40 Queen Square, Bristol BS1 4QP
By whom Appointed: Members and Creditors
Ag SJ40570 (4659288)

Name of Company: **O'LEARY UTILITIES LIMITED**
Company Number: 10075829
Registered office: 2 Claridge Court, Lower Kings Road, Berkhamsted, HP4 2AF
Principal trading address: 2 Claridge Court, Lower Kings Road, Berkhamsted, HP4 2AF
Nature of Business: Construction of utility projects for electricity and telecommunications
Type of Liquidation: Creditors' Voluntary
Date of Appointment: 21 November 2022
By whom Appointed: members and creditors
Liquidator's name and address: *Clive Morris* (IP No. 8820) of Marshall Peters, Heskin Hall Farm, Wood Lane, Heskin, Preston, PR7 5PA. Telephone:
For further information contact Daisy Walsh at the offices of Marshall Peters on or [redacted]
3 July 2024 (4659771)

Name of Company: **OPEN BANKING EXCELLENCE (OBE) LIMITED**
Company Number: 12407216
Registered office: Bartle House, Oxford Court, Manchester, M2 3WQ
Principal trading address: Suite 7 Lesscent House, 405 Wigan Road, Ashton-In-Makerfield, Wigan, WN4 0AR
Nature of Business: Activities of professional membership organisations
Type of Liquidation: Creditors' Voluntary
Date of Appointment: 27 June 2024
By whom Appointed: members and creditors
Liquidator's name and address: *Paul Palmer* (IP No. 9657) of Marshall Peters, Bartle House, Oxford Court, Manchester, M2 3WQ. Telephone: [redacted]
For further information contact Emily Whaley at the offices of Marshall Peters on [redacted] or [redacted]
3 July 2024 (4659770)

Name of Company: **OPENULTRA FELIXSTOWE LIMITED**
Company Number: 06799598
Nature of Business: Freight Transport by Road
Registered office: 3 Gamma Terrace, West Road, Ipswich, IP3 9FF
Type of Liquidation: Creditors
Date of Appointment: 27 June 2024
Liquidator's name and address: *Rebecca Jane Dacre* (IP No. 009572) and *Mark Siddall* (IP No. 028890) both of Forvis Mazars LLP, The Pinnacle, 160 Midsummer Boulevard, Milton Keynes, MK9 1FF
By whom Appointed: Members and Creditors
Ag SJ40541 (4659274)

Name of Company: **OUTRIVALS UPPER RIVERSIDE LIMITED**
Company Number: 12333162
Registered office: 20 Cutter Lane, London, SE10 0XW
Principal trading address: 20 Cutter Lane, London, SE10 0XW
Nature of Business: Retail sale of clothing in specialised stores
Type of Liquidation: Creditors Voluntary Liquidation
Date of Appointment: 2 July 2024
By whom Appointed: Members and Creditors
Liquidator's name and address: *Christopher Scott Andersen* (IP No. 16070) of AABRS Limited, Langley House, Park Road, London, N2 8EY.
For further information contact Anish Jadav at the offices of AABRS Limited on 020 8444 3400, or [redacted]
3 July 2024 (4659776)

Name of Company: **PLANET SHINE LIMITED**
Company Number: 12258978
Registered office: Black Bull House 353-355 Station Road, Bamber Bridge, Preston, PR5 6EE
Principal trading address: 9-10 Cross St, Preston, PR1 3LT
Type of Liquidation: Creditors' Voluntary
Date of Appointment: 1 July 2024
By whom Appointed: Members and Creditors
Liquidator's name and address: *Gareth Howarth* (IP No. 18816) of Path Business Recovery Limited, 2nd Floor, 9 Portland Street, Manchester, M1 3BE. Telephone: [redacted]
For further information contact Sahil Nadeem at the offices of Path Business Recovery Limited on 0161413 0999, or [redacted]
3 July 2024 (4659760)

Name of Company: **RABIA LTD**
Company Number: 11231479
Trading Name: Four Seasons
Nature of Business: Take-away shop
Registered office: 95 Ness Road, Shoeburyness, Southend-On-Sea, SS3 9DA
Type of Liquidation: Creditors
Date of Appointment: 1 July 2024
Liquidator's name and address: *Kikis Kallis* (IP No. 4692) of Kallis & Company, Mountview Court, 1148 High Road, Whetstone, London, N20 0RA
By whom Appointed: Members and Creditors
Ag SJ40577 (4659222)

Name of Company: **REDSPUR SECURITIES LIMITED**
Company Number: 05808635
Nature of Business: Activities of head office
Previous Name of Company: London & Newcastle Securities Ltd
Registered office: C/o Begbies Traynor, 31st Floor, 40 Bank Street, Canary Wharf, London E14 5NR
Type of Liquidation: Creditors
Date of Appointment: 3 July 2024
Liquidator's name and address: *Paul Robert Appleton* (IP No. 8883) and *Melissa Nagi* (IP No. 21310) both of Begbies Traynor (London) LLP, 31st Floor, 40 Bank Street, London, E14 5NR
By whom Appointed: Members and Creditors
Ag SJ40509 (4659263)

Name of Company: **REVOLUTION FITNESS ACADEMY LTD**
Company Number: 09587888
Registered office: 2 Lace Market Square, Nottingham, NG1 1PB
Principal trading address: Revolution Fitness Facility, Kempson Way, Bury St. Edmunds, IP32 7AR
Nature of Business: Fitness facilities
Type of Liquidation: Creditors' Voluntary
Date of Appointment: 25 June 2024
By whom Appointed: Members & Creditors
Joint Liquidator's Name and Address: Michael Paul Roome(IP No. 22072) of PKF Smith Cooper, 2 Lace Market Square, Nottingham, NG1 1PBTelephone: [redacted] Joint Liquidator's Name and Address: Dean Anthony Nelson(IP No. 9443) of PKF Smith Cooper, Prospect House, 1 Prospect Place, Derby, Derbyshire, DE24 8HGTelephone: [redacted]
For further information contact Kimberley Wapplington at the offices of PKF Smith Cooper on [redacted] or [redacted]
26 June 2024 (4659767)

Name of Company: **RGN24 LTD**
Company Number: 10590469
Nature of Business: Nursing and Beauty Services
Registered office: Olympia House, Armitage Road, London, NW11 8RQ
Type of Liquidation: Creditors
Date of Appointment: 2 July 2024
Liquidator's name and address: *Jason Callender* (IP No. 22650) of Panos Eliades Callender & Co, Olympia House, Armitage Road, London, NW11 8RQ
By whom Appointed: Creditors
Ag SJ40503 (4659271)

Name of Company: **RIPLEY ROYAL BRITISH LEGION SOCIAL CLUB LIMITED**
Company Number: IP13911R
Nature of Business: Social Club
Registered office: 25 Rose Lane, Ripley, Woking, Surrey, GU23 6NE
Type of Liquidation: Creditors
Date of Appointment: 3 July 2024
Liquidator's name and address: *James David Robinson* (IP No. 16092) of Finn Associates, Tong Hall, Tong, West Yorkshire BD4 0RR
By whom Appointed: Members and Creditors
Ag SJ40490 (4659260)

Name of Company: **S B COURIERS (UK) LIMITED**
Company Number: 09286637
Nature of Business: Business Services - Other
Registered office: C/O Begbies Traynor, 2 Harcourt Way, Meridian Business Park, Leicester, LE19 1WP
Type of Liquidation: Creditors
Date of Appointment: 2 July 2024
Liquidator's name and address: *Carolynn Jean Best* (IP No. 9683) and *Martin Richard Buttriss* (IP No. 9291) both of Begbies Traynor (Central) LLP, 2 Harcourt Way, Meridian Business Park, Leicester LE19 1WP
By whom Appointed: Members and Creditors
Ag SJ40557 (4659219)

Name of Company: **SLICE UK SOLUTIONS LIMITED**
Company Number: 12144720
Nature of Business: Other business support service activities not elsewhere classified
Previous Name of Company: Slice Solutions Ltd
Registered office: Moorgate Crofts Business Centre, South Grove, Rotherham, South Yorkshire S60 2DH
Type of Liquidation: Creditors
Date of Appointment: 3 July 2024
Liquidator's name and address: *Daniel Ormerod* (IP No. 26930) and *Richard Pinder* (IP No. 19470) both of Leonard Curtis, Leonard Curtis House, Elms Square, Bury New Road, Whitefield, Greater Manchester, M45 7TA
By whom Appointed: Members and Creditors
Ag SJ40486 (4659248)

Company Number: 07266975
Name of Company: **THE OCEAN MEDIA (WORCESTER) LTD**
Trading Name: Ocean Media
Nature of Business: PR, Marketing & Media Training
Registered office: c/o 11 Roman Way, Berry Hill, Droitwich, Worcestershire, WR9 9AJ
Principal trading address: The Websters Suckley Road, Leigh, Worcester, WR6 5LE
Type of Liquidation: Creditors Voluntary Liquidation
Liquidator's name and address: *Mark Bowen* (IP number 8711) of MB Insolvency, 11 Roman Way Business Centre, Berry Hill, Droitwich, WR9 9AJ.
Date of Appointment: 05 July 2024
By whom Appointed: Members and Creditors
For further details contact MB Insolvency on [redacted] or at [redacted]
(4660180)

Name of Company: **THE YOGA BAR LTD**
Company Number: 11025526
Nature of Business: Physical well-being activities
Registered office: Irongate Cottage, Weston, Hitchin, England, SG4 7DT
Type of Liquidation: Creditors
Date of Appointment: 26 June 2024
Liquidator's name and address: *Stephen Katz* (IP No. 8681) and *David Birne* (IP No. 9034) both of Begbies Traynor (London) LLP, Pearl Assurance House, 319 Ballards Lane, London, N12 8LY
By whom Appointed: Members and Creditors
Ag SJ40543 (4659275)

Name of Company: **THERMAL COMPACTION GROUP LTD**
Company Number: 09193338
Registered office: Elfed House Oak Tree Court, Cardiff Gate Business Park, Cardiff, CF23 8RS
Previous Name of Company: THERMCOM LIMITED
Principal trading address: Elfed House Oak Tree Court, Cardiff Gate Business Park, Cardiff, CF23 8RS
Nature of Business: Wholesale of patented machinery
Type of Liquidation: Creditors Voluntary Liquidation
Date of Appointment: 27 June 2024
By whom Appointed: Members and Creditors

Joint Liquidator's Name and Address: BrendanEricDoyle(IP No. 6343) of Doyle Davies Consultancy Ltd, 6 Ynys Bridge Court, Gwaelod-y-Garth, Cardiff, CF15 9SSJoint Liquidator's Name and Address: DeanLeeCollins(IP No. 20090) of Doyle Davies Consultancy Ltd, 6 Ynys Bridge Court, Gwaelod-y-Garth, Cardiff, CF15 9SS
For further information contact Callum Pascoe at the offices of Doyle Davies Consultancy Ltd on [redacted] or [redacted]
3 July 2024 (4659773)

Name of Company: **TILBURY EXPRESS LIMITED**
Company Number: 10360444
Registered office: 20-22 Wenlock Road, London, N1 7GU
Principal trading address: 2 Elizabeth Close, Tilbury, Essex, RM18 8EW
Nature of Business: Freight transport by road
Type of Liquidation: Creditors Voluntary Liquidation
Date of Appointment: 2 July 2024
By whom Appointed: Members and Creditors
Liquidator's name and address: *Christopher Scott Andersen* (IP No. 16070) of AABRS Limited, Langley House, Park Road, London, N2 8EY. Email: [redacted]
For further information contact George Howlett at the offices of AABRS Limited on 020 8444 3400, or [redacted]
3 July 2024 (4659756)

Name of Company: **TRANS METAL LTD**
Company Number: 12967827
Nature of Business: Collection of non-hazardous waste
Registered office: 74 Dudley Road, Feltham, TW14 8EH and it is in the process of being changed to 40a Station Road, Upminster, Essex, RM14 2TR
Type of Liquidation: Creditors
Date of Appointment: 3 July 2024
Liquidator's name and address: *Gary Thompson* (IP No. 26370) of Quantuma Advisory Limited, 40a Station Road, Upminster, Essex, RM14 2TR and *Michael Kiely* (IP No. 9617) of Quantuma Advisory Limited, 20 St. Andrew Street, London, EC4A 3AG
By whom Appointed: Creditors
Ag SJ40609 (4659226)

Name of Company: **TRIPLE R WIRRAL LTD**
Company Number: 14056686
Nature of Business: Maintenance and repair of motor vehicles
Registered office: 166 Banks Road, West Kirby, Wirral CH48 0RH in the process of being changed to 4th Floor, Abbey House, 32 Booth Street, Manchester, M2 4AB
Type of Liquidation: Creditors
Date of Appointment: 1 July 2024
Liquidator's name and address: *Tom Bowes* (IP No. 17010) and *Anthony Collier* (IP No. 18910) both of FRP Advisory Trading Limited, 4th Floor, Abbey House, 32 Booth Street, Manchester, M2 4AB
By whom Appointed: The Company
Ag SJ40528 (4659268)

Name of Company: **UNITY BATHROOMS LIMITED**
Company Number: 12205697
Trading Name: Bathroom Village
Nature of Business: Retail of furniture, lighting and similar in specialised store
Registered office: 4 Unit 4 South Bristol Trade Park, Winterstoke Road, Bristol, BS3 2LD
Type of Liquidation: Creditors
Date of Appointment: 3 July 2024
Liquidator's name and address: *Jon Mitchell* (IP No. 16512) of Westcotts Business Recovery LLP, 26-28 Southernhay East, Exeter, Devon, EX1 1NS
By whom Appointed: Members and Creditors
Ag SJ40512 (4659265)

Name of Company: **WINAMAZING LIMITED**
Company Number: 14646429
Nature of Business: Other business support service activities not elsewhere classified
Registered office: 1066 London Road, Leigh-on-Sea, Essex, SS9 3NA
Type of Liquidation: Creditors
Date of Appointment: 21 June 2024
Liquidator's name and address: *Wayne MacPherson* (IP No. 9445) and *Louise Donna Baxter* (IP No. 009123) both of Begbies Traynor (Central) LLP, 1066 London Road, Leigh-on-Sea, Essex, SS9 3NA
By whom Appointed: Creditors
Ag SJ40597 (4659291)

Company Number: 12443187
Name of Company: **ZZZ CHICKEN LTD**
Previous Name of Company: Zinger Chicken Ltd
Nature of Business: Fast Food Outlet
Registered office: 498 College Road, Birmingham, West Midlands, B44 0HL
Principal trading address: 498 College Road, Birmingham, West Midlands, B44 0HL
Type of Liquidation: Creditors Voluntary Liquidation
Liquidator's name and address: Liquidator: *Gerald Irwin* (IP number 8753) of Irwin Insolvency, Station House, Midland Drive, Sutton Coldfield, West Midlands B72 1TU.
Date of Appointment: 04 July 2024
By whom Appointed: Members & Creditors
For further details contact John Pearson on [redacted] or at [redacted]
(4659891)

MEETINGS OF CREDITORS

EMC EXPRESS LTD
(Company Number: 11391809)
Trading As: EMC Cars
Registered Office: 43 Grindle Road, Longford, Coventry CV6 6DS
Principal Trading Address: 115 Max Road, Coventry CV6 1EL
Notice is hereby given, pursuant to Rule 15.8 of the Insolvency (England and Wales) Rules 2016 that the liquidator has summoned a general meeting of the Company's creditors for the purpose of The appointment of a Liquidator of the Company.; In the event that a Liquidation Committee is not appointed, that the fees and disbursements of Robson Scott Associates Ltd T/A BusinessRescueExpert in respect of assisting the Board of Directors in preparing a Statement of Affairs and convening the virtual meeting amounting to £2,750 plus VAT be paid from realisations as an expense of the liquidation.; That the Liquidator's fee be approved on a fixed fee basis for different categories of work, the details of which are set out in the report prepared in connection with fee approval and issued with the notice of the meeting. and That the Liquidator be permitted to recover category 2 disbursements. The meeting will be held on 15 July 2024, at 10:15.
In order to be entitled to vote at the meeting, creditors must lodge proxies and hitherto unlodged proofs with Christopher David Horner at Robson Scott Associates, 49 Duke Street, Darlington DL3 7SD United Kingdom by no later than 16:00 on 14 July 2024.
For further details, please contact: Christopher David Horner (16150), Robson Scott Associates Ltd T/A BusinessRescueExpert, 49 Duke Street, Darlington DL3 7SD, Telephone: 01325 365 950, Email address: [redacted] (EMC Express Ltd).
[redacted] Chairman
Monday 08 July 2024 (4659854)

A2B TRANSPORT GROUP LTD
(Company Number: 12168067)
Previously: A2B TRANSPORT AND REMOVALS LTD
Registered Office: 223 Sternhold Avenue, London SW2 4PG
Principal Trading Address: 223 Sternhold Avenue, London SW2 4PG

Notice is hereby given, pursuant to Rule 15.8 of the Insolvency (England and Wales) Rules 2016 that the liquidator has summoned a general meeting of the Company's creditors for the purpose of The appointment of a Liquidator of the Company.; That the fees and expenses of Robson Scott Associates Ltd t/a BusinessRescueExpert in respect of assisting the Board of Directors in preparing a Statement of Affairs and convening the virtual meeting amounting to £2,700 plus VAT, and disbursements be paid from realisations as an expense of the liquidation.; That the Liquidator's fee be approved on a fixed fee basis for different categories of work, the details of which are set out in the report prepared in connection with fee approval and issued with the notice of the meeting. and That the Liquidator be permitted to recover category 2 expenses. The meeting will be held on 16 July 2024, at 10:15.
In order to be entitled to vote at the meeting, creditors must lodge proxies and hitherto unlodged proofs with Christopher David Horner at 49 Duke Street, Darlington DL3 7SD by no later than 16:00 on 15 July 2024.
For further details, please contact: Christopher David Horner (16150), Robson Scott Associates Ltd t/a BusinessRescueExpert, 49 Duke Street, Darlington, Co. Durham DL3 7SD, Telephone: 01325 365 950, Email address: [redacted]
[redacted] Chairman
Monday 08 July 2024 (4660118)

RHINO PROPERTIES GROUP LIMITED
(Company Number: 12470841)
Registered Office: 47 Romanby Drive, Darlington DL3 8EJ
Principal Trading Address: 47 Romanby Drive, Darlington DL3 8EJ
Notice is hereby given, pursuant to Rule 15.8 of the Insolvency (England and Wales) Rules 2016 that the liquidator has summoned a general meeting of the Company's creditors for the purpose of The appointment of a Liquidator of the Company.; In the event that a Liquidation Committee is not appointed, that the fees and disbursements of Robson Scott Associates Ltd T/A BusinessRescueExpert in respect of assisting the Board of Directors in preparing a Statement of Affairs and convening the virtual meeting amounting to £3,500 plus VAT and disbursements be paid from realisations as an expense of the liquidation.; That the Liquidator's fee be approved on a fixed fee basis for different categories of work, the details of which are set out in the report prepared in connection with fee approval and issued with the notice of the meeting. and That the Liquidator be permitted to recover category 2 disbursements. The meeting will be held on 18 July 2024, at 10:15.
In order to be entitled to vote at the meeting, creditors must lodge proxies and hitherto unlodged proofs with Christopher David Horner at Robson Scott Associates, 49 Duke Street, Darlington DL3 7SD United Kingdom by no later than 16:00 on 17 July 2024.
For further details, please contact: Christopher David Horner (16150), Robson Scott Associates Ltd T/A BusinessRescueExpert, 49 Duke Street, Darlington DL3 7SD,, Telephone: 01325 365 950, Email address: [redacted] (Rhino Properties Group Ltd).
[redacted] Chairman
Monday 08 July 2024 (4660383)

GROVER & SHAW LTD
(Company Number: 12191734)
Registered Office: 1 College Drive, Tunbridge Wells TN2 3PN
Principal Trading Address: 1 College Drive, Tunbridge Wells TN2 3PN
Notice is hereby given, pursuant to Rule 15.8 of the Insolvency (England and Wales) Rules 2016 that the liquidator has summoned a general meeting of the Company's creditors for the purpose of The appointment of a Liquidator of the Company; That the fees and expenses of Robson Scott Associates Ltd t/a BusinessRescueExpert in respect of assisting the Board of Directors in preparing a Statement of Affairs and convening the virtual meeting amounting to £2,600 including VAT and disbursements be paid from realisations as an expense of the liquidation.; That the Liquidator's fee be approved on a fixed fee basis for different categories of work, the details of which are set out in the report prepared in connection with fee approval and issued with the notice of the meeting and That the Liquidator be permitted to recover category 2 expenses. The meeting will be held on 16 July 2024, at 10:15.
In order to be entitled to vote at the meeting, creditors must lodge proxies and hitherto unlodged proofs with Christopher David Horner at 49 Duke Street, Darlington DL3 7SD by no later than 16:00 on 15 July 2024.
For further details, please contact: Christopher David Horner (16150), Robson Scott Associates T/a Businessrescueexpert, 49 Duke Street, Darlington, Co. Durham DL3 7SD, Telephone: 01325365950, Email address: [redacted]
[redacted] Chairman
Wednesday 03 July 2024 (4659741)

AGRINISER LIMITED
(Company Number 10419808)
Registered office: 2 Lambseth Street, Eye, Suffolk, IP23 7AG
Principal trading address: 2 Lambseth Street, Eye, Suffolk, IP23 7AG
Notice is hereby given under Section 100 of the INSOLVENCY ACT 1986 and Rules 6.14 and 15.8 of the INSOLVENCY (ENGLAND AND WALES) RULES 2016 that a virtual meeting of the creditors of the above named company has been convened by Kristian Valentinov Ivanov the director of the company in accordance with resolutions passed by the Board of Directors.The virtual meeting will be held on 12 July 2024 at 10.00 am. To access the virtual meeting, which will be held via a telephone conferencing platform, contact Parker Andrews Limited, on behalf of the convener – details below.
This virtual meeting will be recorded audio in order to establish and maintain records of the existence of relevant facts or decisions that are taken at the meeting. By attending this meeting, you consent to being recorded. Where any recording of the meeting also entails the processing of personal data, such personal data shall be treated in accordance with the Data Protection Act 2018.
A meeting of shareholders has been called and will be held prior to the virtual meeting of creditors to consider passing a resolution for voluntary winding up of the Company. Any creditor entitled to attend and vote at this virtual meeting is entitled to do so either in person or by proxy. Creditors wishing to vote at the virtual meeting must (unless they are individual creditors attending in person) lodge their proxy with the convener before they may be used at the meeting.
Unless there are exceptional circumstances, a creditor will not be entitled to vote unless his written statement of claim, ('proof'), which clearly sets out the name and address of the creditor and the amount claimed, has been lodged and admitted for voting purposes. Proofs must be delivered by 4pm the business day before the meeting. Unless they surrender their security, secured creditors must give particulars of their security, the date when it was given and the estimated value at which it is assessed if they wish to vote at the meeting.
Unless they surrender their security, secured creditors must give particulars of their security, the date when it was given and the estimated value at which it is assessed if they wish to vote at the meeting.The resolutions to be taken at the creditors' meeting may include the appointment by creditors of a liquidator, a resolution specifying the terms on which the Joint Liquidators' are to be remunerated, and the meeting may receive information about, or be called upon to approve, the costs of preparing the statement of affairs and convening the procedure to seek a decision from creditors on the nomination of a liquidator.
Grace Jones and David Perkins (office holder no 29670 and 18310) are qualified to act as Insolvency Practitioners in relation to the above company and a list of names and addresses of the company's creditors will be available for inspection at C/o Parker Andrews Limited, 5th Floor, The Union Building, 51-59 Rose Lane, Norwich, Norfolk, NR1 1BY on the two business days preceding the meeting.
In case of queries, please contact Emanuela Pracuch on [redacted] or email [redacted]
[redacted] Director/Convener
4 July 2024
Ag SJ40532 (4659280)

DENVER IP LTD
(Company Number 11496447)
Registered office: Martland Mill Mart Lane, Burscough, Ormskirk, L40 0SD
Principal trading address: The Workshop, 64b Chorley Road, Swinton, M27 5AD
Nature of Business: Telecommunications activities.
Type of Liquidation: Creditors Voluntary Liquidation.
Date of meeting: 16 July 2024.
NOTICE IS HEREBY GIVEN pursuant to Rule 15.13 of the Insolvency (England and Wales) Rules 2016, that a virtual meeting of the creditors of the above named Company will be held on the date and time specified in this notice for the purposes mentioned in Section 100 of the Insolvency Act 1986. The Insolvency Practitioner named below is qualified to act in this matter. A list of names and addresses of the Company's creditors may be inspected, free of charge, at the address given below, between 10.00am and 4.00pm on the two business days preceding the date of the meeting.
Creditors entitled to attend and vote at the virtual meeting may participate either in person or by proxy. A creditor can attend the virtual meeting and vote, and is entitled to vote if they have delivered proof of their debt by no later than 4 pm on the business day before the meeting. If a creditor cannot attend, or does not wish to attend, but still wishes to vote at the virtual meeting, they can ether nominate a person to attend on their behalf, or they may nominate the Chairman of the virtual meeting, who will be a director of the Company, to vote on their behalf. Such creditors must still submit the proof of their claim by no later than 4 pm on the business day before the meeting but proxies will be accepted by the Chairman up to the commencement of the virtual meeting. For the purposes of voting, any secured creditors are required (unless they surrender their security) to lodge a statement with the Insolvency Practitioners prior to the Meeting, giving particulars of their security, the date when it was given and its assessed value. Creditors must deliver proof of their claim and their proxy using the details provided below.
By Order of the Board
Paul Lever, Director
Insolvency Practitioner's Name and Address: *Rikki Burton* (IP No. 14430) of Anderson Brookes Insolvency Practitioners Limited, 1st Floor, Fairclough House, Church Street, Chorley, Lancashire, PR7 4EX.
For further information contact Samaya Fletcher at the offices of Anderson Brookes Insolvency Practitioners Limited on 01204255051, or [redacted]
5 July 2024 (4659783)

FLAUNT SIDMOUTH LIMITED
(Company Number 10889895)
Registered office: 1 Fore Street, Sidmouth, Devon, EX10 8AQ
Previous Name of Company: PURE INDULGENCE (EXMOUTH) LTD
Principal trading address: 1 Fore Street, Sidmouth, Devon, EX10 8AQ
Nature of Business: Retail sale of textiles in specialised stores.
Type of Liquidation: Creditors Voluntary Liquidation.
Date of meeting: 15 July 2024.
NOTICE IS HEREBY GIVEN pursuant to Rule 15.13 of the Insolvency (England and Wales) Rules 2016, that a virtual meeting of the creditors of the above named Company will be held on the date and time specified in this notice for the purposes mentioned in Section 100 of the Insolvency Act 1986. The Insolvency Practitioner named below is qualified to act in this matter. A list of names and addresses of the Company's creditors may be inspected, free of charge, at the address given below, between 10.00am and 4.00pm on the two business days preceding the date of the meeting.
Creditors entitled to attend and vote at the virtual meeting may participate either in person or by proxy. A creditor can attend the virtual meeting and vote, and is entitled to vote if they have delivered proof of their debt by no later than 4 pm on the business day before the meeting. If a creditor cannot attend, or does not wish to attend, but still wishes to vote at the virtual meeting, they can ether nominate a person to attend on their behalf, or they may nominate the Chairman of the virtual meeting, who will be a director of the Company, to vote on their behalf. Such creditors must still submit the proof of their claim by no later than 4 pm on the business day before the meeting but proxies will be accepted by the Chairman up to the commencement of the virtual meeting. For the purposes of voting, any secured creditors are required (unless they surrender their security) to lodge a statement with the Insolvency Practitioners prior to the Meeting, giving particulars of their security, the date when it was given and its assessed value. Creditors must deliver proof of their claim and their proxy using the details provided below.
By Order of the Board
Phyllis Collings, Director
Insolvency Practitioner's Name and Address: *Rikki Burton* (IP No. 14430) of Anderson Brookes Insolvency Practitioners Limited, 1st Floor, Fairclough House, Church Street, Chorley, Lancashire, PR7 4EX.
For further information contact Samaya Fletcher at the offices of Anderson Brookes Insolvency Practitioners Limited on 01204255051, or [redacted]
5 July 2024 (4659787)

HABIB TRADERS LTD
(Company Number 10778311)
Registered office: 17 Edward Street, Salford, M7 1SN
Principal trading address: 17 Edward Street, Salford, M7 1SN
Notice is hereby given under Section 100 of the INSOLVENCY ACT 1986 and Rule 6.14 and 15.8 of the INSOLVENCY (ENGLAND AND WALES) RULES 2016, that a virtual meeting of the creditors of the above named Company is being proposed by the director of the Company in accordance with resolutions passed by the Board of Directors. The virtual meeting will be held via Zoom, on 17 July 2024 at 11.15 am.
A meeting of shareholders has been called and will be held prior to the virtual meeting of creditors, to consider passing a resolution for voluntary winding up of the Company.
Any creditor entitled to attend and vote at this virtual meeting is entitled to do so either in person or by proxy. Creditors wishing to vote at the virtual meeting must (unless they are individual creditors attending in person) lodge their proxy with the convener before they may be used at the meeting. The convener can be contacted care of Simon Weir, DSi Business Recovery, 2 Lakeside, Calder Island Way, Wakefield, WF2 7AW.
Unless there are exceptional circumstances, a creditor will not be entitled to vote unless his written statement of claim, ('proof'), which clearly sets out the name and address of the creditor and the amount claimed, has been lodged and admitted for voting purposes. Proofs must be lodged by 4.00 pm on the business day before the meeting.
Unless they surrender their security, secured creditors must give particulars of their security, the date when it was given and the estimated value at which it is assessed if they wish to vote at the meeting.
The resolutions to be taken at the creditors' meeting may include the appointment by creditors of a Liquidator, a resolution specifying the terms on which the Liquidator is to be remunerated, and the meeting may receive information about, or be called upon to approve, the costs of preparing the statement of affairs and convening the meeting.
Simon Weir is qualified to act as an Insolvency Practitioner in relation to the above Company and a list of names and addresses of the Company's creditors will be available for inspection at the offices of DSi Business Recovery, 2 Lakeside, Calder Island Way, Wakefield, WF2 7AW on the two business days preceding the meeting.
In case of queries, please contact Simon Weir on [redacted] or email [redacted] Director
2 July 2024
Ag SJ40547 (4659254)

HANDRAIL SOLUTIONS (UK) LIMITED
(Company Number 04703056)
Registered office: 26 Barnsley Road, Wath Upon Dearne, Rotherham Barnsley Road, Wath-Upon-Dearne, Rotherham, S63 6QB
Principal trading address: Fairfield Park, Unit 1 Silverwood Ct. Wath upon Dearne, Rotherham S63 5DB
Notice is hereby given under Section 100 of the INSOLVENCY ACT 1986 and Rule 6.14 and 15.8 of the INSOLVENCY (ENGLAND AND WALES) RULES 2016, that a virtual meeting of the creditors of the above named Company is being proposed by the director of the Company in accordance with resolutions passed by the Board of Directors. The virtual meeting will be held via Zoom, on 24 July 2024 at 11.15 am.

A meeting of shareholders has been called and will be held prior to the virtual meeting of creditors, to consider passing a resolution for voluntary winding up of the Company.
Any creditor entitled to attend and vote at this virtual meeting is entitled to do so either in person or by proxy. Creditors wishing to vote at the virtual meeting must (unless they are individual creditors attending in person) lodge their proxy with the convener before they may be used at the meeting. The convener can be contacted care of Simon Weir, DSi Business Recovery, 2 Lakeside, Calder Island Way, Wakefield, WF2 7AW.
Unless there are exceptional circumstances, a creditor will not be entitled to vote unless his written statement of claim, ('proof'), which clearly sets out the name and address of the creditor and the amount claimed, has been lodged and admitted for voting purposes. Proofs must be lodged by 4.00 pm on the business day before the meeting.
Unless they surrender their security, secured creditors must give particulars of their security, the date when it was given and the estimated value at which it is assessed if they wish to vote at the meeting.
The resolutions to be taken at the creditors' meeting may include the appointment by creditors of a Liquidator, a resolution specifying the terms on which the Liquidator is to be remunerated, and the meeting may receive information about, or be called upon to approve, the costs of preparing the statement of affairs and convening the meeting.
Simon Weir is qualified to act as an Insolvency Practitioner in relation to the above Company and a list of names and addresses of the Company's creditors will be available for inspection at the offices of DSi Business Recovery, 2 Lakeside, Calder Island Way, Wakefield, WF2 7AW on the two business days preceding the meeting.
In case of queries, please contact Simon Weir on [redacted] or email [redacted]
[redacted] Director
3 July 2024
Ag SJ40496 (4659294)

IMAGIN3D LTD
Trading Name: Pixelmax
(Company Number 11374730)
Registered office: 600 Lakeside Drive, Centre Park Square, Warrington, WA1 1RW
Principal trading address: 600 Lakeside Drive, Centre Park Square, Warrington, WA1 1RW
Type of Liquidation: Creditors' Voluntary.
Date of meeting: 23 July 2024.
Time of meeting: 10:15 am.
NOTICE IS HEREBY GIVEN pursuant to Rule 15.13 of the Insolvency (England and Wales) Rules 2016, that a virtual meeting of the creditors of the above named Company will be held on the date and time specified in this notice for the purposes mentioned in Section 100 of the Insolvency Act 1986. The Insolvency Practitioner named below is qualified to act in this matter. A list of names and addresses of the Company's creditors may be inspected, free of charge, at the address given below, between 10.00am and 4.00pm on the two business days preceding the date of the meeting.
Creditors entitled to attend and vote at the virtual meeting may participate either in person or by proxy. A creditor can attend the virtual meeting and vote, and is entitled to vote if they have delivered proof of their debt by no later than 4 pm on the business day before the meeting. If a creditor cannot attend, or does not wish to attend, but still wishes to vote at the virtual meeting, they can ether nominate a person to attend on their behalf, or they may nominate the Chairman of the virtual meeting, who will be a director of the Company, to vote on their behalf. Such creditors must still submit the proof of their claim by no later than 4 pm on the business day before the meeting but proxies will be accepted by the Chairman up to the commencement of the virtual meeting. For the purposes of voting, any secured creditors are required (unless they surrender their security) to lodge a statement with the Insolvency Practitioners prior to the Meeting, giving particulars of their security, the date when it was given and its assessed value. Creditors must deliver proof of their claim and their proxy using the details provided below.
By Order of the Board
Shahzad Sulaman, Director
Insolvency Practitioner's Name and Address: *Gareth Howarth* (IP No. 18816) of Path Business Recovery Limited, 2nd Floor, 9 Portland Street, Manchester, M1 3BE. Telephone: [redacted]
For further information contact Phillip Lawrence at the offices of Path Business Recovery Limited on [redacted] or [redacted]
3 July 2024 (4659777)

K WALTERS INSTALLATIONS LIMITED
(Company Number 09160744)
Registered office: 6 Bockendon Grange Farm, Bockendon Road, Coventry, CV4 7DB
Principal trading address: 6 Bockendon Grange Farm, Bockendon Road, Coventry, CV4 7DB
Notice is hereby given under Section 100 of the Insolvency Act 1986 and Rules 6.14 and 15.8 of the Insolvency (England & Wales) Rules 2016 that a virtual meeting of the creditors of the above-named Company has been convened by Emily Christine Shenton, the director of the Company in accordance with resolutions passed by the Board of Directors. The virtual meeting will be held on 26 July 2024 at 11.30 am.
To access the virtual meeting, which will be held via a telephone conference, contact CFS Restructuring LLP, on behalf of the convener - details below.
A meeting of members has been called and will be held prior to the virtual meeting of creditors to consider passing a resolution for voluntary winding up of the Company. Any creditor entitled to attend and vote at this virtual meeting is entitled to do so either in person or by proxy. Creditors wishing to vote at the virtual meeting must (unless they are individual creditors attending in person) lodge their proxy with the convener before they may be used at the meeting.
Unless there are exceptional circumstances, a creditor will not be entitled to vote unless his written statement of claim, ('proof'), which clearly sets out the name and address of the creditor and the amount claimed, has been lodged and admitted for voting purposes. Proofs must be delivered by 4pm the business day before the meeting.
Unless they surrender their security, secured creditors must give particulars of their security, the date when it was given and the estimated value at which it is assessed if they wish to vote at the meeting.
The resolutions to be taken at the creditors' meeting may include the appointment by creditors of a Liquidator, a resolution specifying the terms on which the Liquidators are to be remunerated, and the meeting may receive information about, or be called upon to approve, the costs of preparing the statement of affairs and convening the procedure to seek a decision from creditors on the nomination of a Liquidator.
Joseph G M Sadler and Andrew J Cordon (IP Nos. 9048 and 009687) are qualified to act as Insolvency Practitioners in relation to the above Company and a list of names and addresses of the Company's creditors will be available for inspection at CFS Restructuring LLP, 22 Regent Street, Nottingham, NG1 5BQ, on the two business days preceding the meeting.
In case of queries, please contact Mark Read on [redacted] or email [redacted]
[redacted] Director/Convener
3 July 2024
Ag SJ40618 (4659232)

METRO LINEN LTD
(Company Number 12886642)
Registered office: Unit 10 D Britannia Industrial Estate, 117-125 Leagrave Road, Luton, LU3 1RJ
Principal trading address: Unit 10 D Britannia Industrial Estate, 117-125 Leagrave Road, Luton, LU3 1RJ
Notice is hereby given under Section 100 of the INSOLVENCY ACT 1986 and Rule 6.14 and 15.8 of the INSOLVENCY (ENGLAND AND WALES) RULES 2016, that a virtual meeting of the creditors of the above named Company is being proposed by the director of the Company in accordance with resolutions passed by the Board of Directors. The virtual meeting will be held via Zoom, on 23 July 2024 at 11.15 am.
A meeting of shareholders has been called and will be held prior to the virtual meeting of creditors, to consider passing a resolution for voluntary winding up of the Company.

Any creditor entitled to attend and vote at this virtual meeting is entitled to do so either in person or by proxy. Creditors wishing to vote at the virtual meeting must (unless they are individual creditors attending in person) lodge their proxy with the convener before they may be used at the meeting. The convener can be contacted care of Simon Weir, DSi Business Recovery, 2 Lakeside, Calder Island Way, Wakefield, WF2 7AW.
Unless there are exceptional circumstances, a creditor will not be entitled to vote unless his written statement of claim, ('proof'), which clearly sets out the name and address of the creditor and the amount claimed, has been lodged and admitted for voting purposes. Proofs must be lodged by 4.00 pm on the business day before the meeting.
Unless they surrender their security, secured creditors must give particulars of their security, the date when it was given and the estimated value at which it is assessed if they wish to vote at the meeting.
The resolutions to be taken at the creditors' meeting may include the appointment by creditors of a Liquidator, a resolution specifying the terms on which the Liquidator is to be remunerated, and the meeting may receive information about, or be called upon to approve, the costs of preparing the statement of affairs and convening the meeting.
Simon Weir is qualified to act as an Insolvency Practitioner in relation to the above Company and a list of names and addresses of the Company's creditors will be available for inspection at the offices of DSi Business Recovery, 2 Lakeside, Calder Island Way, Wakefield, WF2 7AW on the two business days preceding the meeting.
In case of queries, please contact Simon Weir on [redacted] or email [redacted]
[redacted] Director
2 July 2024
Ag SJ40529 (4659216)

METSI TECHNOLOGIES LIMITED
(Company Number 07992172)
Registered office: 71-91 Aldwych, London, WC2B 4HN
Principal trading address: 71-91 Aldwych, London, WC2B 4HN
Nature of Business: Information technology consultancy activities.
Type of Liquidation: Creditors' Voluntary.
Date of meeting: 23 July 2024.
Time of meeting: 1:30 pm.
NOTICE IS HEREBY GIVEN pursuant to Rule 15.13 of the Insolvency (England and Wales) Rules 2016, that a virtual meeting of the creditors of the above named Company will be held on the date and time specified in this notice for the purposes mentioned in Section 100 of the Insolvency Act 1986. The Insolvency Practitioner named below is qualified to act in this matter. A list of names and addresses of the Company's creditors may be inspected, free of charge, at the address given below, between 10.00am and 4.00pm on the two business days preceding the date of the meeting.
Resolutions to be taken at the meeting may include a resolution specifying the terms on which the liquidator is to be remunerated, and the meeting may receive information about, or be called upon to approve the costs of preparing the statement of affairs and convening the meeting.
Creditors entitled to attend and vote at the virtual meeting may participate either in person or by proxy. A creditor can attend the virtual meeting and vote, and is entitled to vote if they have delivered proof of their debt by no later than 4 pm on the business day before the meeting. If a creditor cannot attend, or does not wish to attend, but still wishes to vote at the virtual meeting, they can ether nominate a person to attend on their behalf, or they may nominate the Chairman of the virtual meeting, who will be a director of the Company, to vote on their behalf. Such creditors must still submit the proof of their claim by no later than 4 pm on the business day before the meeting but proxies will be accepted by the Chairman up to the commencement of the virtual meeting. For the purposes of voting, any secured creditors are required (unless they surrender their security) to lodge a statement with the Insolvency Practitioners prior to the Meeting, giving particulars of their security, the date when it was given and its assessed value. Creditors must deliver proof of their claim and their proxy using the details provided below.
By Order of the Board
Ghufran Shah, Director
Insolvency Practitioner's Name and Address: *Paul Palmer* (IP No. 9657) of Marshall Peters, Heskin Hall Farm, Wood Lane, Heskin, Preston, PR7 5PA. Telephone:
For further information contact Adam Clarke at the offices of Marshall Peters on or [redacted]
3 July 2024 (4659755)

NEW COFFEE INCEPTION LTD
(Company Number 10048475)
Trading Name: Second Cup
Registered office: Second Cup Swindon, Unit 35 The Parade, Swindon, SN1 1BB
Principal trading address: 35 The Parade, Swindon, SN1 1BB
Notice is hereby given, pursuant to RULE 15.13 of the Insolvency (England and Wales) Rules 2016 , that the Director of the above-named Company (the 'convener') is seeking a decision from creditors on the nomination of a Liquidator by way of a virtual meeting. A resolution to wind up the Company is to be considered on 16 July 2024.
The meeting will be held as a virtual meeting by telephone conference on 16 July 2024 at 10.15 am. Details of how to access the virtual meeting are included in the notice delivered to creditors. If any creditor has not received this notice or requires further information please contact the nominated liquidator using the details below.
Natalie Hughes of Simply Corporate Limited, The Town Hall, Burnley Road, Padiham, BB12 8BS will provide reasonable information to creditors during business hours on the two business days prior to the meeting date upon receipt of requests for such information.
A creditor may appoint a person as a proxy-holder to act as their representative and to speak, vote, abstain or propose resolutions at the meeting. A proxy for a specific meeting must be delivered to the chair before the meeting. Proxies may be delivered to Simply Corporate Limited, The Town Hall, Burnley Road, Padiham, BB12 8BS.
In order to be counted a creditor's vote must be accompanied by a proof in respect of the creditor's claim (unless it has already been given). A vote will be disregarded if a creditor's proof in respect of their claim is not received by 4pm on the business day before the meeting date (unless the chair of the meeting is content to accept the proof later). Proofs may be delivered to Simply Corporate Limited, The Town Hall, Burnley Road, Padiham, BB12 8BS or emailed to: [redacted]
Name and address of nominated Liquidator: *Natalie Hughes* (IP No. 14336) of Simply Corporate Limited, The Town Hall, Burnley Road, Padiham, BB12 8BS
Further details contact: Natalie Hughes, [redacted] Email: [redacted] Alternative contact: [redacted] Director
4 July 2024
Ag SJ40552 (4659245)

NOTICE OF MEETING OF CREDITORS (VIRTUAL MEETING)
NEWTON RIGG LTD
(Company Number 12808292)
Registered office: Newton Rigg Ltd, Dunmail Building N, Newton Rigg, Penrith CA11 0AA
Principal trading address: Newton Rigg Ltd, Dunmail Building N, Newton Rigg, Penrith CA11 0AA
Creditors Voluntary Liquidation
NOTICE IS HEREBY GIVEN that a virtual meeting of creditors is to be held for the purpose of appointing a liquidator and to consider establishing a creditors' committee. Creditors can access the virtual meeting as follows: Contact Adcroft Hilton Ltd Tel No 01253 299 399 for details.
In order to be entitled to vote creditors must deliver a statement to Adcroft Hilton Ltd, 269 Church Street, Blackpool, Lancashire, FY1 3PB by 4pm the day before the meeting. And a proxy must be lodged to the same no later than the decision procedure. The convener of the meeting is Professor Andrew Cobb.
Note: the meeting may be suspended or adjourned by the chair of the meeting (and must be adjourned if it is so resolved at the meeting).
Date of Creditors Meeting: 17 July 2024
Time of Creditors Meeting: 11:45 am
Purpose of Meeting: To appoint a liquidator and to consider establishing a creditors' committee.
How creditors can access the virtual meeting: Contact [redacted] for details

Place where proofs and proxies must be delivered: 269 Church Street, Blackpool, Lancashire, FY1 3PB
Deadline for Proofs and Proxies: 4pm on the business day before the day of the meeting for proofs no later than the decision procedure for proxies.
Who convened the meeting? Professor Andrew Cobb
Name, IP number, firm and address of Office Holder: *Rosalind Mary Hilton* of Adcroft Hilton Limited, 269 Church Street, Blackpool, Lancashire FY1 3PB. [redacted] Email: [redacted] IP No 8604
Alternative Person to contact with enquiries about the case: Sonya Brannigan (4659878)

NORTH HOPE LIMITED
Trading Name: GroSupplies
(Company Number 07081163)
Registered office: Sovereign House, Ellen Terrace, Sulgrave, Washington, Tyne & Wear, NE37 3AS
Previous Name of Company: NORTHERN HYDROPONICS LTD
Principal trading address: Sovereign House, Ellen Terrace, Sulgrave, Washington, Tyne & Wear, NE37 3AS
Nature of Business: Retail sale of flowers, plants, fertilisers, pet animals and pet food.
Type of Liquidation: Creditors Voluntary Liquidation.
Date of meeting: 23 July 2024.
NOTICE IS HEREBY GIVEN pursuant to Rule 15.13 of the Insolvency (England and Wales) Rules 2016, that a virtual meeting of the creditors of the above named Company will be held on the date and time specified in this notice for the purposes mentioned in Section 100 of the Insolvency Act 1986. The Insolvency Practitioner named below is qualified to act in this matter. A list of names and addresses of the Company's creditors may be inspected, free of charge, at the address given below, between 10.00am and 4.00pm on the two business days preceding the date of the meeting.
Creditors entitled to attend and vote at the virtual meeting may participate either in person or by proxy. A creditor can attend the virtual meeting and vote, and is entitled to vote if they have delivered proof of their debt by no later than 4 pm on the business day before the meeting. If a creditor cannot attend, or does not wish to attend, but still wishes to vote at the virtual meeting, they can ether nominate a person to attend on their behalf, or they may nominate the Chairman of the virtual meeting, who will be a director of the Company, to vote on their behalf. Such creditors must still submit the proof of their claim by no later than 4 pm on the business day before the meeting but proxies will be accepted by the Chairman up to the commencement of the virtual meeting. For the purposes of voting, any secured creditors are required (unless they surrender their security) to lodge a statement with the Insolvency Practitioners prior to the Meeting, giving particulars of their security, the date when it was given and its assessed value. Creditors must deliver proof of their claim and their proxy using the details provided below.
By Order of the Board
Julie Browell, Director
Insolvency Practitioner's Name and Address: *Rikki Burton* (IP No. 14430) of Anderson Brookes Insolvency Practitioners Limited, 1st Floor, Fairclough House, Church Street, Chorley, Lancashire, PR7 4EX.
For further information contact Laura Wright at the offices of Anderson Brookes Insolvency Practitioners Limited on 01204255051, or [redacted]
5 July 2024 (4659786)

P D LEISURE (HULL) LTD
(Company Number 12349513)
Trading Name: O'Leary's Bar & Oscars Bar
Registered office: Ferndale Park Century Yard, Newfield Industrial Estate, Hull, East Yorkshire, HU12 8FB
Principal trading address: 41 Lowgate, Hull, HU1 1EA; 21 Silver Street, Hull, HU1 1JG
Notice is hereby given, pursuant to Rule 15.13 of the INSOLVENCY (ENGLAND AND WALES) RULES 2016, that the Director of the above-named Company (the 'convener') is seeking a decision from creditors on the nomination of a Liquidator by way of a virtual meeting. A resolution to wind up the Company is to be considered on 17th July 2024. The meeting will be held as a virtual meeting by telephone conference on 17 July 2024 at 2.30 pm. Details of how to access the virtual meeting are included in the notice delivered to creditors. If any creditor has not received this notice or requires further information please contact the nominated Liquidator using the details below.
Sarah Burge of Kingsbridge Corporate Solutions Limited First Floor Lowgate House, Lowgate, Hull, East Riding of Yorkshire, HU1 1EL, GB is a person qualified to act as an insolvency practitioner in relation to the company who, during the period before the meeting date, will furnish creditors free of charge with such information concerning the Company's affairs as they may reasonably require.
A creditor may appoint a person as a proxy-holder to act as their representative and to speak, vote, abstain or propose resolutions at the meeting. A proxy for a specific meeting must be delivered to the chair before the meeting. Proxies may be delivered to Kingsbridge Corporate Solutions Limited First Floor Lowgate House, Lowgate, Hull, East Riding of Yorkshire, HU1 1EL, GB.
In order to be counted a creditor's vote must be accompanied by a proof in respect of the creditor's claim (unless it has already been given). A vote will be disregarded if a creditor's proof in respect of their claim is not received by 4pm on 16 July 2024 (unless the chair of the meeting is content to accept the proof later). Proofs may be delivered to Kingsbridge Corporate Solutions Limited First Floor Lowgate House, Lowgate, Hull, East Riding of Yorkshire, HU1 1EL, GB.
The Director of the Company, before the meeting date and before the end of the period of seven days beginning with the day after the day on which the company passed a resolution for winding up, is required by Section 99 of the Insolvency Act 1986: (i) to make out a statement in the prescribed form as to the affairs of the company, and (ii) send the statement to the Company's creditors.
Name and address of nominated Liquidator: Sarah Burge (IP No. 9698) of Kingsbridge Corporate Solutions Limited, First Floor Lowgate House, Lowgate, Hull, East Riding of Yorkshire, HU1 1EL
For further details contact: Sarah Burge, [redacted]
Alternative contact: Martin Smith.
[redacted] Director
4 July 2024
Ag SJ40553 (4659282)

R. OWEN ELECTRICAL SERVICES LIMITED
(Company Number 10003896)
Registered office: 14 Sandhurst Meadows, Shrewsbury, SY1 4SX
Principal trading address: 14 Sandhurst Meadows, Shrewsbury, SY1 4SX
Nature of Business: Repair of electrical equipment.
Type of Liquidation: Creditors Voluntary Liquidation.
Date of meeting: 16 July 2024.
NOTICE IS HEREBY GIVEN pursuant to Rule 15.13 of the Insolvency (England and Wales) Rules 2016, that a virtual meeting of the creditors of the above named Company will be held on the date and time specified in this notice for the purposes mentioned in Section 100 of the Insolvency Act 1986. The Insolvency Practitioner named below is qualified to act in this matter. A list of names and addresses of the Company's creditors may be inspected, free of charge, at the address given below, between 10.00am and 4.00pm on the two business days preceding the date of the meeting.
Creditors entitled to attend and vote at the virtual meeting may participate either in person or by proxy. A creditor can attend the virtual meeting and vote, and is entitled to vote if they have delivered proof of their debt by no later than 4 pm on the business day before the meeting. If a creditor cannot attend, or does not wish to attend, but still wishes to vote at the virtual meeting, they can ether nominate a person to attend on their behalf, or they may nominate the Chairman of the virtual meeting, who will be a director of the Company, to vote on their behalf. Such creditors must still submit the proof of their claim by no later than 4 pm on the business day before the meeting but proxies will be accepted by the Chairman up to the commencement of the virtual meeting. For the purposes of voting, any secured creditors are required (unless they surrender their security) to lodge a statement with the Insolvency Practitioners prior to the Meeting, giving particulars of their security, the date when it was given and its assessed value. Creditors must deliver proof of their claim and their proxy using the details provided below.
By Order of the Board
Richard Owen, Director

Insolvency Practitioner's Name and Address: *Rikki Burton* (IP No. 14430) of Anderson Brookes Insolvency Practitioners Limited, 1st Floor, Fairclough House, Church Street, Chorley, Lancashire, PR7 4EX.
For further information contact Samaya Fletcher at the offices of Anderson Brookes Insolvency Practitioners Limited on 01204255051, or [redacted]
5 July 2024 (4659788)

REDIX GROUP LTD
(Company Number 12733983)
Registered office: 65 Broadway, London, E15 4BQ
Previous Name of Company: M&G CONSTRUCT LIMITED
Principal trading address: 65 Broadway, London, E15 4BQ
Nature of Business: Construction of domestic buildings.
Type of Liquidation: Creditors Voluntary Liquidation.
Date of meeting: 16 July 2024.
NOTICE IS HEREBY GIVEN pursuant to Rule 15.13 of the Insolvency (England and Wales) Rules 2016, that a virtual meeting of the creditors of the above named Company will be held on the date and time specified in this notice for the purposes mentioned in Section 100 of the Insolvency Act 1986. The Insolvency Practitioner named below is qualified to act in this matter. A list of names and addresses of the Company's creditors may be inspected, free of charge, at the address given below, between 10.00am and 4.00pm on the two business days preceding the date of the meeting.
Creditors entitled to attend and vote at the virtual meeting may participate either in person or by proxy. A creditor can attend the virtual meeting and vote, and is entitled to vote if they have delivered proof of their debt by no later than 4 pm on the business day before the meeting. If a creditor cannot attend, or does not wish to attend, but still wishes to vote at the virtual meeting, they can ether nominate a person to attend on their behalf, or they may nominate the Chairman of the virtual meeting, who will be a director of the Company, to vote on their behalf. Such creditors must still submit the proof of their claim by no later than 4 pm on the business day before the meeting but proxies will be accepted by the Chairman up to the commencement of the virtual meeting. For the purposes of voting, any secured creditors are required (unless they surrender their security) to lodge a statement with the Insolvency Practitioners prior to the Meeting, giving particulars of their security, the date when it was given and its assessed value. Creditors must deliver proof of their claim and their proxy using the details provided below.
By Order of the Board
Mr George Furis, Director
Insolvency Practitioner's Name and Address: *Daniel Taylor* (IP No. 21050) of Fortis Insolvency Limited, 683-693 Wilmslow Road, Didsbury, Manchester, M20 6RE.
For further information contact Pat Clarke at the offices of Fortis Insolvency Limited on [redacted] or [redacted]
3 July 2024 (4659762)

SHAHO NW LTD
(Company Number 11602999)
Registered office: 22 Larch Avenue, Wigan, WN5 9PB
Principal trading address: 22 Larch Avenue, Wigan, WN5 9PB
Nature of Business: Food services.
Type of Liquidation: Creditors Voluntary Liquidation.
Date of meeting: 15 July 2024.
NOTICE IS HEREBY GIVEN pursuant to Rule 15.13 of the Insolvency (England and Wales) Rules 2016, that a virtual meeting of the creditors of the above named Company will be held on the date and time specified in this notice for the purposes mentioned in Section 100 of the Insolvency Act 1986. The Insolvency Practitioner named below is qualified to act in this matter. A list of names and addresses of the Company's creditors may be inspected, free of charge, at the address given below, between 10.00am and 4.00pm on the two business days preceding the date of the meeting.
Creditors entitled to attend and vote at the virtual meeting may participate either in person or by proxy. A creditor can attend the virtual meeting and vote, and is entitled to vote if they have delivered proof of their debt by no later than 4 pm on the business day before the meeting. If a creditor cannot attend, or does not wish to attend, but still wishes to vote at the virtual meeting, they can ether nominate a person to attend on their behalf, or they may nominate the Chairman of the virtual meeting, who will be a director of the Company, to vote on their behalf. Such creditors must still submit the proof of their claim by no later than 4 pm on the business day before the meeting but proxies will be accepted by the Chairman up to the commencement of the virtual meeting. For the purposes of voting, any secured creditors are required (unless they surrender their security) to lodge a statement with the Insolvency Practitioners prior to the Meeting, giving particulars of their security, the date when it was given and its assessed value. Creditors must deliver proof of their claim and their proxy using the details provided below.
By Order of the Board
Kamil Majeed, Director
Insolvency Practitioner's Name and Address: *Rikki Burton* (IP No. 14430) of Anderson Brookes Insolvency Practitioners Limited, 1st Floor, Fairclough House, Church Street, Chorley, Lancashire, PR7 4EX.
For further information contact Eddy Lawson at the offices of Anderson Brookes Insolvency Practitioners Limited on 01204255051, or [redacted]
5 July 2024 (4659784)

SMGM LIMITED
(Company Number 08124359)
Registered office: 10 Lightning Road, Calne SN11 8GD
Principal trading address: n/a
Notice is hereby given that a virtual meeting of the creditors of the above-named Company is being convened by Steven Alexander Morris, to be held on 16 July 2024 at 11:00 am for the purpose provided for in section 100 of the Insolvency Act 1986 and to consider a resolution specifying the terms on which the appointed Liquidator is to be remunerated.
Creditors entitled to attend and vote at the virtual meeting may do so personally or by proxy. A creditor can attend the virtual meeting in person and vote, and is entitled to vote if they have delivered proof of their debt by no later than 4 p.m. on the business day before the meeting. If a creditor cannot attend in person, or does not wish to attend but still wishes to vote at the meeting, they can either nominate a person to attend on their behalf, or they may nominate the Chair of the meeting, who will be a director of the Company, to vote on their behalf. Creditors must deliver their proxy by no later than the commencement of the meeting. Creditors must deliver all proofs of their debt and proxies to Kallis Insolvency Practitioners, Mountview Court, 1148 High Road, Whetstone, London, N20 0RA. Creditors failing to lodge a proof of their debt or proxy as indicated will lead to their vote(s) being disregarded.
Unless they surrender their security, secured creditors must give particulars of their security, the date when it was given and the estimated value at which it is assessed if they wish to vote at the meeting.
At the meeting, creditors may receive information about, or be called upon to approve, the costs of preparing the statement of affairs and convening the meeting of creditors.
A list of names and addresses of the Company's creditors will be available for inspection free of charge at Kallis Insolvency Practitioners, Mountview Court, 1148 High Road, Whetstone, London, N20 0RA between 10 a.m. and 4 p.m. on the two business days prior to the decision date. Creditors can contact Kallis Insolvency Practitioners on 020 8446 6699 or by email at [redacted]
Steven Alexander Morris, Director
2 July 2024
Ag SJ40520 (4659285)

TAG HOSPITALITY LIMITED
(Company Number 12541426)
Trading Name: Lucarelli Restaurant
Registered office: 2nd Floor, 39 Ludgate Hill, London, EC4M 7JN
Principal trading address: 117 Wharfside Street, Birmingham, B1 1RF

Notice is hereby given, pursuant to Rule 15.13 of the INSOLVENCY (ENGLAND AND WALES) RULES 2016 that the Directors of the above-named Company the 'conveners') are seeking a decision from creditors on the nomination of a Liquidator and a decision relating to the fee payable for preparation of the statement of affairs by way of a virtual meeting, and a decision on the Liquidator's fees and expenses. A resolution to wind up the Company will be considered on 15 July 2024.

The meeting will be held as a virtual meeting via Google Meet on 15 July 2024 at 11.00 am. Details of how to access the virtual meeting are included in the notice delivered to creditors or can be made available upon request. If any creditor has not received this notice or requires further information please contact the nominated Liquidator using the details below.

Laura Anne Walshe of Keywood Group Limited, Gill House, 140 Holyhead Road, Birmingham, West Midlands B21 0AF is a person qualified to act as an insolvency practitioner in relation to the company who, during the period before the meeting date, will furnish creditors free of charge with such information concerning the Company's affairs as they may reasonably require.

A creditor may appoint a person as a proxy-holder to act as their representative and to speak, vote, abstain or propose resolutions at the meeting. A proxy for a specific meeting must be delivered to the chair before the meeting. Proxies may be delivered to Gill House, 140 Holyhead Road, Birmingham, West Midlands B21 0AF.

In order to be counted a creditor's vote must be accompanied by a proof in respect of the creditor's claim (unless it has already been given). A vote will be disregarded if a creditor's proof in respect of their claim is not received by 4.00 pm on 12 July 2024 (the business day before the meeting) (unless the chair of the meeting is content to accept the proof later). Proofs may be delivered to Gill House, 140 Holyhead Road, Birmingham, West Midlands B21 0AF.

Name and address of nominated Liquidator: Laura Anne Walshe (IP number 26250) of Keywood Group Limited, Gill House, 140 Holyhead Road, Birmingham, West Midlands B21 0AF.

Contact details for nominated Liquidator: Email: [redacted] or [redacted] Alternative contact: [redacted].

[redacted], Director

5 July 2024

Ag SJ40605 (4659279)

THE JOINT POST LIMITED

(Company Number 04056490)

Trading Name: The Joint

Registered office: 37 Percy Street, London W1T 2DJ

Principal trading address: 37 Percy Street, London W1T 2DJ

NOTICE IS HEREBY GIVEN that a virtual meeting of creditors is to be held at on 18 July 2024 at 11:30, for the purpose of those provided for in Section 100 of the Insolvency Act 1986.

Creditors can access the virtual meeting by contacting Katie Hazle at PKF Littlejohn Advisory Limited on [redacted] or at [redacted]com.

In order to be entitled to vote creditors must deliver proxies and proofs to PKF Littlejohn Advisory Limited, 15 Westferry Circus, Canary Wharf, London, E14 4HD by 23:59 on 17 July 2024.

The convener of the meeting is Ms Sarah Mackay.

NOTE: the meeting may be suspended or adjourned by the chair of the meeting (and must be adjourned if it is so resolved at the meeting).

Nominated Liquidator: *Stephen Goderski* (IP number 8731) of PKF Littlejohn Advisory Limited, 15 Westferry Circus, Canary Wharf, London, E14 4HD.

Nominated Liquidator: *Peter Hart* (IP number 13470) of PKF Littlejohn Advisory Limited, 15 Westferry Circus, Canary Wharf, London, E14 4HD.

For further details contact [redacted] on [redacted] or at [redacted] (4660380)

THE MONTESSORI PEOPLE AT GREY HOUSE LTD

(Company Number 11816513)

Registered office: Thornaby Family Hub Tedder Avenue, Thornaby, Stockton-On-Tees, TS17 9JP

Principal trading address: Tedder Avenue, Thornaby, Stockton-on-Tees, Durham, TS17 9JP

Nature of Business: Child day-care activities.

Type of Liquidation: Creditors Voluntary Liquidation.

Date of meeting: 16 July 2024.

NOTICE IS HEREBY GIVEN pursuant to Rule 15.13 of the Insolvency (England and Wales) Rules 2016, that a virtual meeting of the creditors of the above named Company will be held on the date and time specified in this notice for the purposes mentioned in Section 100 of the Insolvency Act 1986. The Insolvency Practitioners named below are qualified to act in this matter. A list of names and addresses of the Company's creditors may be inspected, free of charge, at the address given below, between 10.00am and 4.00pm on the two business days preceding the date of the meeting.

Resolutions to be taken at the meeting may include a resolution specifying the terms on which the liquidators are to be remunerated, and the meeting may receive information about, or be called upon to approve the costs of preparing the statement of affairs and convening the meeting.

Creditors entitled to attend and vote at the virtual meeting may participate either in person or by proxy. A creditor can attend the virtual meeting and vote, and is entitled to vote if they have delivered proof of their debt by no later than 4 pm on the business day before the meeting. If a creditor cannot attend, or does not wish to attend, but still wishes to vote at the virtual meeting, they can ether nominate a person to attend on their behalf, or they may nominate the Chairman of the virtual meeting, who will be a director of the Company, to vote on their behalf. Such creditors must still submit the proof of their claim by no later than 4 pm on the business day before the meeting but proxies will be accepted by the Chairman up to the commencement of the virtual meeting. For the purposes of voting, any secured creditors are required (unless they surrender their security) to lodge a statement with the Insolvency Practitioners prior to the Meeting, giving particulars of their security, the date when it was given and its assessed value. Creditors must deliver proof of their claim and their proxy using the details provided below.

By Order of the Board

[redacted], Director

Joint Insolvency Practitioner's Name and Address: *Richard Cole* (IP No. 26070) of KBL Advisory Limited, Stamford House, Northenden Road, Sale, Cheshire, M33 2DH.

Joint Insolvency Practitioner's Name and Address: *Steve Kenny* (IP No. 24030) of KBL Advisory Limited, Stamford House, Northenden Road, Sale, Cheshire, M33 2DH.

For further information contact [redacted] at the offices of KBL Advisory Limited on [redacted] or [redacted]com.

3 July 2024 (4659759)

VERO POWER LTD

(Company Number 11431483)

Registered office: Stamford House, Northenden Road, Sale, Greater Manchester, M33 2DH

Previous Name of Company: VERO GRID LTD

Principal trading address: 22 Foyle Street, Sunderland, SR1 1LE

Type of Liquidation: Creditors Voluntary Liquidation.

Date of meeting: 15 July 2024.

NOTICE IS HEREBY GIVEN pursuant to Rule 15.13 of the Insolvency (England and Wales) Rules 2016, that a virtual meeting of the creditors of the above named Company will be held on the date and time specified in this notice for the purposes mentioned in Section 100 of the Insolvency Act 1986. The Insolvency Practitioners named below are qualified to act in this matter. A list of names and addresses of the Company's creditors may be inspected, free of charge, at the address given below, between 10.00am and 4.00pm on the two business days preceding the date of the meeting.

Resolutions to be taken at the meeting may include a resolution specifying the terms on which the liquidators are to be remunerated, and the meeting may receive information about, or be called upon to approve the costs of preparing the statement of affairs and convening the meeting.

Creditors entitled to attend and vote at the virtual meeting may participate either in person or by proxy. A creditor can attend the virtual meeting and vote, and is entitled to vote if they have delivered proof of their debt by no later than 4 pm on the business day before the meeting. If a creditor cannot attend, or does not wish to attend, but still wishes to vote at the virtual meeting, they can ether nominate a person to attend on their behalf, or they may nominate the Chairman of the virtual meeting, who will be a director of the Company, to vote on their behalf. Such creditors must still submit the proof of their claim by no later than 4 pm on the business day before the meeting but proxies will be accepted by the Chairman up to the commencement of the virtual meeting. For the purposes of voting, any secured creditors are required (unless they surrender their security) to lodge a statement with the Insolvency Practitioners prior to the Meeting, giving particulars of their security, the date when it was given and its assessed value. Creditors must deliver proof of their claim and their proxy using the details provided below.
By Order of the Board
Craig John Morgan, Director
Joint Insolvency Practitioner's Name and Address: *Richard Cole* (IP No. 26070) of KBL Advisory Limited, Stamford House, Northenden Road, Sale, Cheshire, M33 2DH.
Joint Insolvency Practitioner's Name and Address: *Steve Kenny* (IP No. 24030) of KBL Advisory Limited, Stamford House, Northenden Road, Sale, Cheshire, M33 2DH.
For further information contact Lauren Gage at the offices of KBL Advisory Limited on [redacted] or [redacted]com.
3 July 2024 (4659758)

WAKEFIELD PIZZA & GRILL LTD
(Company Number 13657178)
Registered office: 2a Dewsbury Road, Wakefield, WF2 9BS
Principal trading address: 2a Dewsbury Road, Wakefield, WF2 9BS
Notice is hereby given under Section 100 of the INSOLVENCY ACT 1986 and Rule 6.14 and 15.8 of the INSOLVENCY (ENGLAND AND WALES) RULES 2016, that a virtual meeting of the creditors of the above named Company is being proposed by the director of the Company in accordance with resolutions passed by the Board of Directors. The virtual meeting will be held via Zoom, on 16 July 2024 at 11.15 am.
A meeting of shareholders has been called and will be held prior to the virtual meeting of creditors, to consider passing a resolution for voluntary winding up of the Company.
Any creditor entitled to attend and vote at this virtual meeting is entitled to do so either in person or by proxy. Creditors wishing to vote at the virtual meeting must (unless they are individual creditors attending in person) lodge their proxy with the convener before they may be used at the meeting. The convener can be contacted care of Simon Weir, DSi Business Recovery, 2 Lakeside, Calder Island Way, Wakefield, WF2 7AW.
Unless there are exceptional circumstances, a creditor will not be entitled to vote unless his written statement of claim, ('proof'), which clearly sets out the name and address of the creditor and the amount claimed, has been lodged and admitted for voting purposes. Proofs must be lodged by 4.00 pm on the business day before the meeting.
Unless they surrender their security, secured creditors must give particulars of their security, the date when it was given and the estimated value at which it is assessed if they wish to vote at the meeting.
The resolutions to be taken at the creditors' meeting may include the appointment by creditors of a Liquidator, a resolution specifying the terms on which the Liquidator is to be remunerated, and the meeting may receive information about, or be called upon to approve, the costs of preparing the statement of affairs and convening the meeting.
Simon Weir is qualified to act as an Insolvency Practitioner in relation to the above Company and a list of names and addresses of the Company's creditors will be available for inspection at the offices of DSi Business Recovery, 2 Lakeside, Calder Island Way, Wakefield, WF2 7AW on the two business days preceding the meeting.
In case of queries, please contact Simon Weir on [redacted] or email [redacted]
Zahra Motavesselzadeh, Director
2 July 2024
Ag SJ40533 (4659298)

WESTFIELD PRESTIGE LTD
Trading Name: Westfield Motorhouse
(Company Number 12961784)
Registered office: 599 Manchester Road, Bradford, BD5 7QT
Principal trading address: 599 Manchester Road, Bradford, BD5 7QT
Nature of Business: Sale of used cars and light motor vehicles.
Type of Liquidation: Creditors Voluntary Liquidation.
Date of meeting: 16 July 2024.
NOTICE IS HEREBY GIVEN pursuant to Rule 15.13 of the Insolvency (England and Wales) Rules 2016, that a virtual meeting of the creditors of the above named Company will be held on the date and time specified in this notice for the purposes mentioned in Section 100 of the Insolvency Act 1986. The Insolvency Practitioner named below is qualified to act in this matter. A list of names and addresses of the Company's creditors may be inspected, free of charge, at the address given below, between 10.00am and 4.00pm on the two business days preceding the date of the meeting.
Creditors entitled to attend and vote at the virtual meeting may participate either in person or by proxy. A creditor can attend the virtual meeting and vote, and is entitled to vote if they have delivered proof of their debt by no later than 4 pm on the business day before the meeting. If a creditor cannot attend, or does not wish to attend, but still wishes to vote at the virtual meeting, they can ether nominate a person to attend on their behalf, or they may nominate the Chairman of the virtual meeting, who will be a director of the Company, to vote on their behalf. Such creditors must still submit the proof of their claim by no later than 4 pm on the business day before the meeting but proxies will be accepted by the Chairman up to the commencement of the virtual meeting. For the purposes of voting, any secured creditors are required (unless they surrender their security) to lodge a statement with the Insolvency Practitioners prior to the Meeting, giving particulars of their security, the date when it was given and its assessed value. Creditors must deliver proof of their claim and their proxy using the details provided below.
By Order of the Board
Shakeel Hussain, Director
Insolvency Practitioner's Name and Address: *Rikki Burton* (IP No. 14430) of Anderson Brookes Insolvency Practitioners Limited, 1st Floor, Fairclough House, Church Street, Chorley, Lancashire, PR7 4EX.
For further information contact Eddy Lawson at the offices of Anderson Brookes Insolvency Practitioners Limited on 01204255051, or [redacted]
5 July 2024 (4659785)

NOTICES TO CREDITORS

ARISTOCRAT EXCLUSIVE LADIES AND MENSWEAR LIMITED
(Company Number 02598495)
Registered office: Aristocrat, The Chantry, Hadham Road, Bishops Stortford, Hertfordshire, CM23 2QR
Principal trading address: Aristocrat, The Chantry, Hadham Road, Bishops Stortford, Hertfordshire, CM23 2QR
In accordance with Rule 6.23, we, *Eric Walls* (IP No. 9113) and *Wayne Harrison* (IP No. 9703) both of KSA Group Ltd, C12 Marquis Court, Marquisway, Team Valley, Gateshead, NE11 0RU give notice that on 2 July 2024 we were appointed Joint Liquidators of Aristocrat Exclusive Ladies And Menswear Limited by resolutions of members and creditors.
Notice is hereby given that the creditors of the above named company, which is being voluntarily wound up, are required, on or before 4 September 2024 to send in their full forenames and surnames, their addresses and descriptions, full particulars of their debts or claims, and the names and addresses of their Solicitors (if any), to the undersigned E Walls and W Harrison of KSA Group Ltd, C12 Marquis Court, Marquisway, Team Valley, Gateshead, NE11 0RU, the Joint Liquidators of the said company, and, if so required by notice in writing from the said Liquidators, are, personally or by their Solicitors, to come in and prove their debts or claims at such time and place as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution.
For further details contact: Craig Harmon, Email: [redacted]
E Walls, Joint Liquidator
4 July 2024
Ag SJ40550 (4659269)

DRAGON SIGNS LTD
(Company Number 12274263)
Registered office: 7 Lime Grove, Tavernspite, Whitland, SA34 0NQ (in the Process of being changed to: 1st Floor, Pembroke House, Chater Court, Swansea Enterprise Park, Swansea, SA7 9FS)
Principal trading address: Formerly trading from The Workshop, Windrush, Princes Gate, SA67 8TF
Notice is given under Rule 6.23 of the Insolvency (England & Wales) Rules 2016 ("the Rules") that the Company was placed into Creditors` Voluntary Liquidation (insolvent liquidation) and J. M. Evans (IP number 9722) of Evans Insolvency, 1st Floor, Pembroke House, Charter Court, Swansea Enterprise Park, Llansamlet, Swansea, SA7 9FS was appointed Liquidator by the members and creditors on 2nd July 2024.
Notice is further given, that the creditors are required to prove their debts on or before 19th August 2024 by sending full details of their claims to the Liquidator at Evans Insolvency, 1st Floor, Pembroke House, Charter Court, Swansea Enterprise Park, Llansamlet, Swansea, SA7 9FS. Creditors must also, if so requested by the Liquidator, provide such further details and documentary evidence to support their claims as may appear to the Liquidator to be necessary.
Please note that no further public notice will be made and therefore the Liquidator shall be entitled to make any distribution without regard to any claims not proved in the manner required by statute.
In case of queries, please contact Shauna Rees on [redacted] or email [redacted]
Dated: 5 July 2024
J M Evans, Liquidator (4659726)

M-CON GROUP LTD
(Company Number 13500888)
Registered office: Suite 4 Second Floor, 200 London Road, Southend On Sea, SS1 1PJ
Principal trading address: 29 Seymour Road, Hadleigh, Essex, SS7 2HJ
Nature of Business: Recruitment.
Type of Liquidation: Creditors' Voluntary.
Final Date For Submission: 2 August 2024.
Notice is given pursuant to the Insolvency Act 1986 (as amended) that creditors of the Company are required to send full particulars of any debts or claims, including their full names, addresses, descriptions and details of their solicitors (if any) to the Joint Liquidators no later than the last date for submissions specified in this notice. The Joint Liquidators may, by means of written notice, require creditors or their solicitors to attend in person at a specified time and place in order to prove debts or claims. Creditors in default of such notice will be excluded from the benefit of any distribution.
Date of Appointment: 3 July 2024
Joint Liquidator's Name and Address: *Michael Solomons* (IP No. 9043) of Moorfields, 82 St John Street, London, EC1M 4JN. Telephone: 020 7186 1144.
Joint Liquidator's Name and Address: *Andrew Pear* (IP No. 9016) of Moorfields, 82 St John Street, London, EC1M 4JN. Telephone: 020 7186 1144.
For further information contact Nicola Brown at the offices of Moorfields on 020 7549 2916, or [redacted]
Address: 82 St John Street, London, EC1M 4JN.
3 July 2024 (4659778)

TRANS METAL LTD
(Company Number 12967827)
Registered office: 74 Dudley Road, Feltham, TW14 8EH and it is in the process of being changed to 40a Station Road, Upminster, Essex, RM14 2TR
Principal trading address: Chase Road, 286C, 2nd Floor, London, N14 6HF
Notice is given that under RULE 6.23 of the Insolvency (England and Wales) Rules 2016 ('the Rules') that the Company was placed into creditors' voluntary liquidation (insolvent liquidation) and *Gary Thompson* (IP No. 26370) and *Michael Kiely* (IP No. 9617) both of Quantuma Advisory Limited, 40a Station Road, Upminster, Essex, RM14 2TR were appointed Joint Liquidators by the creditors on 3 July 2024.
Notice is further given, that the creditors are required to prove their debts on or before 3 August 2024 by sending full details of their claims to the Liquidators at Quantuma Advisory Limited, 40a Station Road, Upminster, Essex, RM14 2TR. Creditors must also, if so requested by the Liquidators, provide such further details and documentary evidence to support their claims as may appear to the Liquidators to be necessary.
Please note that no further public notice will be made and therefore the Liquidators shall be entitled to make any distribution without regard to any claims not proved in the manner required by statute.
Further details contact: Kaysia Heedram, Email: [redacted] Tel: 01708 300 170.
Gary Thompson, Joint Liquidator
5 July 2024
Ag SJ40609 (4659287)

RESOLUTION FOR WINDING-UP

BEES LANDSCAPING & DESIGN LTD
(Company Number: 13254810)
trading as BEES LANDSCAPING & DESIGN LTD
Registered Office: 147 Butts Hill Road, Woodley, Reading RG5 4NU
Principal Trading Address: 147 Butts Hill Road, Woodley, Reading RG5 4NU
Nature of Business: Landscape service activities
At a General Meeting of the Members of the above-named Company, duly convened, and held at 147 Butts Hill Road, Woodley, Reading RG5 4NU on Thursday 04 July 2024, the following Resolution/s was/were duly passed:
1. (Special Resolution) "That the Company be wound up voluntarily" and
2. (Ordinary Resolution) "That Robert Cooksey of, Bridgestones, 2 Cromwell Court, Brunswick Street, Oldham OL1 1ET, be appointed Liquidator of the Company"
For further details, please contact: Robert Cooksey, (9040), Bridgestones Limited, 2 Cromwell Court, Oldham OL1 1ET, Telephone: [redacted] Email address: [redacted] (CVL1044).
[redacted] Chairman
Monday 08 July 2024 (4660231)

KWIKPAY LIMITED
(Company Number: 08707213)
trading as Kwikpay Limited
Registered Office: International House, 109-111 Fulham Palace Road, London W6 8JA
Principal Trading Address: International House, 109-111 Fulham Palace Road, London W6 8JA
Nature of Business: Business and domestic software development
At a Extraordinary Meeting of the Members of the above-named Company, duly convened, and held remotely on Thursday 04 July 2024, the following Resolution/s was/were duly passed:
1. (Special Resolution) That it has been proved to the satisfaction of this Meeting that the Company cannot, by reason of its liabilities, continue its business, and that it is advisable to wind-up the same, and accordingly that the Company be wound up voluntarily.
2. (Ordinary Resolution) That Chris Parkman (IP Number: 9588) and Lisa Alford (IP Number: 9723) of Purnells, 5a Kernick Indsutrial Estate, Penryn, Cornwall, TR10 9EP be and are hereby nominated Joint Liquidators for the purpose of the winding-up.
For further details, please contact: Lisa Alford, (9723), and Chris Parkman, (9588), Purnells, 5a Kernick Industrial Estate, Penryn, Cornwall TR10 9EP United Kingdom, or Purnells, 5a Kernick Industrial Estate, Penryn, Cornwall TR10 9EP United Kingdom, Telephone: [redacted] Email address: [redacted] & [redacted] Chairman
Thursday 04 July 2024 (4659818)

DST HOSPITALITY LIMITED
(Company Number: 14622196)
trading as Dim Sum Terrace
Registered Office: 20 Langley Road, Slough SL3 7AB

Principal Trading Address: 87-135 Brompton Road, London SW1X 7XL
Nature of Business: Restaurant
At a Extraordinary Meeting of the Members of the above-named Company, duly convened, and held by correspondence on Friday 05 July 2024, the following Resolution/s was/were duly passed:
1. (Special Resolution) That it has been proved to the satisfaction of this meeting that the company cannot by reason of its liabilities continue its business and that it is advisable to wind up the same and accordingly that the company be wound up voluntarily.
2. (Ordinary Resolution) That Neil Richard Gibson of G I A Insolvency Limited, 8A Kingsway House, King Street, Bedworth, Warwickshire, CV12 8HY (office holder 9213) be and is hereby appointed.
For further details, please contact: Neil Richard Gibson, (9213), G I A Insolvency Limited, 8a Kingsway House, King Street, Bedworth, Warwickshire CV12 8HY, Telephone: 024 7722 0175, Email address: [redacted]
[redacted] Chairman (4659867)

A M GAS AND PLUMBING SERVICES LTD
(Company Number 13596030)
Registered office: 2 Lace Market Sqaure, Nottingham, NG1 1PB
Principal trading address: 2 Colchester Road, St. Osyth, Clacton-On-Sea, CO16 8HA
Type of Liquidation: Creditors' Voluntary.
Place of meeting: 2 Lace Market Square, Nottingham, NG1 1PB.
Date of meeting: 24 June 2024.
Notice is given that at a General Meeting of the Company, duly convened and held at the place and on the date given above, a special resolution was passed that the company be wound up voluntarily; and an ordinary resolution was passed appointing the Joint Liquidators for the purposes of the winding-up.
Date of Appointment: 24 June 2024
Joint Liquidator's Name and Address: *Michael Paul Roome* (IP No. 22072) of PKF Smith Cooper, 2 Lace Market Square, Nottingham, NG1 1PB. Telephone: [redacted]
Joint Liquidator's Name and Address: *Dean Anthony Nelson* (IP No. 9443) of PKF Smith Cooper, Prospect House, 1 Prospect Place, Derby, Derbyshire, DE24 8HG. Telephone:
For further information contact Kimberley Wapplington at the offices of PKF Smith Cooper on [redacted] or [redacted]
28 June 2024 (4659765)

APOLLO CUTTING TOOLS LIMITED
(Company Number 04460506)
Registered office: Suite 9, Jubilee House, Altcar Road, Formby, Liverpool L37 8DL
Principal trading address: Suite 9, Jubilee House, Altcar Road, Formby, Liverpool L37 8DL
Notice is hereby given that the following resolutions were passed on 2 July 2024 as a special resolution and ordinary resolution respectively:
"That the Company be and is hereby wound up voluntarily and that *Andrew Knowles* (IP No. 24850) and *Daniel Ormerod* (IP No. 26930) both of Leonard Curtis, 3rd Floor, Exchange Station, Tithebarn Street,Liverpool L2 2QP be and are hereby appointed Joint Liquidators of the Company for the purposes of the winding up of the Company."
Further details contact: The Joint Liquidators, [redacted]
Alternative contact: Jon Miles.
[redacted] Director
3 July 2024
Ag SJ40560 (4659255)

ARIA NETWORKS LIMITED
(Company Number 05604544)
Registered office: Unit 1.05 Newark Works 2 Foundry Lane, Bath, BA2 3GZ and it is in the process of being changed to Office D, Beresford House, Town Quay, Southampton, SO14 2AQ
Principal trading address: Unit 1.05 Newark Works 2 Foundry Lane, Bath, BA2 3GZ
Notice is hereby given that the following resolutions were passed on 2 July 2024 as a special resolution and an ordinary resolution respectively:
"That the Company be wound up voluntarily and that *Andrew Watling* (IP No. 15910) and *Simon Campbell* (IP No. 10150) both of Quantuma Advisory Limited, Office D, Beresford House, Town Quay, Southampton, SO14 2AQ be and are hereby appointed Joint Liquidators for the purpose of such winding up. Any act required or authorised under any enactment to be done by a Liquidator may be done by one of them."
For further details contact: Julia Mazur, Email [redacted] or telephone [redacted]
[redacted] Director
4 July 2024
Ag SJ40546 (4659185)

ARISTOCRAT EXCLUSIVE LADIES AND MENSWEAR LIMITED
(Company Number 02598495)
Registered office: Aristocrat, The Chantry, Hadham Road, Bishops Stortford, Hertfordshire, CM23 2QR
Principal trading address: Aristocrat, The Chantry, Hadham Road, Bishops Stortford, Hertfordshire, CM23 2QR
At a General Meeting of the members of the above named Company, duly convened and held at the offices of KSA Group Ltd, C12 Marquis Court, Marquis Way, Team Valley, Gateshead, NE11 0RU on 2 July 2024, the following resolutions were duly passed as a Special Resolution and as an Ordinary Resolution:
"That it has been proved to the satisfaction of this meeting that the Company cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same, and accordingly that the Company be wound up voluntarily and that *E Walls* (IP No. 9113) and *W Harrison* (IP No. 9703) both of KSA Group Ltd, C12 Marquis Court, Marquisway, Team Valley, Gateshead, NE11 0RU be and are hereby appointed Joint Liquidators for the purposes of such winding up. The Liquidators are authorised to act jointly or severally in all matters pertaining to the liquidation."
For further details contact: Craig Harmon, Email: [redacted] [redacted]
[redacted] Chair
4 July 2024
Ag SJ40550 (4659264)

BCB CLEANING LIMITED
(Company Number 10432779)
Registered office: Simply Corporate Limited, The Town Hall, Burnley Road, Padiham, Lancashire, BB12 8BS
Principal trading address: 126b High Street, Selsey, Chichester, PO20 0QE
Notice is hereby given that the following resolutions were passed on 2 July 2024 as a Special Resolution and an Ordinary Resolution respectively:
"That the Company be wound up voluntarily and that *Natalie Hughes* (IP No. 14336) of Simply Corporate Limited, The Town Hall, Burnley Road, Padiham, BB12 8BS be appointed as Liquidator for the purposes of such voluntary winding up."
Further details contact: Natalie Hughes, Email: [redacted] or [redacted] Alternative contact: Nicola Roberts.
[redacted] Director
4 July 2024
Ag SJ40513 (4659195)

BEE LETTINGS LIMITED
(Company Number 07915466)
Registered office: 41 Oundle Road, Peterborough, PE2 9PB
Principal trading address: (Formerly) 41 Oundle Road, Peterborough, PE2 9PB
At a General Meeting of the members of the above-named company, duly convened and held at c/o The offices of Begbies Traynor, 11th Floor, One Temple Row, Birmingham, B2 5LG on 2 July 2024 the following Resolutions were duly passed, as a Special Resolution and as an Ordinary Resolution respectively:

”That the Company be wound up voluntarily and that *Craig Povey* (IP No. 9665) of Begbies Traynor (Central) LLP, 11th Floor, One Temple Row, Birmingham, B2 5LG and *Ashleigh William Fletcher* (IP No. 9566) of Begbies Traynor (SY) LLP, 3rd Floor, Westfield House, 60 Charter Row, Sheffield, S1 3FZ be and hereby are appointed Joint Liquidators of the Company for the purpose of the voluntary winding-up, and any act required or authorised under any enactment to be done by the Joint Liquidators may be done by all or any one or more of the persons holding the office of Liquidator from time to time.”
Any person who requires further information may contact the Joint Liquidator by telephone on [redacted] Alternatively, enquiries can be made to Lwazi Tabo by e-mail at [redacted] or by telephone on [redacted]
[redacted] Chair
2 July 2024
Ag SJ40580 (4659284)

BITVU LIMITED
(Company Number 07291767)
Registered office: 9 Brooklands Close, Sunbury-On-Thames, TW16 7DX
Principal trading address: 9 Brooklands Close, Sunbury-On-Thames, TW16 7DX
Notice is hereby given that the following resolutions were passed on 2 July 2024 as a special resolution and an ordinary resolution respectively:
"That the Company be wound up voluntarily and that *Nicholas Simmonds* (IP No. 9570) and *Chris Newell* (IP No. 13690) both of Quantuma Advisory Limited, 1st Floor, 21 Station Road, Watford, WD17 1AP be and are hereby appointed Joint Liquidators for the purpose of such winding up. Any act required or authorised under any enactment to be done by a liquidator may be done by one of them.”
Further details contact: Michelle Oliver-Tomlinson, Tel: 01923 954 173 or Email: [redacted]
Mark Easterbrook, Director
2 July 2024
Ag SJ40523 (4659249)

BOMADU MARKETPLACE LIMITED
(Company Number 11963778)
Registered office: Simply Corporate Limited The Town Hall, Burnley Road, Padiham, BB12 8BS
Principal trading address: 152 - 160 City Road, London, EC1V 2NX
Notice is hereby given that the following resolutions were passed on 2 July 2024, as a Special Resolution and an Ordinary Resolution respectively:
"That the Company be wound up voluntarily and that *Natalie Hughes* (IP No. 14336) of Simply Corporate Limited, The Town Hall, Burnley Road, Padiham, BB12 8BS be appointed as Liquidator for the purposes of such voluntary winding up."
Further details contact: Natalie Hughes, Email: [redacted] or [redacted] Alternative contact: [redacted]
[redacted] Director
3 July 2024
Ag SJ40527 (4659190)

C L BOOZE LIMITED
(Company Number 07302864)
Registered office: Hillgarth 8 Terrington Drive, Clayton, Newcastle, ST5 4NB
Principal trading address: 130 Furlong Road, Tunstall, Stoke On Trent, ST6 5UD
NOTICE IS GIVEN that at a General Meeting of the above-named company, duly convened and held at Speedwell Mill, Old Coach Road, Tansley, DE4 5FY on 04 July 2024 at 11:00AM the following resolutions were passed as a Special resolution and Ordinary resolution respectively:
1. "That the company be wound up voluntarily" and
2. "That John Hedger (IP No: 9601) of Seneca IP Ltd, Speedwell Mill, Old Coach Road, Tansley, Matlock, DE4 5FY be appointed Liquidator of the company."
Liquidator: *John Hedger* (IP number 9601) of Seneca IP Limited, Speedwell Mill, Old Coach Road, Tansley, DE4 5FY.
Date of Appointment: 04 July 2024
For further details contact Benjamin Haddon on [redacted] or at [redacted]
Resolution Meeting Location: Speedwell Mill, Old Coach Road, Tansley, DE4 5FY
Resolution Meeting Time: 11:00
Date of Resolution: 04 July 2024
Dated this 4th day of July 2024
[redacted] Liquidator (4659847)

CHILLI`S ESSEX LIMITED
(Company Number 10063568)
Registered office: 116 Furtherwick Road, Canvey Island, Essex, SS8 7AL
Principal trading address: 116 Furtherwick Road, Canvey Island, Essex, SS8 7AL
At a General Meeting of the Members of the above-named company, duly convened, and held at 126 New Walk, Leicester, Leicestershire, LE1 7JA, United Kingdom on 5 July 2024, the following resolutions were passed by the Members: 1 as a Special resolution and 2 as an Ordinary resolution.
Resolutions:
1. "That the Company be wound up voluntarily"; and
2. "That Neil Charles Money of CBA Business Solutions, 126 New Walk, Leicester, LE1 7JA, be appointed Liquidator of the Company"
Liquidator: *Neil Charles Money* (IP number 8900) of CBA Business Solutions, 126 New Walk, Leicester, LE1 7JA.
Date of Appointment: 05 July 2024
For further details contact Victoria Ely on
Resolution Meeting Location: 126 New Walk, Leicester, Leicestershire, LE1 7JA
Date of Resolution: 05 July 2024
Mohammed Jakiaria, Chair of Meeting (4659889)

CMACK LIMITED
(Company Number 12625538)
Registered office: Enterprise House, The Courtyard, Old Court House Road, Bromborough, CH62 4UE
Principal trading address: Unit 6, Wheatland Business Park, Wallasey, Merseyside, CH44 7ER
Notice is hereby given that the following resolutions were passed on 3 July 2024 as a special resolution and an ordinary resolution respectively:
"That the Company be wound up voluntarily and that *Peter John Harold* (IP No. 10810) of Bespoke Insolvency Solutions, PO Box 798, Rochdale, OL16 9TX be appointed liquidator of the Company for the purposes of the voluntary winding-up.”
Further details contact: Peter Harold, Email: [redacted] Alternative contact: Jessica Hodgson.
[redacted] Director
4 July 2024
Ag SJ40538 (4659191)

CONTAINER PRODUCTS LIMITED
(Company Number 03271086)
Registered office: Simply Corporate Limited, The Town Hall, Burnley Road, Padiham, BB12 8BS
Principal trading address: Unit 7 Castle Mill Works, Birmingham New Road, Dudley, West Midlands, DY1 4DA
Notice is hereby given that the following resolutions were passed on 2 July 2024 as a Special Resolution and an Ordinary Resolution respectively:
"That the Company be wound up voluntarily and that *Natalie Hughes* (IP No. 14336) of Simply Corporate Limited, The Town Hall, Burnley Road, Padiham, BB12 8BS be appointed as Liquidator for the purposes of such voluntary winding up."
Further details contact: Natalie Hughes, Email: [redacted] or [redacted] Alternative contact: [redacted]
Stephen Paul Fletcher, Director
4 July 2024
Ag SJ40568 (4659261)

CRYS TRUCK LIMITED
(Company Number 10973467)
Registered office: Olympia House, Armitage Road, London, NW11 8RQ
Principal trading address: N/A
At a General Meeting of the above named Company duly convened and held at Olympia House, Armitage Road, London, NW11 8RQ on 4 July 2024, the following resolutions were duly passed as a special resolution and ordinary resolution:
"That the Company be wound up voluntarily and that *Jason Callender* (IP No. 22650) of Panos Eliades Callender & Co, Olympia House, Armitage Road, London, NW11 8RQ be appointed Liquidator of the Company for the purposes of the winding up."
Further details contact: The Liquidator, [redacted] Email: [redacted]
[redacted] Chair/Convener
4 July 2024
Ag SJ40611 (4659295)

DABANGG HOSPITALITY GROUP LTD
(Company Number 11743692)
Trading Name: Estabulo Rodizio Bar & Grill
Previous Name of Company: Dabangg Ltd
Registered office: 30 Cheapside, Wakefield, West Yorkshire, England, WF1 2TF To be changed to: c/o Clark Business Recovery Limited, 8 Fusion Court, Aberford Road, Garforth, Leeds, LS25 2GH
Principal trading address: Guild St, Aberdeen, AB11 5RG 12a Regent St, Barnsley, S70 2HG Flemingate, Beverley, HU17 0NQ 9 Feethams, Darlington, DL1 5AD Unit 5, Herten Triangle, Herten Way, Doncaster, DN4 7FW The River Walk, Durham, DH1 4SL 6 Albert St, Harrogate, HG1 1JU The Light, 22 The Headrow, Leeds LS1 8TL 5 St Peter`s Square, Leeds, LS9 8AQ Unit SB, Riverside Leisure Park, Norwich, NR1 1WX Merchant Gate, 1 Burgage Sq, Wakefield, WF1 2TS Vangarde Retail Park, Huntington, York, YO32 9AE
Notice is hereby given that the following resolutions were passed on 03 July 2024, as a special resolution and as ordinary resolutions respectively:
"That the Company be wound up voluntarily"; and
"That Phil Clark and Dave Clark be appointed as Joint Liquidators for the purposes of such voluntary winding up"
"That any act required or authorised under any enactment to be done by the Joint Liquidators may be done by all or any one or more of the persons for the time being holding such office"
Joint Liquidator: *Phil Clark* (IP number 23530) of Clark Business Recovery Limited, 8 Fusion Court, Aberford Road, Garforth, Leeds, LS25 2GH.
Joint Liquidator: *Dave Clark* (IP number 9565) of Clark Business Recovery Limited, 8 Fusion Court, Aberford Road, Garforth, Leeds, LS25 2GH.
Date of Appointment: 03 July 2024
For further details contact Jack Kimber on [redacted] or at [redacted]
Date of Resolution: 03 July 2024
[redacted] - Convener (4660422)

DEVON WOODEN BOATS LIMITED
(Company Number 07207900)
Registered office: 39 Rydon Acres, Kingsteignton, Devon, TQ12 3YN
Principal trading address: Unit 1-2, Lapthorne Industrial Estate, Newton Abbot, Devon, TQ12 5TN
Notice is hereby given that the following resolutions were passed on 26 June 2024, as a special resolution and an ordinary resolution respectively:
"That the company be wound up voluntarily"; and
"That Steve Henson and Adam Buck be appointed as Joint Liquidators for the purposes of such voluntary winding up."
Joint Liquidator: *Steve Henson* (IP number 10652) of Castle Hill Insolvency Limited, 1 Battle Road, Heathfield, Newton Abbot, TQ12 6RY.
Joint Liquidator: *Adam Buck* (IP number 23070) of Castle Hill Insolvency Limited, 1 Battle Road, Heathfield, Newton Abbot, TQ12 6RY.
Date of Appointment: 26 June 2024
For further details contact Lucy White on [redacted]
Date of Resolution: 26 June 2024
Peter Newbery-Thornton - Director (4660279)

DRAGON SIGNS LTD
(Company Number 12274263)
Registered office: 7 Lime Grove, Tavernspite, Whitland, SA34 0NQ (in the Process of being changed to: 1st Floor, Pembroke House, Chater Court, Swansea Enterprise Park, Swansea, SA7 9FS)
Principal trading address: Formerly trading from The Workshop, Windrush, Princes Gate, SA67 8TF
At a general meeting of the above-named company, duly convened, and held at Unit 3, Cross Hands Square Shopping Centre, Pontardulais Road, Cross Hands, Llanelli, SA14 6NT on 2nd July 2024, the following resolutions were passed:
Special resolution
"That the company be wound up voluntarily,"
Ordinary resolution
"That J. M. Evans of Evans Insolvency, 1st Floor, Pembroke House, Charter Court, Swansea Enterprise Park, Llansamlet, Swansea, SA7 9FS be and is hereby appointed Liquidator for the purpose of such winding up."
Liquidator: *J M Evans* (IP number 9722) of Evans Insolvency, 1st Floor, Pembroke House, Charter Court, Swansea Enterprise Park, Llansamlet, Swansea, SA7 9FS.
Date of Appointment: 02 July 2024
For further details contact Shauna Rees on [redacted] or at [redacted]
Resolution Meeting Location: Unit 3, Cross Hands Square Shopping Centre, Pontardulais Road, Cross Hands, Llanelli, SA14 6NT
Date of Resolution: 02 July 2024
[redacted] Chairman
Dated: 2 July 2024 (4659725)

DREAM PROJECTS (NORTH) LTD
(Company Number 07715246)
Previous Name of Company: DJH Services Multi Trades Ltd.
Registered office: Quebec Works, Elland Lane, Elland, HX5 9DU
Principal trading address: Quebec Works, Elland Lane, Elland, HX5 9DU
Notice is hereby given that the following resolutions were passed on 4 July 2024 as a special resolution and an ordinary resolution respectively:
"That the Company be wound up voluntarily and that *David Robson* (IP No. 11130) of Gaines Robson Insolvency Ltd, Carrwood Park, Selby Road, Leeds, West Yorkshire, LS15 4LG be appointed as Liquidator for the purposes of such voluntary winding up."
Further details contact: David Robson, [redacted] Alternative contact: Lynsey Haigh.
[redacted] Liquidator
4 July 2024
Ag SJ40612 (4659297)

EJPZ LTD
(Company Number 11935725)
Registered office: 374 Smithdown Road, Liverpool, Merseyside, L15 5AN
Principal trading address: 374 Smithdown Road, Liverpool, Merseyside, L15 5AN
The resolution below was considered by the shareholders of the above named company, and on 27 June 2024 the following written special and ordinary resolutions were duly passed:
1. “That the Company be wound-up voluntarily”
2. “That Stuart Rathmell of Stuart Rathmell Insolvency, Egyptian Mill, Egyptian Street, Bolton, BL1 2HS is hereby appointed liquidator for the purpose of the winding up”
Further Details: Dena Watkins Tel No. [redacted]
Name of Office Holder: *Stuart Rathmell*
Office Holder No: 10050
Address of Office Holder: Egyptian Mill, Egyptian Street, Bolton, BL1 2HS
Capacity: Liquidator
[redacted] CHAIR (4659876)

EVENTURE EXPERIENCES LTD
(Company Number 12637883)
Registered office: 15 Queen Square, Leeds, LS2 8AJ
Principal trading address: 15 Queen Square, Leeds, LS2 8AJ
At a General Meeting of the members of the above named Company, duly convened and held at DSi Business Recovery, 2 Lakeside, Calder Island Way, Wakefield, WF2 7AW on 3 July 2024 at 11.00 am the following resolutions were duly passed as a Special Resolution and as an Ordinary Resolution:
"That it has been proved to the satisfaction of this meeting that the company cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same, and accordingly that the company be wound up voluntarily and that *Simon Weir* (IP No. 9099) of DSi Business Recovery, 2 Lakeside, Calder Island Way, Wakefield, WF2 7AW be and he is hereby appointed Liquidator for the purposes of such winding up."
For further details contact: Simon Weir, [redacted] Email: [redacted] Director
4 July 2024
Ag SJ40539 (4659235)

FEISTY ERIC LTD
(Company Number 07112249)
Registered office: 12 Market Street, Hebden Bridge, West Yorkshire, HX7 6AD
Principal trading address: 19 King Street, Mytholm, Hebden Bridge, HX7 6LX
At a General Meeting of the members of the above-named Company, duly convened and held at DLP House, 46 Prescott Street, Halifax, HX1 2QW on 3 July 2024 at 4.30 pm, the following Resolutions were unanimously passed, as a Special Resolution and as an Ordinary Resolution:
"That it has been proved to the satisfaction of this Meeting that the Company cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same, and accordingly that the Company be wound up voluntarily, and that *Sarah Long* (IP No. 9615) and *Antony Denham* (IP No. 9613) both of DL Partnership (UK) Limited, DLP House, 46 Prescott Street, Halifax, HX1 2QW be and are hereby appointed Joint Liquidators of the Company for the purposes of such winding up."
Further details contact: The Joint Liquidators, Email: [redacted] Chair
4 July 2024
Ag SJ40564 (4659246)

HARTLEPOOL FLOORING CENTRE LTD
(Company Number 11944695)
Registered office: 1st Floor Enterprise House, 202-206 Linthorpe Road, Middlesbrough, England, TS1 3QW
Principal trading address: 1st Floor Enterprise House, 202-206 Linthorpe Road, Middlesbrough, England, TS1 3QW
The resolution below was considered by the shareholders of the above named company, and on 26 June 2024 the following written special and ordinary resolutions were duly passed:
1. "That the Company be wound-up voluntarily"
2. "That Stuart Rathmell of Stuart Rathmell Insolvency, Egyptian Mill, Egyptian Street, Bolton, BL1 2HS is hereby appointed liquidator for the purpose of the winding up"
Further Details: Dena Watkins Tel No. [redacted]
Name of Office Holder: *Stuart Rathmell*
Office Holder No: 10050
Address of Office Holder: Egyptian Mill, Egyptian Street, Bolton, BL1 2HS
Capacity: Liquidator
[redacted] CHAIR (4659877)

JANES LIMITED
(Company Number 02037164)
Registered office: 38 Bingham Road, Verwood, BH31 6TY to be changed to St Ann's Manor, 6-8 St Ann's Street, Salisbury, Wiltshire, SP1 2DN
Principal trading address: 38 Bingham Road, Verwood, BH31 6TY
At a General Meeting of the above named company, duly convened and held at 38 Bingham Road, Verwood, Dorset, BH31 6TY on 2 July 2024 at 3.00 pm, the following special and ordinary resolutions were duly passed:
"That the company be wound up voluntarily and that *Alexander Kinninmonth* (IP No. 9019) and *James Prior* (IP No. 29250) both of FRP Advisory Trading Limited, Mountbatten House, Grosvenor Square, Southampton, SO15 2RP be and are hereby appointed Liquidators for the purposes of such winding up."
Further details contact: The Joint Liquidators, Tel: 01722 333 599 or email: [redacted] Alternative contact. Nate Taylor [redacted] Chair
2 July 2024
Ag SJ40559 (4659244)

L.D. JENNINGS LIMITED
(Company Number 00775783)
Trading Name: formerly t/a The Caversham Butcher
Registered office: c/o Sterling Ford, Centurion Court, 83 Camp Road, St Albans, Herts AL1 5JN
Passed: 28 June 2024
At a General Meeting of the above named Company, duly convened and held on 28th June 2024 at 11.00 am at 39a Church Street, Caversham, Reading RG4 8BA, the subjoined RESOLUTIONS were duly passed, viz:-
1. As a Special Resolution, "That it has been proved to the satisfaction of this meeting that the Company cannot by reason of its liabilities continue its business and that accordingly the Company be wound-up voluntarily."
2. As an Ordinary Resolution, "That Phillip Anthony Roberts of Sterling Ford, Centurion Court, 83 Camp Road, St Albans, Herts AL1 5JN be and is hereby appointed Liquidator for the purposes of such Winding-Up."
Liquidator: *Phillip Anthony Roberts* (IP number 6055) of Sterling Ford, Centurion Court, 83 Camp Road, St Albans, Herts AL1 5JN.
Date of Appointment: 28 June 2024
For further details contact Sterling Ford on 01727 811 161
Resolution Meeting Location: 39a Church Street, Caversham, Reading RG4 8BA
Resolution Meeting Time: 11:00
Date of Resolution: 28 June 2024
[redacted] Chair (4659455)

LIGHTHOUSE NX LIMITED
(Company Number 10855754)
Trading Name: Walpole Pub Kitchen
Registered office: Suite 501, Unit 2, 94A Wycliffe Road, Northampton, NN1 5JF
At a General Meeting of the members of the above named company, duly convened and held at 1 Kings Avenue, Winchmore Hill, London, N21 3NA on 28 June 2024 the following resolutions were duly passed; as a Special Resolution and as an Ordinary Resolution respectively:-
1. "That the Company be wound up voluntarily".
2. "That Ninos Koumettou and Yiannis Koumettou of Begbies Traynor (Central) LLP, 1 Kings Avenue, London, N21 3NA be and hereby are appointed Joint Liquidators of the Company for the purpose of the voluntary winding-up, and any act required or authorised under any enactment to be done by the Joint Liquidators may be done by all or any one or more of the persons holding the office of liquidator from time to time."
Joint Liquidator: *Ninos Koumettou* (IP number 002240) of Begbies Traynor (Central) LLP, 1 Kings Avenue, London, N21 3NA.
Joint Liquidator: *Yiannis Koumettou* (IP number 015676) of Begbies Traynor (Central) LLP, 1 Kings Avenue, London, N21 3NA.
Date of Appointment: 28 June 2024
For further details contact Nick Nicola on 020 8370 7250 or at [redacted]
Resolution Meeting Location: 1 Kings Avenue, Winchmore Hill, London, N21 3NA

Date of Resolution: 28 June 2024
Sarp Erdem - Chair
Dated: 28 June 2024 (4660071)

LONDON & NEWCASTLE CAPITAL LIMITED
(Company Number 05808612)
Registered office: C/o Begbies Traynor, 31st Floor, 40 Bank Street, London, E14 5NR
Principal trading address: N/A
Notification of written resolutions of the above-named Company proposed by the directors and having effect as a Special Resolution and as an Ordinary Resolution respectively pursuant to the provisions of Part 13 of the Companies Act 2006.
Circulation Date: 13 June 2024, Effective Date: 3 July 2024.
I, the undersigned, being a director of the Company hereby certify that the following written resolutions were circulated to all eligible members of the Company on the Circulation Date and that the written resolutions were passed on the Effective Date:
"That the Company be wound up voluntarily and that *Paul Appleton* (IP No. 8883) and *Melissa Nagi* (IP No. 21310) both of Begbies Traynor (London) LLP, 31st Floor, 40 Bank Street, London, E14 5NR be and hereby are appointed as Joint Liquidators for the purposes of such winding up and that any power conferred on them by law or by this resolution, may be exercised and any act required or authorised under any enactment to be done by them, may be done by them jointly or by each of them alone."
Any person who requires further information may contact the Joint Liquidators by telephone on 020 7400 7900. Alternatively enquiries can be made to William Abel by email at [redacted] [redacted] Director
3 July 2024
Ag SJ40482 (4659192)

M-CON GROUP LTD
(Company Number 13500888)
Registered office: Suite 4 Second Floor, 200 London Road, Southend On Sea, SS1 1PJ
Principal trading address: 29 Seymour Road, Hadleigh, Essex, SS7 2HJ
Nature of Business: Recruitment.
Type of Liquidation: Creditors' Voluntary.
Place of meeting: 82 St John Street, London, EC1M 4JN.
Date of meeting: 3 July 2024.
Notice is given that at a General Meeting of the Company, duly convened and held at the place and on the date given above, a special resolution was passed that the company be wound up voluntarily; and an ordinary resolution was passed appointing the Joint Liquidators for the purposes of the winding-up.
Date of Appointment: 3 July 2024
Joint Liquidator's Name and Address: *Michael Solomons* (IP No. 9043) of Moorfields, 82 St John Street, London, EC1M 4JN. Telephone: 020 7186 1144.
Joint Liquidator's Name and Address: *Andrew Pear* (IP No. 9016) of Moorfields, 82 St John Street, London, EC1M 4JN. Telephone: 020 7186 1144.
For further information contact Nicola Brown at the offices of Moorfields on 020 7549 2916, or [redacted]
3 July 2024 (4659780)

MANY & CO INTERNATIONAL LIMITED
(Company Number 12281742)
Trading Name: Pepe`s Piri Piri
Registered office: 439 Pepe`s Piri Piri, Birmingham Road, Sutton Coldfield, England, B72 1AX
Principal trading address: Formerly: 103 Cambridge Street, Aylesbury, HP20 1BT
NOTICE IS GIVEN that at a General Meeting of the above-named Company, duly convened and held at 3 The Courtyard, Harris Business Park, Hanbury Road, Stoke Prior, Bromsgrove, B60 4DJ on 26 June 2024 at 11.00 am the following resolutions were passed as a Special resolution and Ordinary resolution respectively:
1. "That the Company be wound up voluntarily" and
2. "That Adam Peter Jordan (IP No: 009616) and Nickolas Garth Rimes (IP No: 009533) of Rimes & Co, 3 The Courtyard, Harris Business Park, Hanbury Road, Stoke Prior, Bromsgrove, B60 4DJ be appointed Joint Liquidators of the Company and that they act either jointly or seperately."
Joint Liquidator: *Adam Peter Jordan* (IP number 9616) of Rimes & Co, 3 The Courtyard, Harris Business Park, Hanbury Road, Stoke Prior, Bromsgrove, B60 4DJ.
Joint Liquidator: *Nickolas Garth Rimes* (IP number 9533) of Rimes & Co, 3 The Courtyard, Harris Business Park, Hanbury Road, Stoke Prior, Bromsgrove, B60 4DJ.
Date of Appointment: 26 June 2024
For further details contact Jordan Dams on 01527 558 410 or at [redacted]
Resolution Meeting Location: 3 The Courtyard, Harris Business Park, Hanbury Road, Stoke Prior, Bromsgrove, B60 4DJ
Resolution Meeting Time: 11:00
Date of Resolution: 26 June 2024
Dated 26th day of June 2024 (4660348)

MF PROPERTY SOLUTIONS LTD
(Company Number 12834157)
Registered office: 35 Tees Road, Redcar, North Yorkshire, TS10 1QD
Principal trading address: (Formerly) 35 Tees Road, Redcar, North Yorkshire, TS10 1QD
At a General Meeting of the Members of the above-named Company, duly convened and held at LevelQ, Sheraton House, Surtees Way, Surtees Business Park, Stockton-on-Tees, TS18 3HR on 27 June 2024 the following Resolutions were duly passed, as a Special Resolution and as an Ordinary Resolution respectively:
"That the Company be wound up voluntarily and that *Ian James Royle* (IP No. 18934) and *David Adam Broadbent* (IP No. 9458) both of Begbies Traynor (Central) LLP, LevelQ, Sheraton House, Surtees Way, Surtees Business Park, Stockton on Tees, TS18 3HR be and hereby are appointed Joint Liquidators of the Company for the purpose of the voluntary winding-up, and any act required or authorised under any enactment to be done by the Joint Liquidators may be done by all or any one or more of the persons holding the office of Liquidator from time to time."
Any person who requires further information may contact the Joint Liquidators by telephone on 01642 796 640. Alternatively enquiries can be made to jessica Barton by email at [redacted] or by telephone on 01642 796 640.
[redacted], Chair
27 June 2024
Ag SJ40576 (4659182)

MJSBUILDINGANDCARPENTRY LIMITED
(Company Number 10837699)
Registered office: 11 Upper Bridge Road, Chelmsford, CM2 0RT
Principal trading address: 11 Upper Bridge Road, Chelmsford, CM2 0RT
At a general meeting of the above-named company, duly convened, and held at Recovery House, Hainault Business Park, 15-17 Roebuck Road, Ilford, Essex, IG6 3TU on 4 July 2024, the following resolutions were passed:
Special resolution
"That the company be wound up voluntarily."
Ordinary resolution
"That Alan J Clark (office holder no 8760) of Carter Clark, Recovery House, 15-17 Roebuck Road, Hainault Business Park, Ilford, Essex, IG6 3TU be and is hereby appointed Liquidator for the purpose of such winding up."
Liquidator: *Alan J Clark* (IP number 8760) of Carter Clark, Recovery House, 15-17 Roebuck Road, Hainault Business Park, Ilford, Essex, IG6 3TU.
Date of Appointment: 04 July 2024
For further details contact Kelly Rolls on 020 8559 5083 or at [redacted]
Resolution Meeting Location: Recovery House, Hainault Business Park, 15-17 Roebuck Road, Ilford, Essex, IG6 3TU
Date of Resolution: 04 July 2024
[redacted], Chairman
Date: 4 July 2024 (4659883)

NEWTON FREIGHT PARTNERS LIMITED
(Company Number 08277943)
Registered office: 601 High Road Leytonstone, London, E11 4PA formerly 67 Westow Street, Upper Norwood, London, SE19 3RW
Principal trading address: Tobermoray House, Holt Road, Edgefield, Melton Constable, Norfolk, NR24 2RP
At a general meeting of the members of the above named company, duly convened and held at 601 High Road Leytonstone, London, E11 4PA on 3 July 2024 the following special resolution was duly passed:
"That the Company be wound-up voluntarily and that Harjinder Johal and George Michael of Ashcrofts, 601 High Road Leytonstone, London, E11 4PA are hereby appointed joint liquidators and that they may act jointly and severally in this regard for the purpose of the winding up."
Joint Liquidator: *Harjinder Johal* (IP number 9175) of Ashcrofts, 601 High Road Leytonstone, London, E11 4PA .
Joint Liquidator: *George Michael* (IP number 9230) of Ashcrofts, 601 High Road Leytonstone, London, E11 4PA.
Date of Appointment: 03 July 2024
For further details contact Amrit Johal on 020 8556 2888 or at [redacted]
Resolution Meeting Location: 601 High Road Leytonstone, London, E11 4PA
Date of Resolution: 03 July 2024 (4660203)

NICOLA'S GATEAUX LIMITED
(Company Number 13851423)
Trading Name: Nicola's Gateaux
Registered office: Harpal House, 14 Holyhead Road, Handsworth, Birmingham, B21 0LT
Principal trading address: N11 Gate 4, Knowle Bakey, Meltham Mills, Meltham, HD9 4DS
At a general meeting of the members of the above named Company, duly convened and held at Business Innovation Centre, Harry Weston Road, Coventry, CV3 2TX on 1 July 2024 the following special and ordinary resolutions were duly passed:
"That the Company be wound-up voluntarily and that *Craig Ridgley* (IP No. 23232) and *Mark Tailby* (IP No. 9115) both of Mercian Advisory Limited, Business Innovation Centre, Harry Weston Road, Coventry, CV3 2TX are hereby appointed Joint Liquidators for the purpose of the winding up."
Further details contact: Emma Ward, Tel: 024 76430317
[redacted], Director
3 July 2024
Ag SJ40572 (4659241)

NINE SCHOOLS LTD
(Company Number 03419553)
Previous Name of Company: Camelford Associates Limited
Registered office: 2nd Floor, 40 Queen Square, Bristol BS1 4QP
Principal trading address: Safestore, 10 Cliff House Road, BS1 6UX
Notice is hereby given that the following resolutions were passed on 3 July 2024 as a special resolution and an ordinary resolution respectively:
"That the Company be wound up voluntarily and that *Andrew Beckingham* (IP No. 8683) and *Sean Ward* (IP No. 28270) both of Leonard Curtis, 2nd Floor, 40 Queen Square, Bristol BS1 4QP be and are hereby appointed Joint Liquidators of the Company for the purposes of the winding up of the Company and that any act required or authorised under any enactment to be done by the Joint Liquidators may be done by all or any one or more of the persons for the time being holding such office."
Further details contact: The Joint Liquidators, [redacted]
Alternative contact: Nicola Harcombe.
[redacted], Director
3 July 2024
Ag SJ40570 (4659252)

O'LEARY UTILITIES LIMITED
(Company Number 10075829)
Registered office: 2 Claridge Court, Lower Kings Road, Berkhamsted, HP4 2AF
Principal trading address: 2 Claridge Court, Lower Kings Road, Berkhamsted, HP4 2AF
Nature of Business: Construction of utility projects for electricity and telecommunications.
Type of Liquidation: Creditors' Voluntary.
Place of meeting: The Offices of Marshall Peters Limited, Heskin Hall Farm, Heskin, Preston, PR7 5PA.
Date of meeting: 21 November 2022.
Notice is given that at a General Meeting of the Company, duly convened and held at the place and on the date given above, a special resolution was passed that the company be wound up voluntarily; and an ordinary resolution was passed appointing the Liquidator for the purposes of the winding-up.
Date of Appointment: 21 November 2022
Liquidator's Name and Address: *Clive Morris* (IP No. 8820) of Marshall Peters, Heskin Hall Farm, Wood Lane, Heskin, Preston, PR7 5PA. Telephone:
For further information contact Daisy Walsh at the offices of Marshall Peters on or [redacted]
3 July 2024 (4659772)

OPEN BANKING EXCELLENCE (OBE) LIMITED
(Company Number 12407216)
Registered office: Bartle House, Oxford Court, Manchester, M2 3WQ
Principal trading address: Suite 7 Lesscent House, 405 Wigan Road, Ashton-In-Makerfield, Wigan, WN4 0AR
Nature of Business: Activities of professional membership organisations.
Type of Liquidation: Creditors' Voluntary.
Place of meeting: Marshall Peters Manchester Limited, Bartle House, Oxford Court, Manchester, M2 3WQ.
Date of meeting: 27 June 2024.
Notice is given that at a General Meeting of the Company, duly convened and held at the place and on the date given above, a special resolution was passed that the company be wound up voluntarily; and an ordinary resolution was passed appointing the Liquidator for the purposes of the winding-up.
Date of Appointment: 27 June 2024
Liquidator's Name and Address: *Paul Palmer* (IP No. 9657) of Marshall Peters, Bartle House, Oxford Court, Manchester, M2 3WQ. Telephone: [redacted]
For further information contact Emily Whaley at the offices of Marshall Peters on [redacted] or [redacted]
3 July 2024 (4659769)

OPENULTRA FELIXSTOWE LIMITED
(Company Number 06799598)
Registered office: 3 Gamma Terrace, West Road, Ipswich, IP3 9FF
Principal trading address: 3 Gamma Terrace, West Road, Ipswich, IP3 9FF
Notice is hereby given that the following resolutions were passed on 27 June 2024 as a special resolution and an ordinary resolution respectively:
"That the Company be wound up voluntarily and that *Rebecca Jane Dacre* (IP No. 009572) and *Mark Siddall* (IP No. 028890) both of Forvis Mazars LLP, The Pinnacle, 160 Midsummer Boulevard, Milton Keynes, MK9 1FF be appointed as Joint Liquidators of the Company for the purposes of the voluntary winding up and that they be authorised to act jointly and severally."
For further details contact the Joint Liquidators, Telephone: 01908 257 239. Alternative contact: [redacted].
[redacted], Director
27 June 2024
Ag SJ40541 (4659257)

PLANET SHINE LIMITED
(Company Number 12258978)
Registered office: Black Bull House 353-355 Station Road, Bamber Bridge, Preston, PR5 6EE
Principal trading address: 9-10 Cross St, Preston, PR1 3LT
Type of Liquidation: Creditors' Voluntary.
Place of meeting: virtually via GoToMeetings.
Date of meeting: 1 July 2024.
Notice is given that at a General Meeting of the Company, duly convened and held at the place and on the date given above, a special resolution was passed that the company be wound up voluntarily; and an ordinary resolution was passed appointing the Liquidator for the purposes of the winding-up.
Date of Appointment: 1 July 2024
Liquidator's Name and Address: *Gareth Howarth* (IP No. 18816) of Path Business Recovery Limited, 2nd Floor, 9 Portland Street, Manchester, M1 3BE. Telephone: [redacted]
For further information contact Sahil Nadeem at the offices of Path Business Recovery Limited on 0161413 0999, or [redacted]
3 July 2024 (4659761)

RABIA LTD
(Company Number 11231479)
Trading Name: Four Seasons
Registered office: 95 Ness Road, Shoeburyness, Southend-On-Sea, SS3 9DA
Principal trading address: 95 Ness Road, Shoeburyness, Southend-On-Sea, SS3 9DA
At a general meeting of the members of the above named Company, duly convened and held at Mountview Court, 1148 High Road, Whestone, London N20 0RA on 1 July 2024 at 10.30 am the following resolutions were passed by the Members, as a special resolution and an ordinary resolution respectively:
"That the Company be wound up voluntarily and that *Kikis Kallis* (IP No. 4692) of Kallis & Company, Mountview Court, 1148 High Road, Whetstone, London, N20 0RA be appointed Liquidator of the Company."
Further details contact: Chloe Theodorou by telephone on 020 8446 6699, or by email at [redacted] Alternative contact: Michalis Thomas by telephone on 020 8446 6699, or by email at [redacted]
Mustafa Yilmaz, Director
1 July 2024
Ag SJ40577 (4659258)

REDSPUR SECURITIES LIMITED
(Company Number 05808635)
Previous Name of Company: London & Newcastle Securities Ltd
Registered office: C/o Begbies Traynor, 31st Floor, 40 Bank Street, Canary Wharf, London E14 5NR
Principal trading address: N/A
Notification of written resolutions of the above-named Company proposed by the directors and having effect as a Special Resolution and as an Ordinary Resolution respectively pursuant to the provisions of Part 13 of the Companies Act 2006.
Circulation Date: 13 June 2024, Effective Date: 3 July 2024.
I, the undersigned, being a director of the Company hereby certify that the following written resolutions were circulated to all eligible members of the Company on the Circulation Date and that the written resolutions were passed on the Effective Date:
"That the Company be wound up voluntarily and that *Paul Robert Appleton* (IP No. 8883) and *Melissa Nagi* (IP No. 21310) both of Begbies Traynor (London) LLP, 31st Floor, 40 Bank Street, London, E14 5NR be and hereby are appointed as Joint Liquidators for the purposes of such winding up and that any power conferred on them by law or by this resolution, may be exercised and any act required or authorised under any enactment to be done by them, may be done by them jointly or by each of them alone."
Any person who requires further information may contact the Joint Liquidators by telephone on 020 7400 7900. Alternatively enquiries can be made to William Abel by email at [redacted]
David Barnett, Director
3 July 2024
Ag SJ40509 (4659193)

REVOLUTION FITNESS ACADEMY LTD
(Company Number 09587888)
Registered office: 2 Lace Market Square, Nottingham, NG1 1PB
Principal trading address: Revolution Fitness Facility, Kempson Way, Bury St. Edmunds, IP32 7AR
Nature of Business: Fitness facilities.
Type of Liquidation: Creditors' Voluntary.
Place of meeting: 2 Lace Market Square, Nottingham, NG1 1PB.
Date of meeting: 25 June 2024.
Notice is given that at a General Meeting of the Company, duly convened and held at the place and on the date given above, a special resolution was passed that the company be wound up voluntarily; and an ordinary resolution was passed appointing the Joint Liquidators for the purposes of the winding-up.
Date of Appointment: 25 June 2024
Joint Liquidator's Name and Address: *Michael Paul Roome* (IP No. 22072) of PKF Smith Cooper, 2 Lace Market Square, Nottingham, NG1 1PB. Telephone: [redacted]
Joint Liquidator's Name and Address: *Dean Anthony Nelson* (IP No. 9443) of PKF Smith Cooper, Prospect House, 1 Prospect Place, Derby, Derbyshire, DE24 8HG. Telephone:
For further information contact Kimberley Wapplington at the offices of PKF Smith Cooper on [redacted] or [redacted]
28 June 2024 (4659764)

RGN24 LTD
(Company Number 10590469)
Registered office: Olympia House, Armitage Road, London, NW11 8RQ
Principal trading address: N/A
At a General Meeting of the above named Company duly convened and held at Olympia House, Armitage Road, London, NW11 8RQ on 2 July 2024, at 10.30 am, the following resolutions were duly passed as a special resolution and ordinary resolution:
"That the Company be wound up voluntarily and that *Jason Callender* (IP No. 22650) of Panos Eliades Callender & Co, Olympia House, Armitage Road, London, NW11 8RQ be appointed Liquidator of the Company for the purposes of the winding up."
Further details contact: Jason Callender, [redacted] Email: [redacted]
Larisa Georgiana Modoranu, Chair
2 July 2024
Ag SJ40503 (4659188)

RIPLEY ROYAL BRITISH LEGION SOCIAL CLUB LIMITED
(Company Number IP13911R)
Registered office: 25 Rose Lane, Ripley, Woking, Surrey, GU23 6NE
Principal trading address: 25 Rose Lane, Ripley, Woking, Surrey, GU23 6NE
Notice is hereby given that the following resolutions were passed on 3 July 2024 as a special resolution and an ordinary resolution respectively:
"That the Company be wound up voluntarily and that *James David Robinson* (IP No. 16092) of Finn Associates, Tong Hall, Tong, West Yorkshire BD4 0RR be appointed as Liquidator for the purposes of such voluntary winding up."
Further details contact: The Liquidator, Email: [redacted] Alternative contact: Helen Kilby.
Michael Baker, Designated Committee Member
3 July 2024
Ag SJ40490 (4659253)

S B COURIERS (UK) LIMITED
(Company Number 09286637)
Registered office: 65 Swepstone Road, Heather, Coalville, Leicestershire, LE67 2RE
Principal trading address: (Formerly) 65 Swepstone Road, Heather, Coalville, Leicestershire, LE67 2RE
At a General Meeting of the members of the above named Company, duly convened and held at Begbies Traynor, 2 Harcourt Way, Meridian Business Park, Leicester, LE19 1WP on 2 July 2024 the following resolutions were duly passed, as a Special Resolution and as an Ordinary Resolution respectively:

"That the Company be wound up voluntarily and that *Carolynn Jean Best* (IP No. 9683) and *Martin Richard Buttriss* (IP No. 9291) both of Begbies Traynor (Central) LLP, 2 Harcourt Way, Meridian Business Park, Leicester LE19 1WP be and hereby are appointed Joint Liquidators of the Company for the purpose of the voluntary winding-up, and any act required or authorised under any enactment to be done by the Joint Liquidators may be done by all or any one or more of the persons holding the office of liquidator from time to time."
Any person who requires further information may contact the Joint Liquidator by telephone on [redacted] Alternatively enquiries can be made to Jack Thornber by email at [redacted] or by telephone on [redacted]
Steven Bayliss, Chair
2 July 2024
Ag SJ40557 (4659239)

SLICE UK SOLUTIONS LIMITED
(Company Number 12144720)
Previous Name of Company: Slice Solutions Ltd
Registered office: Moorgate Crofts Business Centre, South Grove, Rotherham, South Yorkshire S60 2DH
Principal trading address: N/A
Notice is hereby given that the following resolutions were passed on 3 July 2024 as a Special Resolution and an Ordinary Resolution respectively:
"That the Company be and is hereby wound up voluntarily and that *Daniel Ormerod* (IP No. 26930) and *Richard Pinder* (IP No. 19470) both of Leonard Curtis, Leonard Curtis House, Elms Square, Bury New Road, Whitefield, Greater Manchester, M45 7TA be and are hereby appointed Joint Liquidators of the Company for the purposes of the winding up of the Company and that any act required or authorised under any enactment to be done by the Joint Liquidators may be done by all or any one or more of the persons for the time being holding such office."
For further details contact: The Joint Liquidators, [redacted]
Alternative contact: Kaash Vaja
Lisa Betsworth, Director
3 July 2024
Ag SJ40486 (4659242)

THE OCEAN MEDIA (WORCESTER) LTD
(Company Number 07266975)
Trading Name: Ocean Media
Registered office: c/o 11 Roman Way, Berry Hill, Droitwich, Worcestershire, WR9 9AJ
Principal trading address: The Websters Suckley Road, Leigh, Worcester, WR6 5LE
At a General Meeting of the Members of the above-named Company, duly convened, and held on 5 July 2024 the following Resolutions were duly passed, as a Special Resolution and as an Ordinary Resolution:
"That the Company cannot, by reason of its liabilities, continue its business, and that it is advisable to wind up the same, and accordingly that the Company be wound up voluntarily."
"That Mark Bowen be appointed as Liquidator for the purposes of such winding up."
At the subsequent Meeting of Creditors held on 5 July 2024 the appointment of Mark Bowen as Liquidator was confirmed.
Liquidator: *Mark Bowen* (IP number 8711) of MB Insolvency, 11 Roman Way Business Centre, Berry Hill, Droitwich, WR9 9AJ.
Date of Appointment: 05 July 2024
For further details contact MB Insolvency on [redacted] or at [redacted]
Date of Resolution: 05 July 2024
Tanya Bradley, Director / Chairman (4660179)

THE YOGA BAR LTD
(Company Number 11025526)
Registered office: Irongate Cottage, Weston, Hitchin, England, SG4 7DT
Principal trading address: N/A
Notification of written resolutions of the Company, proposed by the sole director and having effect as a Special Resolution and Ordinary Resolution respectively pursuant to the provision of Part 13 of the Companies Act 2006. Circulation Date: 13 June 2024. Effective Date: 26 June 2024
I, the undersigned, being the sole director of the Company, hereby certify that the following written resolutions were circulated to all eligible members of the company on the Circulation date and that the written resolutions were passed on the Effective date: "That the Company be wound up voluntarily, and that *Stephen Katz* (IP No. 8681) and *David Birne* (IP No. 9034) both of Begbies Traynor (London) LLP, Pearl Assurance House, 319 Ballards Lane, London, N12 8LY be and are hereby appointed Joint Liquidators of the Company for the purpose of the voluntary winding up, and any act required or authorised under enactment to be done by the Joint Liquidators may be done by all or any one or more of the persons holding the office of liquidator from time to time."
Any person who requires further information may contact Samuel Braham by telephone on 020 8343 5900 or by email: MG-Team@btguk.com
Daminda Bandara, Director
26 June 2024
Ag SJ40543 (4659187)

THERMAL COMPACTION GROUP LTD
(Company Number 09193338)
Registered office: Elfed House Oak Tree Court, Cardiff Gate Business Park, Cardiff, CF23 8RS
Previous Name of Company: THERMCOM LIMITED
Principal trading address: Elfed House Oak Tree Court, Cardiff Gate Business Park, Cardiff, CF23 8RS
Nature of Business: Wholesale of patented machinery.
Type of Liquidation: Creditors Voluntary Liquidation.
Place of meeting: Unit 6, Ynys Bridge Court, Cardiff, CF15 9SS.
Date of meeting: 27 June 2024.
Notice is given that at a General Meeting of the Company, duly convened and held at the place and on the date given above, a special resolution was passed that the company be wound up voluntarily; and an ordinary resolution was passed appointing the Joint Liquidators for the purposes of the winding-up.
Date of Appointment: 27 June 2024
Joint Liquidator's Name and Address: *Brendan Eric Doyle* (IP No. 6343) of Doyle Davies Consultancy Ltd, 6 Ynys Bridge Court, Gwaelod-y-Garth, Cardiff, CF15 9SS.
Joint Liquidator's Name and Address: *Dean Lee Collins* (IP No. 20090) of Doyle Davies Consultancy Ltd, 6 Ynys Bridge Court, Gwaelod-y-Garth, Cardiff, CF15 9SS.
For further information contact Callum Pascoe at the offices of Doyle Davies Consultancy Ltd on [redacted] or [redacted]
3 July 2024 (4659774)

TRANS METAL LTD
(Company Number 12967827)
Registered office: 74 Dudley Road, Feltham, TW14 8EH and it is in the process of being changed to 40a Station Road, Upminster, Essex, RM14 2TR
Principal trading address: Chase Road, 286C, 2nd Floor, London, N14 6HF
Notice is hereby given that the following resolutions were passed on 3 July 2024 as a Special resolution and an Ordinary resolution respectively:
"That the Company be wound up voluntarily and that *Gary Thompson* (IP No. 26370) and *Michael Kiely* (IP No. 9617) both of Quantuma Advisory Limited, 40a Station Road, Upminster, Essex, RM14 2TR be and are hereby appointed Joint Liquidators for the purpose of such winding up. Any act required or authorised under any enactment to be done by a liquidator may be done by one of them."
Further details contact: Kaysia Heedram, Email: [redacted] Tel: 01708 300 170.
Slawomir Gajek, Director
3 July 2024
Ag SJ40609 (4659238)

TRIPLE R WIRRAL LTD
(Company Number 14056686)
Registered office: 166 Banks Road, West Kirby, Wirral CH48 0RH in the process of being changed to 4th Floor, Abbey House, 32 Booth Street, Manchester, M2 4AB
Principal trading address: 166 Banks Road, West Kirby, Wirral CH48 0RH
At a General Meeting of the above named Company, duly convened, and held at FRP Advisory Trading Limited, 4th Floor, Abbey House, Booth Street, Manchester M2 4AB on 1 July 2024 at 3.00 pm, the following resolutions were duly passed as a Special Resolution and an Ordinary Resolution:
"That the Company be wound up voluntarily and that *Tom Bowes* (IP No. 17010) and *Anthony Collier* (IP No. 18910) both of FRP Advisory Trading Limited, 4th Floor, Abbey House, 32 Booth Street, Manchester, M2 4AB be and are hereby appointed Liquidators for the purposes of such winding up and anything required or authorised to be done by the Joint Liquidators be done by both or either of them."
Further details contact: The Joint Liquidators, Email: [redacted]
Helen Pecco, Chair
1 July 2024
Ag SJ40528 (4659247)

UNITY BATHROOMS LIMITED
(Company Number 12205697)
Trading Name: Bathroom Village
Registered office: 4 Unit 4 South Bristol Trade Park, Winterstoke Road, Bristol, BS3 2LD
Principal trading address: 4 Unit 4 South Bristol Trade Park, Winterstoke Road, Bristol, BS3 2LD
Notice is hereby given that the following resolutions were passed on 3 July 2024 as a special resolution and an ordinary resolution respectively:
"That the Company be wound up voluntarily and that *Jon Mitchell* (IP No. 16512) of Westcotts Business Recovery LLP, 26-28 Southernhay East, Exeter, Devon, EX1 1NS be and is hereby appointed as Liquidator for the purposes of such voluntary winding up."
Further details contact: The Liquidator, Email: [redacted] Alternative contact: Kerry Austin.
Michael Wicks, Director
3 July 2024
Ag SJ40512 (4659250)

WINAMAZING LIMITED
(Company Number 14646429)
Registered office: Create Business Hub, Ground Floor, 5 Rayleigh Road, Essex, CM13 1AB
Principal trading address: Create Business Hub, Ground Floor, 5 Rayleigh Road, Essex, CM13 1AB
At a general meeting of the members of the above named Company, duly convened and held at 1066 London Road, Leigh-on-Sea, Essex SS9 3NA on 21 June 2024 the following resolutions were duly passed as a special resolution and an ordinary resolution respectively:
"That the Company be wound up voluntarily and that *Wayne MacPherson* (IP No. 9445) and *Louise Donna Baxter* (IP No. 009123) both of Begbies Traynor (Central) LLP, 1066 London Road, Leigh-on-Sea, Essex, SS9 3NA be and hereby are appointed Joint Liquidators of the Company for the purpose of the voluntary winding-up, and any act required or authorised under any enactment to be done by the Joint Liquidators may be done by all or any one or more of the persons holding the office of liquidator from time to time."
Any person who requires further information may contact the Joint Liquidator by telephone on [redacted] Alternatively enquiries can be made to Amber Ali by e-mail at [redacted] or by telephone on [redacted]
Bradley John Jones, Chair
5 July 2024
Ag SJ40597 (4659286)

ZZZ CHICKEN LTD
(Company Number 12443187)
Previous Name of Company: Zinger Chicken Ltd
Registered office: 498 College Road, Birmingham, West Midlands, B44 0HL
Principal trading address: 498 College Road, Birmingham, West Midlands, B44 0HL
Passed this the 4th day of July 2024
At a General Meeting of the Members of the above named Company, duly convened and held at the office of Irwin Insolvency, Station House, Midland Drive, Sutton Coldfield, West Midlands B72 1TU, on Thursday 4th July 2024, the following resolutions were duly passed; Number 1 as a Special Resolution and Number 2 as an Ordinary Resolution:-
1. "That the Company be wound up voluntarily"; and
2. "That Gerald Irwin of Irwin Insolvency, Station House, Midland Drive, Sutton Coldfield, West Midlands B72 1TU be appointed Liquidator for the purposes of such winding up".
Liquidator: *Gerald Irwin* (IP number 8753) of Irwin Insolvency, Station House, Midland Drive, Sutton Coldfield, West Midlands B72 1TU.
Date of Appointment: 04 July 2024
For further details contact John Pearson on [redacted] or at [redacted]
Resolution Meeting Location: Irwin Insolvency, Station House, Midland Drive, Sutton Coldfield, West Midlands B72 1TU
Date of Resolution: 04 July 2024
ADNAN SALEEM, DIRECTOR
(4659890)

Liquidation by the Court

APPOINTMENT OF LIQUIDATORS

In the Liverpool District Registry
Court Number: CR-2023-000290
AERONA CLINICAL LIMITED
(Company Number 10193081)
Registered office: Unit Lf1-6 Lafone House 11-13, Leathermarket Street, London, SE1 3HN
Principal trading address: Exeter Science Park, 6 Babbage Way, Exeter, EX5 2FN
Pursuant to the Insolvency Rules, we, *Paul Atkinson* (IP No. 9314) and *Martin Weller* (IP No. 9419) both of FRP Advisory Trading Limited, Jupiter House, Warley Hill Business Park, The Drive, Brentwood, Essex, CM13 3BE hereby give notice that we were appointed Joint Liquidators of the above named Company on 27 June 2024 by the Creditors and Contributories.
Creditors who have not yet proved their debt must forward their proof of debt form to us at the address shown above.
Further details contact: The Joint Liquidators, Email: [redacted] Tel: 01277 503 381. Alternative contact: Saskia Chalmers.
Paul Atkinson, Joint Liquidator
4 July 2024
Ag SJ40602 (4659231)

In the In the High Court of Justice,
No 001779 of 2024
GLOBAL NEWS MEDIA LIMITED
(Company Number 12340630)
Registered office: Suite 5 & 6, 1-6 Chapel Road, Worthing, BN11 1EX
Principal trading address: Suite 5 & 6, 1-6 Chapel Road, Worthing, BN11 1EX
Nature of Business: Publishing of consumer and business journals and periodicals.
Notice is hereby given of the appointment of the liquidator of the company by the Secretary of State for Business, Enterprise and Industrial Strategy.
Date of Appointment: 21 June 2024
By whom Appointed: Secretary of State
Liquidator's Name and Address: *Andrew David Rosler* (IP No. 9151) of Ideal Corporate Solutions Limited, Lancaster House, 171 Chorley New Road, Bolton, BL1 4QZ.

For further information contact Nick Clarkson at the offices of Ideal Corporate Solutions Limited on [redacted] or [redacted]

3 July 2024 (4659768)

DISMISSAL OF WINDING-UP PETITION

In the High Court of Justice (Chancery Division)
Companies Court No 2601 of 2024
In the Matter of **BEAUFORT HOMES LIMITED**
(Company Number 12169663)
and in the Matter of the IN THE MATTER OF THE INSOLVENCY ACT 1986
A Petition to wind up the above-named Company, Registration Number 12169663 of ,24 Coniston Way, Reigate, England, RH2 0LN, presented on 7 May 2024 by the COMMISSIONERS FOR HM REVENUE AND CUSTOMS, of 14 Westfield Avenue, Stratford, London, E20 1HZ,, claiming to be Creditors of the Company was advertised in *The London Gazette* on 7 June 2024 and heard at the Royal Courts of Justice, 7 Rolls Building, Fetter Lane, London, EC4A 1NL,on 19 June 2024 . The Petition was dismissed
The Petitioners` Solicitor is the Solicitor to, HM Revenue and Customs,Solicitor's Office & Legal Services, 14 Westfield Avenue, Stratford, London, E20 1HZ, telephone [redacted] . (Ref SLR2079246/J.)
8 July 2024 (4659471)

MEETINGS OF CREDITORS

Court Leeds District Registry No 000063 of 2024
BNN TECHNOLOGY PLC
(Company Number 06624900)
Registered office: BNN Mallory Yard, Goostrey Way, Kutsford Cheshire WA16 7GY
A Virtual Meeting Of Creditors is to take place on: 30 July 2024 at 14:00 pm
Venue Microsoft Team Platform
Should a creditor wish to participate please contact the official receiver for further details via [redacted]
Meetings summoned by Official Receiver
The Purpose of the Meetings To appoint a liquidator in place of the Official Receiver. A virtual meeting of creditors scheduled for 30 July 2024 at 14:00 pm has been gazetted as required under the Insolvency Act 1986.
Proofs and Proxies In order to be entitled to vote at the meeting, creditors must lodge proxies and any previously unlodged proofs by 29 July 2024 at 16:00 at the Official Receiver's address stated below. It is recommended that you send scanned documents via email if possible or allow a few extra days in case of postal delays.
Official Receiver *Ann-Marie Cassidy*
Capacity Liquidator
Date of Appointment Date: 03/07/2024 (4660329)

High Court Of Justice No 006947 of 2023
GAJ BUILDERS & SON LIMITED
(Company Number 11133773)
Trading Name: GAJ BUILDERS & SON LIMITED
Registered office: 17 Penerley Road, RAINHAM, Essex, RM13 9HF
Principal trading address: 17, Penerley Road, Rainham, Essex, RM13 9HF
A Virtual Meeting of Creditors is to take place on Wednesday 24 July 2024 at 14:00
Venue Microsoft Team Platform
Should a creditor wish to participate please contact the official receiver for further details via [redacted]
Meetings summoned by Official Receiver
The Purpose of the Meetings To appoint a liquidator in place of the Official Receiver. A virtual meeting of creditors scheduled for Wednesday 24 July 2024 has been gazetted as required under the Insolvency Act 1986.
Proofs and Proxies In order to be entitled to vote at the meeting, creditors must lodge proxies and any previously unlodged proofs by 16:00 on 23 July 2024 at the Official Receiver's address stated below. It is recommended that you send scanned documents via email if possible or allow a few extra days in case of postal delays.
Official Receiver *Robin Dury* Insolvency Service
Official Receiver's Office Nottingham PO Box 16651 BIRMINGHAM B2 2HQ [redacted] Email: [redacted]
Capacity Liquidator
Date of Appointment 31/01/2024 (4660327)

PETITIONS TO WIND-UP

In the High Court of Justice
CR-2024-003212
In the matter of **INNOTURE LIMITED**
Trading As: Innoture Limited,
and in the Matter of the Insolvency Act 1986,
A Petition to wind up the above-named company of Innoture Limited (07801618) of 3rd Floor, 58 Davies Street, Mayfair, London W1K 5JF, whose nature of business is 32500, presented on Wednesday 05 June 2024, at 14:25 by ANTIQUE HYPERMARKET LIMITED, of Zellig Reception Zellig, Gibb Street, Birmingham B9 4AT claiming to be a Creditor of the Company, will be heard at the Insolvency & Companies Court, Royal Courts of Justice, Rolls Building, Fetter Lane, London EC4A 1NL on Wednesday 17 July 2024, at 10:30 (or as soon thereafter as the Petition can be heard).
Any person intending to appear on the hearing of the Petition (whether to support or oppose it) must give notice of intention to do so to the Petitioners or to their Solicitor in accordance with Rule 7.14 by 16:30 hours on Tuesday 16 July 2024
The Petitioner's Solicitor is Rebecca Fradley, ELSE SOLICITORS LLP, First Avenue, Burton Upon Trent, Staffordshire DE14 2WE England,, Telephone: [redacted] Email: [redacted]
(Reference number: LC/ANT5.1.)
Monday 08 July 2024 (4660237)

In the High Court of Justice
CR-2024-003321
In the matter of **WELLKOM CORPORATE SERVICES LIMITED**
Trading As: WELLKOM CORPORATE SERVICES LIMITED,
and in the Matter of the Insolvency Act 1986,
A Petition to wind up the above-named company of WELLKOM CORPORATE SERVICES LIMITED (04262626) of 19 Meadway, Berkhamsted HP4 2PN, whose nature of business is Management consultancy activities other than financial management, presented on Tuesday 04 June 2024, at 12:48 by FE LOAN MANAGEMENT LIMITED, of First Floor Linea House, Harvest Crescent, Fleet GU51 2UZ claiming to be a Creditor of the Company, will be heard at the BUSINESS AND PROPERTY COURTS OF ENGLAND AND WALES INSOLVENCY AND COMPANIES LIST (ChD), Rolls Building, Fetter Lane, London EC4A 1NL on Wednesday 17 July 2024, at 10:30 (or as soon thereafter as the Petition can be heard).
Any person intending to appear on the hearing of the Petition (whether to support or oppose it) must give notice of intention to do so to the Petitioners or to their Solicitor in accordance with Rule 7.14 by 16:00 hours on Tuesday 16 July 2024
The Petitioner's Solicitor is Tiffany Anderson, CRIPPS LLP, Premier House, 36-48 Queen Street, Horsham RH13 5AD,, Telephone: 01403 831 240, Email: [redacted]
Monday 08 July 2024 (4659746)

In the HIGH COURT OF JUSTICE
BUSINESS PROPERTY COURTS IN LEEDS No CR-2024-LDS-000565 of 2024
In the Matter of **A.C DUCTWORK SERVICES LTD**
(Company Number 07725964)
and in the Matter of the INSOLVENCY ACT 1986

A Petition to wind up the above-named company (registered no: 07725964) of 12 Lilburne Gardens, London, England, SE9 6PZ presented on 14 June 2024 by LINDAB LIMITED of Units 9-10 Carousel Way, Riverside Business Park, Northampton, NN3 9HG [01641399] (the Petitioner) claiming to be a creditor of the company, will be heard at LEEDS Business And Property Courts In Leeds, Fourth Floor, 6 Westgate, Grace Street, Leeds, LS1 2RP
Date: 23 July 2024
Time: 10:00
(or as soon thereafter as the petition can be heard)
Any person intending to appear on the hearing of the petition (whether to support or oppose it) must give notice of that intention in accordance with rule 7.14 by 16.00 hours on 22/07/2024
The petitioner's solicitor are Silverback Commercial Law Services Limited, 8 Regents Court, Far Moor Lane, Redditch, B98 0SD; Ref: CUK108012/005
03/07/24 (4660324)

In the HIGH COURT OF JUSTICE
BUSINESS AND PROPERTY COURTS OF ENGLAND AND WALES INSOLVENCY AND COMPANIES LIST (ChD) No CR-2024-003559 of 2024
In the Matter of **ALEX CONSTRUCTION TECH LTD**
(Company Number 14935658)
and in the Matter of the INSOLVENCY ACT 1986
A Petition to wind up the above Company of 3rd Floor, 86-90 Paul Street, London, EC2A 4NE, was presented on 14 June 2024 by HSS PROSERVICE LIMITED whose registered office is situate at BUILDING 2, THINK PARK, MOSLEY ROAD, MANCHESTER, M17 1FQ claiming to be a creditor of the Company will be heard at The Royal Courts of Justice, 7 Rolls Building, Fetter Lane, London EC4A 1NL on 31 July 2024 at 10:30am (or as soon thereafter as the Petition can be heard).
Any person intending to appear on the hearing of the Petition (whether to support or oppose it) must give notice of intention to do so to the Petitioner or its solicitors in accordance with Rule 7.14 by 16:00 hours on 30 July 2024.
The Petitioner's solicitors are HCR Legal LLP, 62, Cornhill, London, EC3V 3NH. Tel: 020 7400 5035 Ref: CM/HSS0006-1015 Email: [redacted]
4 July 2024 (4660325)

In the High Court of Justice
Business and Property Courts Insolvency & Companies (ChD) No CR-2024-003225 of 2024
In the Matter of **BIG BINS SKIP HIRE LTD**
(Company Number 14373888)
and in the Matter of the INSOLVENCY ACT 1986
A Petition to wind up the above named company having its Registered Office at Hillside, Ricketts Hill Road, Tatsfield, Westerham, TN16 2NB, presented on 3 May 2024, by SUEZ RECYCLING AND RECOVERY UK LTD, Credit Control Dept, 301-303 Parkway, Worle. Weston-super-mare. BS22 6WA, claiming to be a creditor of the company, will be heard at High Court of Justice, Business and Property Courts,Insolvency and Companies (ChD), 7 Rolls Buildings, Fetter Lane, London, EC4A 1NL, on 17 July 2024, at 10:30 (or as soon thereafter as the petition can be heard). Any person intending to appear on the hearing of the petition (whether to support or oppose it) must give notice of intention to do so to the petition or its solicitor in accordance with Rule 7.14 by 4 pm on 16 July 2024
The Petitioner's Solicitor is Lester Aldridge LLP, Russell House Oxford Road Bournemouth, BH8 8EX, [redacted] (Ref: HG.CULLENL.SI00001.1948.)
4 July 2024 (4660321)

In the HIGH COURT OF JUSTICE
BUSINESS AND PROPERTY COURTS IN LEEDS INSOLVENCY AND COMPANIES LIST (ChD) No CR-2024-LDS-000563 of 2024
In the Matter of **BIRCHFIELD SHEET METAL ENGINEERING COMPANY**
(Company Number 06476591)
and in the Matter of the INSOLVENCY ACT 1986
A Petition to wind up the above-named company (registered no 06476591) 5 Redfern Industrial Estate, Dawson Street, Hyde, England, SK14 1RD presented on 18 June 2024 by BARRETT STEEL LIMITED, Barrett House, Cutler Heights Lane, Bradford, West Yorkshire, BD4 9HU (the Petitioner) claiming to be a creditor of the company, will be heard at Business and Property Courts in Leeds, West Gate, 6 Grace Street, Leeds, LS1 2RP
Date: 23 July 2024
Time: 10:00 hours
(or as soon thereafter as the petition can be heard)
Any person intending to appear on the hearing of the petition (whether to support or oppose it) must give notice of that intention in accordance with rule 7.14 by 16.00 hours on 22 July 2024.
The petitioner's solicitor is Ward Hadaway LLP, 5 Wellington Place, Leeds, LS1 4AP (4660323)

In the High Court of Justice
Business and Property Courts Insolvency & Companies (ChD) No CR-2024-003227 of 2024
In the Matter of **CE UK GROUP LIMITED**
(Company Number 10871489)
and in the Matter of the INSOLVENCY ACT 1986
A Petition to wind up the above named company having its Registered Office at 13 John Princes Street, 2nd Floor, London, W1G 0JR, presented on 3 June 2024, by WAXMAN ENERGY LIMITED of Grove Mills, Elland, West Yorkshire, HX5 9DZ, claiming to be a creditor of the company, will be heard at High Court of Justice, Business and Property Courts, Insolvency and Companies (ChD), 7 Rolls Buildings, Fetter Lane, London, EC4A 1NL, on 17 July 2024, at 10:30 (or as soon thereafter as the petition can be heard). Any person intending to appear on the hearing of the petition (whether to support or oppose it) must give notice of intention to do so to the petition or its solicitor in accordance with Rule 7.14 by 4 pm on 16 July 2024
The Petitioner's Solicitor is Lester Aldridge LLP, Russell House Oxford Road Bournemouth, BH8 8EX, [redacted] (Ref: HG.HARDINGJ.er10281.3.)
4 July 2024 (4660322)

In the High Court of Justice CR-2024-003247
No CR-2024-003247 of 2024
In the Matter of **CORPORATE COMMUNICATION CENTRE LIMITED**
(Company Number 04092006)
and in the Matter of the INSOLVENCY ACT 1986
A petition to wind up the above-named company of Corporate Communication Centre Limited (04092006) of Unit C2A Comet Studios, De Havilland Court, Amersham, Buckinghamshire, HP7 0PX, whose nature of business is Telecommunications, presented on Thursday 30 May 2024, at 14:03, by ZEST4 GROUP LIMITED, of 50 Alderley Road, Wilmslow, Cheshire, SK9 1NY claiming to be a Creditor of the Company, will be heard at the Insolvencies and Companies List, Companies Court, Rolls Building, 7 Rolls Building, Fetter Lane, London EC4A 1NL on Wednesday 17 July 2024, at 10:30 (or as soon thereafter as the Petition can be heard).
Any person intending to appear on the hearing of the Petition (whether to support or oppose it) must give notice of intention to do so to the Petitioners in accordance with Rule 7.14 by 16:00 hours on Tuesday 16 July 2024.
The petitioner is Zest4 Group Limited, 50 Alderley Road, Wilmslow, Cheshire, SK9 1NY. Telephone: [redacted] Email: [redacted] (Reference Number 003247-CCC)
4th July 2024 (4660320)

In the High Court of Justice, Business and Property Court of England & Wales, Insolvency & Companies List (ChD) at Birmingham
Court Number: CR-2024-BHM-000319
In the Matter of **NORTHERN GAS SERVICES LTD**
(Company Number 15338953)
and in the Matter of the INSOLVENCY ACT 1986

A petition to wind-up the above-named Company of (Registered Office) 9 Mourne Gardens, Gateshead, NE11 9LU presented on the 21st May 2024 by WOLSELEY UK LTD whose registered office is situate at 2 Kingmaker Court, Warwick Technology Park, Gallows Hill, CV34 6DY (Claiming to be a Creditor of the Company) will be heard at Birmingham District Registry, Priory Courts, 33 Bull Street, Birmingham, on Monday 22nd July 2024, at 10:00 am (or as soon thereafter as the Petition can be heard).
Any person intending to appear on the hearing of the Petition (whether to support or oppose it) must give notice of intention to do so to the Petitioner in accordance with Rule 7.14 by 4:00pm on Friday 19th July 2024.
The Petitioner can be contacted at The Wolseley Center PO Box 32 Boroughbridge Road Ripon HG4 1UY telephone no: [redacted] quoting reference: AGF/235917.
Dated: 8th July 2024 (4660404)

In the High Court of Justice, Business and Property Court of England & Wales, Insolvency & Companies List (ChD) at Birmingham
Court Number: CR-2024-BHM-000297
In the Matter of **S C DUNCAN STEVENAGE LTD**
(Company Number 12730551)
and in the Matter of the INSOLVENCY ACT 1986
A petition to wind-up the above-named Company of (Registered Office) 96 High Street, Stevenage, SG1 3DW presented on the 29th May 2024 by WOLSELEY UK LTD whose registered office is situate at 2 Kingmaker Court, Warwick Technology Park, Gallows Hill, CV34 6DY (Claiming to be a Creditor of the Company) will be heard at Birmingham District Registry, Priory Courts, 33 Bull Street, Birmingham, on Monday 22nd July 2024, at 10:00 am (or as soon thereafter as the Petition can be heard).
Any person intending to appear on the hearing of the Petition (whether to support or oppose it) must give notice of intention to do so to the Petitioner in accordance with Rule 7.14 by 4:00pm on Friday 19th July 2024.
The Petitioner can be contacted at The Wolseley Center PO Box 32 Boroughbridge Road Ripon HG4 1UY telephone no: [redacted] quoting reference: AGF/236164.
Dated: 8th July 2024 (4660401)

In the BUSINESS AND PROPERTY COURTS IN MANCHESTER INSOLVENCY AND COMPANIES LIST (ChD) No CR-2024-MAN-000836 of 2024
In the Matter of **SILK CONTRACTS LTD**
(Company Number 10636554)
and in the Matter of the INSOLVENCY ACT 1986
A Petition to wind up the Company presented on 18 June 2024 by EDMUNDSON ELECTRICAL LIMITED of Southbank Marina Strathkelvin Place Kirkintilloch G66 1XT claiming to be a Creditor of the Company of Unit 3 Second Floor 80-82 Pride Court White Lion Street London N1 9PF will be heard at the Manchester Business & Property Court, The Civil Justice Centre 1 Bridge Street West Manchester M60 9DJ at 10:00 am on Tuesday 30 July 2024 (or as soon thereafter as the Petition can be heard).
Any person intending to appear on the hearing of the Petition (whether to support or oppose it) must give notice of intention to do so to the Petitioner or its Solicitor in accordance with Rule 4.16 by 16.00 hours on Monday 29 July 2024.
The Petitioner's Solicitor is: Mr *Hussam Saoud* Pannone Corporate LLP 378-380 Deansgate Manchester M3 4LY [redacted] Ref: INSOLVENCY/369247
(4660330)

In the Newcastle Civil & Family Courts and Tribunals Centre
No CR-2024-NCL-000079 of 2024
In the Matter of **THE DAPPER CLINIC LIMITED**
(Company Number 11590079)
and in the Matter of the INSOLVENCY ACT 1986
A Petition to wind-up the above named Company of 29 Devizes Road Swindon SN1 4BG presented on the 09/05/2024 by LONDON BOROUGH OF RICHMOND UPON THAMES of Civic Centre 44 York Centre Twickenham TW1 3BZ will be heard at the Newcastle Civil & Family Courts and Tribunals Centre at Barras Bridge Newcastle upon Tyne NE1 8QF.
Date: 16/07/2024
Time: 10am (or as soon thereafter as the Petition can be heard)
Any person intending to appear on the hearing of the Petition (whether to support or oppose it) must give notice of intention to do so to the Petitioner or his solicitors in accordance with Rule 7.14 by 16.00 hours on the 15/07/2024.
The Petitioners solicitors are Ward Hadaway LLP of Sandgate House, 102 Quayside, Newcastle Upon Tyne, Tyne and Wear, NE1 3DX. Tel: +44 (0) 330 137 3230. Ref: RIC372.24
05/07/2024 (4660328)

In the COUNTY COURT AT PRESTON
No 0004 of 2024
In the Matter of **THINK INVESTMENT PROPERTY LIMITED**
(Company Number 11898392)
Registered office: The Company: 24 Lynwood Avenue, Blackpool, England, FY3 7DG
and in the Matter of the INSOLVENCY ACT 1986
A Petition to wind up the above-named Company, Registration Number 11898392, of, 24 Lynwood Avenue, Blackpool, England, FY3 7DG, presented on 26 June 2024 by Luigi Farina, Sara-Michelle Farina, of 63 Garstang Road West, Poulton-le-Fylde, FY6 8AA, claiming to be Creditors of the Company, will be heard at the County Court at Preston, Openshaw Place, The Law Courts, Ring Way, Preston, PR1 2LL on 17 July 2024 at 14:00 hours (or as soon thereafter as the Petition can be heard).
Any persons intending to appear on the hearing of the Petition (whether to support or oppose it) must give notice of intention to do so to the Petitioners or to their Solicitor in accordance with Rule 7.14 by 16:00 hours on 16 July 2024.
The Petitioner does not have a solicitor.
Any notices must therefore be served directly to The Petitioner.
(4660326)

In the HIGH COURT OF JUSTICE, BUSINESS AND PROPERTY COURTS IN LEEDS, INSOLVENCY AND COMPANIES LIST
Court Number: CR-2024-LDS-000462
In the Matter of **WOODS CONSTRUCTION MANAGEMENT LIMITED**
(Company Number 12424867)
and in the Matter of the INSOLVENCY ACT 1986
A Petition to wind up the above-named company WOODS CONSTRUCTION MANAGEMENT LIMITED (12424867), C/o Topping Partnership Incom House, Waterside, Trafford Park, Manchester, M17 1WD
Presented on 9 May 2024
By ALDERLEY PARK LIMITED, Union, Albert Square, Manchester, M2 6LW
Claiming to be a creditor of the Company at Business and Property Courts in Leeds, Fourth Floor, West Gate, 6 Grace Street, Leeds, LS1 2RP on:
Date: 23 July 2024
Time: 10.00 hours (or as soon thereafter as the Petition can be heard).
Any person intending to appear on the hearing of the petition (whether to support or oppose it) must give notice of intention to do so to the petitioner or its solicitor in accordance with Rule 7.14 by 16:00 hours on 22 July 2024.
The Petitioner`s solicitor is: Clarion Solicitors Limited, Elizabeth House, 13-19 Queen Street, LEEDS, LS1 2TW (Contact: Adam Pottage Email: [redacted] Reference: ADP/M0030407) .
Dated 8 July 2024 (4660409)

WINDING-UP ORDERS

CHIEF RECYCLING SERVICES LTD
(Company Number 12947743)
Registered office: 11 Warwick Road, Old Trafford, MANCHESTER, M16 0QQ
In the County Court at Manchester
No 2006 of 2024
Date of Filing Petition: 15 April 2024
Date of Winding-up Order: 2 July 2024
C Megram 2nd Floor, 3 Piccadilly Place, London Road, Manchester, M1 3BN, telephone:
Capacity of office holder(s): Liquidator

2 July 2024 (4657515)

DB COFFEES UK LTD
(Company Number 11558277)
Registered office: PO BOX 4385, CARDIFF, CF14 8LH
In the Manchester District Registry
No 000331 of 2024
Date of Filing Petition: 14 March 2024
Date of Winding-up Order: 2 July 2024
S Baxter PO Box 16655, BIRMINGHAM, B2 2EP, telephone: [redacted] email: [redacted]
Capacity of office holder(s): Liquidator
2 July 2024 (4657512)

MAPA GROUP LIMITED
(Company Number 10962278)
Registered office: Banhaw Wood Lodge, Lower Benefield, PETERBOROUGH, PE8 5AG
In the High Court Of Justice
No 002546 of 2024
Date of Filing Petition: 3 May 2024
Date of Winding-up Order: 19 June 2024
M Commins Eastbrook, Shaftesbury Road, Cambridge, CB2 8DR, telephone:
Capacity of office holder(s): Liquidator
19 June 2024 (4657521)

STEALTH ADVERTISING LIMITED
(Company Number 12081910)
Registered office: The Granary, 4-6 Crescent Road, Warley, BRENTWOOD, CM14 5JR
In the Manchester District Registry
No 000704 of 2024
Date of Filing Petition: 20 May 2024
Date of Winding-up Order: 2 July 2024
V Prime 16th Floor, 1 Westfield Avenue, LONDON, E20 1HZ, telephone:
Capacity of office holder(s): Liquidator
2 July 2024 (4657516)

STEVE MANN CARAVANS LIMITED
(Company Number 07961676)
Registered office: Steve Mann Caravans Ltd, CLARO HOUSE, CLARO ROAD, HARROGATE, HG1 4AU
In the Manchester District Registry
No 000698 of 2024
Date of Filing Petition: 17 May 2024
Date of Winding-up Order: 2 July 2024
L Burgess 3rd Floor, 1 City Walk, Leeds, LS11 9DA, telephone: [redacted]
Capacity of office holder(s): Liquidator
2 July 2024 (4657514)

WHITCASTER LIMITED
(Company Number 08474469)
Registered office: Unit A, James Carter Road, Mildenhall, BURY ST. EDMUNDS, IP28 7DE
In the Manchester District Registry
No 000699 of 2024
Date of Filing Petition: 22 May 2024
Date of Winding-up Order: 2 July 2024
M Commins Eastbrook, Shaftesbury Road, Cambridge, CB2 8DR, telephone:
Capacity of office holder(s): Liquidator
2 July 2024 (4657517)

WOLF DATA SYSTEMS LTD
(Company Number 12166166)
Registered office: 168 Church Road, HOVE, BN3 2DL
In the Manchester District Registry
No 000249 of 2024
Date of Filing Petition: 23 February 2024
Date of Winding-up Order: 2 July 2024
K Jackson Fifty, Pembroke Court, Pembroke Chatham Maritime, CHATHAM, ME4 4EL, telephone: 03006780016
Capacity of office holder(s): Liquidator
2 July 2024 (4657513)

Members' voluntary liquidation

APPOINTMENT OF LIQUIDATORS

Name of Company: **AFEB LIMITED**
Company Number: 02759629
Nature of Business: Landscaping services.
Registered office: 79 Caroline Street, Birmingham B3 1UP
Type of Liquidation: Members
Date of Appointment: 3 July 2024
Richard Paul James Goodwin (IP No. 9727) of Butcher Woods, 79 Caroline Street, Birmingham, B3 1UP
By whom Appointed: Members
Ag SJ40498 (4659168)

Name of Company: **ARROWHEAD GROUP (N.W.) LTD**
Company Number: 07957519
Nature of Business: Property leasing
Previous Name of Company: Arrowhead Properties & Rentals Limited (changed 5 June 2015)
Registered office: 7400 Daresbury Park, Daresbury, Warrington, Cheshire, WA4 4BS (formerly 234 Green Lane, Leigh, Lancashire, WN7 2TW)
Type of Liquidation: Members
Date of Appointment: 1 July 2024
John Allan Carpenter (IP No. 16270) and *Christopher Benjamin Barrett* (IP No. 9437) both of Dow Schofield Watts Business Recovery LLP, 7400 Daresbury Park, Daresbury, Warrington, WA4 4BS
By whom Appointed: Members
Ag SJ40565 (4659155)

Name of Company: **BAWSEY PIGS LIMITED**
Company Number: 05888404
Nature of Business: Pig Farming
Registered office: Summerhill House, 1 Sculthorpe Road, Fakenham, Norfolk, NR21 9HA
Type of Liquidation: Members
Date of Appointment: 1 July 2024
Lee Anthony Green (IP No. 015610) and *Andrew Anderson Kelsall* (IP No. 009555) both of Larking Gowen LLP, 1st Floor, Prospect House, Rouen Road, Norwich, NR1 1RE
By whom Appointed: Members
Ag SJ40554 (4659162)

Company Number: 05622812
Name of Company: **BROOMCO (3935) LIMITED**
Company Number: 08369020
Name of Company: **CUFE INVESTMENTS LIMITED**
Company Number: 05349386
Name of Company: **HOLSTOCK LIMITED**
Nature of Business: (of all the above companies) Activities of other holding companies not elsewhere classified
Registered office: (of all the above companies) Ernst & Young LLP, 1 More London Place, London, SE1 2AF
Principal trading address: (of all the above companies) Recycling Lives Centre, Essex Street, Preston, England, PR1 1QE
Type of Liquidation: All in Members Voluntary Liquidation
Joint Liquidator: *Derek Neil Hyslop* (IP number 9970) of Ernst & Young LLP, Atria One, 144 Morrison Street, Edinburgh, EH3 8EX.
Joint Liquidator: *Trevor Oates* (IP number 26290) of Ernst & Young LLP, Atria One, 144 Morrison Street, Edinburgh, EH3 8EX.
Date of Appointment: 02 July 2024
By whom Appointed: Members

For further details contact Sanjay Chita on +441312402597 (4659842)

Name of Company: **CADENT GAS PENSION SERVICES LIMITED**
Company Number: 12677559
Nature of Business: Non-trading company
Registered office: Cadent, Pilot Way, Ansty, Coventry, CV7 9JU
Type of Liquidation: Members
Date of Appointment: 3 July 2024
Matthew James Cowlishaw (IP No. 009631) and *Stephen Roland Browne* (IP No. 009281) both of Teneo Financial Advisory Limited, The Colmore Building, 20 Colmore Circus Queensway, Birmingham, B4 6AT
By whom Appointed: The Company
Ag SJ40558 (4659161)

Name of Company: **CONFIDO GROUP LTD**
Company Number: 10331456
Trading Name: Little Tinkers World
Nature of Business: Retail sale via mail order houses or via Internet
Registered office: 9 Byford Court, Crockatt Road, Hadleigh, IP7 6RD
Type of Liquidation: Members
Date of Appointment: 3 July 2024
Gary Rupping (IP No. 16012) and *Andrew McTear* (IP No. 007242) both of McTear Williams & Wood, Prospect House, Rouen Road, Norwich, NR1 1RE
By whom Appointed: Members
Ag SJ40544 (4659153)

Name of Company: **CROSSTALK LIMITED**
Company Number: 07535958
Nature of Business: Other professional, scientific and technical activities not elsewhere classified
Registered office: 9 Ensign House, Admirals Way, Marsh Wall, London, E14 9XQ
Type of Liquidation: Members
Date of Appointment: 18 June 2024
Richard Hunt (IP No. 21772) of SFP Restructuring Limited, 9 Ensign House, Admirals Way, Marsh Wall, London, E14 9XQ
By whom Appointed: Members
Ag SJ40569 (4659156)

Name of Company: **CWFL LIMITED**
Company Number: 11248746
Nature of Business: Solicitors
Registered office: Walkers Accountants Ltd, Suite 3, Aireside House, Royd Ings Avenue, Keighley, BD21 4BZ in the process of being changed to Minerva, 29 East Parade, Leeds, LS1 5PS
Type of Liquidation: Members
Date of Appointment: 3 July 2024
Mark Hodgett (IP No. 24990) and *David Antony Willis* (IP No. 9180) both of FRP Advisory Trading Limited, Minerva, 29 East Parade, Leeds, LS1 5PS
By whom Appointed: Members
Ag SJ40487 (4659169)

Name of Company: **DES KELLY MEDIA LIMITED**
Company Number: 08495579
Nature of Business: Television programme production activities; Radio broadcasting; Television programming and broadcasting activities
Registered office: Woodlands Grange Woodlands Lane, Bradley Stoke, Bristol, BS32 4JY
Type of Liquidation: Members
Date of Appointment: 2 July 2024
Sam Talby (IP No. 9404) and *Rob Coad* (IP No. 11010) both of Undebt.co.uk, Orchard St Business Centre, 13-14 Orchard Street, Bristol, BS1 5EH
By whom Appointed: Members
Ag SJ40502 (4659180)

Name of Company: **EDAY CONSULTING LIMITED**
Company Number: 10500731
Nature of Business: Consultancy
Registered office: Mansion House, Manchester Road, Altrincham, Cheshire, England, WA14 4RW
Type of Liquidation: Members
Date of Appointment: 2 July 2024
Darren Brookes (IP No. 9297) of Milner Boardman & Partners, The Old Bank, 187a Ashley Road, Hale, Cheshire, WA15 9SQ
By whom Appointed: Members
Ag SJ40517 (4659177)

Name of Company: **ELDON ROAD DEVELOPMENTS LIMITED**
Company Number: 07759641
Nature of Business: Buying and selling of own real estate
Previous Name of Company: Finchatton 2012 Ltd
Registered office: The Estate Office Wield Park, Upper Wield, Nr Alresford, SO24 9RU and it is in the process of being changed to The Old Town Hall, 71 Christchurch Road, Ringwood, BH24 1DH
Type of Liquidation: Members
Date of Appointment: 28 June 2024
David Meany (IP No. 9453) and *Richard Wragg* (IP No. 23130) both of Quantuma Advisory Limited, The Old Town Hall, 71 Christchurch Road, Ringwood, BH24 1DH
By whom Appointed: The Company
Ag SJ40624 (4659243)

Name of Company: **EVOLVE PIG HEALTH LTD**
Company Number: 11551360
Nature of Business: Growing of vegetables and melons roots and tubers, Support activities for animal production (other than farm animal, boarding and care) not elsewhere classified, Veterinary activities
Registered office: Tishon House, Warrington Road, High Leigh, Cheshire, WA16 0RT
Type of Liquidation: Members
Date of Appointment: 26 June 2024
Steve Markey (IP No. 14912) and *Lauren Fitton* (IP No. 30212) both of Leonard Curtis, Leonard Curtis House, Elms Square, Bury New Road, Whitefield, Greater Manchester, M45 7TA
By whom Appointed: Members
Ag SJ40603 (4659205)

Name of Company: **FACTORY FUTURES LIMITED**
Company Number: 11072100
Nature of Business: Activities of other holding companies not elsewhere classified
Registered office: 54 Stone Street, Faversham, ME13 8PS and is in the process of being changed at Companies House to 10 Lower Thames Street, London, EC3R 6AF
Type of Liquidation: Members
Date of Appointment: 1 July 2024
Joseph Walter Colley (IP No. 21712) and *John Anthony Dickinson* (IP No. 9342) both of CBW Recovery LLP, 10 Lower Thames Street, London, EC3R 6AF
By whom Appointed: Members
Ag SJ40511 (4659145)

Name of Company: **FACTORY HOLDINGS LIMITED**
Company Number: 10998196
Nature of Business: Activities of other holding companies not elsewhere classified
Registered office: 54 Stone Street, Faversham, ME13 8PS and is in the process of being changed at Companies House to 10 Lower Thames Street, London, EC3R 6AF
Type of Liquidation: Members
Date of Appointment: 1 July 2024
Joseph Walter Colley (IP No. 21712) and *John Anthony Dickinson* (IP No. 9342) both of CBW Recovery LLP, 10 Lower Thames Street, London, EC3R 6AF
By whom Appointed: Members
Ag SJ40510 (4659178)

Name of Company: **FRIARS 1921 LIMITED**
Company Number: 15682830
Nature of Business: Activities of other holding companies not elsewhere classified
Registered office: 1 St. James Court, Whitefriars, Norwich, Norfolk, NR3 1RU and in the process of being changed to Evelyn Partners LLP, c/o RRS Department, 14th Floor, 103 Colmore Row, Birmingham, B3 3AG
Type of Liquidation: Members
Date of Appointment: 1 July 2024
Christopher Allen (IP No. 12534) of Evelyn Partners LLP, c/o RRS Department, 14th Floor, 103 Colmore Row, Birmingham, B3 3AG and *Gregory Andrew Palfrey* (IP No. 9060) of Evelyn Partners LLP, 4th Floor, Cumberland House, 15-17 Cumberland Place, Southampton, SO15 2BG
By whom Appointed: Members
Ag SJ40536 (4659154)

Name of Company: **FRO III HASTINGS UK HOLDCO LIMITED**
Company Number: 13083753
Nature of Business: Activities of other holding companies not elsewhere classified
Registered office: 7 Clarges St, Mayfair, London, W1J 8AE
Type of Liquidation: Members
Date of Appointment: 24 June 2024
Nicola Kate Clark (IP No. 19390) and *Simon David Monks* (IP No. 27750) both of Azets Holdings Limited, 5th Floor, Ship Canal House, 98 King Street, Manchester, M2 4WU
By whom Appointed: Members
Ag SJ40563 (4659164)

Name of Company: **FRO III HASTINGS UK TOPCO LIMITED**
Company Number: 13199202
Nature of Business: Activities of other holding companies not elsewhere classified
Registered office: 7 Clarges St, Mayfair, London W1J 8AE
Type of Liquidation: Members
Date of Appointment: 24 June 2024
Nicola Kate Clark (IP No. 19390) and *Simon David Monks* (IP No. 27750) both of Azets Holdings Limited, 5th Floor, Ship Canal House, 98 King Street, Manchester, M2 4WU
By whom Appointed: Members
Ag SJ40566 (4659166)

Name of Company: **G & J PRODUCTS LIMITED**
Company Number: 11714958
Nature of Business: Other business support service activities not elsewhere classified
Registered office: 555 Smithdown Road, Liverpool, Merseyside L15 5AF
Type of Liquidation: Members
Date of Appointment: 26 June 2024
Steve Markey (IP No. 14912) and *Lauren Fitton* (IP No. 30212) both of Leonard Curtis, Leonard Curtis House, Elms Square, Bury New Road, Whitefield, Greater Manchester, M45 7TA
By whom Appointed: Members
Ag SJ40583 (4659159)

Name of Company: **GORDON TOPCO LIMITED**
Company Number: 12296818
Nature of Business: Activities of other holding companies not elsewhere classified
Name of Company: **MACQUARIE COMMODITIES (UK) LIMITED**
Company Number: 05259474
Nature of Business: Non-trading company
Name of Company: **MACQUARIE COMMODITIES FINANCE (UK) LIMITED**
Company Number: 05259503
Nature of Business: Activities of other holding companies not elsewhere classified
Name of Company: **MACQUARIE COMMODITIES FACTORING HOLDINGS (UK) LIMITED**
Company Number: 06863247
Nature of Business: Activities of other holding companies not elsewhere classified
Registered office: (All) 1 More London Place, London, SE1 2AF
Type of Liquidation: Members
Date of Appointment: 28 June 2024
Matthew Coomber (IP No. 24430) and *Richard Barker* (IP No. 17150) both of Ernst & Young LLP, 1 More London Place, London, SE1 2AF
By whom Appointed: Members
Ag SJ40614 (4659236)

Company Number: 02718241
Name of Company: **HENDERSON EUROTRUST PLC**
Nature of Business: Activities of investment trusts
Registered office: 1 More London Place, London, SE1 2AF
Principal trading address: 201 Bishopsgate, London, EC2M 3AE
Type of Liquidation: Members Voluntary Liquidation
Joint Liquidator: *Derek Neil Hyslop* (IP number 9970) of Ernst & Young LLP, 1 More London Place, London, SE1 2AF.
Joint Liquidator: *Richard Barker* (IP number 17150) of Ernst & Young LLP, 1 More London Place, London, SE1 2AF.
Date of Appointment: 04 July 2024
By whom Appointed: Members
For further details contact Mark Chapman on +44 113 298 2602 or at [redacted] (4660172)

Name of Company: **INDUSTRIOUS ETHOS LIMITED**
Company Number: 13000727
In Members' Voluntary Liquidation
Registered office: Former Registered Office: 37 Warren Street, London W1T 6AD
Principal trading address: 10 Havilland Mews, London W12 8BG
Type of Liquidation: Member's Voluntary Liquidation
Liquidator: *Anthony Hyams* (IP No 9413), of Insolve Plus Ltd, 14 Bonhill Street, London EC2A 4BX
Date of Appointment: 27 June 2024
By whom Appointed: Members
For further details contact Natasha Reeves on telephone 020 7495 2348 or by email at [redacted]
Dated this 4th day of July 2024
Anthony Hyams Liquidator (4659805)

Company Number: 13551496
Name of Company: **J17 PHARMA CONSULTING LTD**
Nature of Business: Consultancy Services
Registered office: C/o MC Accountants, 19 Market Square, Sandbach, Cheshire, CW11 1AT
Principal trading address: 55 Rose Way, Sandbach, Cheshire, CW11 4AB
Type of Liquidation: Members Voluntary Liquidation
Liquidator: *Annette Reeve* (IP number 9739) of Beesley Corporate Recovery, Suite 4C Manchester International Office Centre, Styal Road, Wythenshawe, M22 5WB.
Date of Appointment: 05 July 2024
By whom Appointed: The Members of the Company
For further details contact Beesley Corporate Recovery on 01625 544 795 or at [redacted] (4660385)

Name of Company: **MALDEN HOUSE ESTATES LIMITED**
Company Number: 13145660
("the Company")
Registered office: Malden House, Lower Wokingham Road, Crowthorne, Berkshire, RG45 6BX
Principal trading address: Malden House, Lower Wokingham Road, Crowthorne, Berkshire, RG45 6BX
Nature of Business: Other service activities not elsewhere classified
Type of Liquidation: Members' Voluntary Liquidation
Liquidator's name and address: *Michael James Gregson*, of TC Group, Brightfield Business Hub, Bakewell Road, Orton Southgate, Peterborough, PE2 6XU.
Office Holder Number: 9339.

Alternative Contact: Paul Ward, [redacted] - Telephone: [redacted]
Date of Appointment: 28 June 2024
By whom Appointed: Members
Dated this 28 June 2024
MICHAEL JAMES GREGSON - Liquidator (4659813)

Name of Company: **MANICKYA MADHURI SARDAR LTD**
Company Number: 09198763
Nature of Business: Hospital activities
Registered office: 9 Ensign House, Admirals Way, Marsh Wall, London, E14 9XQ
Type of Liquidation: Members
Date of Appointment: 10 June 2024
Richard Hunt (IP No. 21772) of SFP Restructuring Limited, 9 Ensign House, Admirals Way, Marsh Wall, London, E14 9XQ
By whom Appointed: Members
Ag SJ40567 (4659165)

Pursuant to section 109 of the Insolvency Act 1986
Name of Company: **MARTAN TRADING LIMITED**
Company Number: 04415794
Registered office: Goodwood House Blackbrook Park Avenue Taunton Somerset TA1 2PX
Nature of Business: Holiday let
Type of Liquidation: Members
Liquidator name and address: *Daniel James* , of Albert Goodman LLP, Goodwood House, Blackbrook Park Avenue, Taunton, Somerset TA1 2PX
26292
Alternative Contact: Karolina Struska, [redacted] - Telephone: [redacted]
Date of Appointment 26 June 2024
By whom Appointed: Members
2 July 2024
Daniel James Liquidator (4659807)

Pursuant to section 109 of the Insolvency Act 1986
Name of Company: **MICHAELS DRINKSTOP LIMITED**
Company Number: 03243207
Trading Name: Michaels Drinkstop
Registered office: 71 Hobs Moat Road, Solihull, West Midlands, B92 8JJ
Principal trading address: 122 Stratford Road, Shirley, Solihull, West Midlands, B90 3BB
Nature of Business: 47250 - Retail sale of beverages in specialised stores
Type of Liquidation: Members
Joint Liquidators names, office holder numbers and addresses: *Manubhai Govindbhai Mistry* (office holder no. 7787) and *Hemal Mistry* (office holder no. 10770) of Horsfields, Belgrave Place, 8 Manchester Road, Bury, BL9 0ED.
By whom Appointed: The Company
Other contact information: Helen Williams, [redacted]
Date of Appointment: 28 June 2024
H Mistry Joint Liquidator
Dated: 28 June 2024 (4659814)

Name of Company: **MINCHENDEN BUSINESS CENTRE LIMITED**
Company Number: 02794608
Nature of Business: Non-trading
Registered office: Southgate Campus, High Street, London, N14 6BS
Type of Liquidation: Members
Date of Appointment: 25 June 2024
Georgina Marie Eason (IP No. 9688) and *James Alexander Snowdon* (IP No. 9457) both of MHA, 6th Floor, 2 London Wall Place, London, EC2Y 5AU
By whom Appointed: Members
Ag SJ40504 (4659174)

Name of Company: **MOUNTAIN GROVE HOLLAND HOUSE LIMITED**
Company Number: 01632322
Nature of Business: Buying and selling of own real estate
Previous Name of Company: Stena Holland House, Limited; Northern Oceanics Limited; Stena Oceanics Limited, Grampian Oceanics Limited
Registered office: 7 Clarges Street, London, W1J 8AE
Type of Liquidation: Members
Date of Appointment: 24 June 2024
Nicola Kate Clark (IP No. 19390) and *Simon David Monks* (IP No. 27750) both of Azets Holdings Limited, 5th Floor, Ship Canal House, 98 King Street, Manchester, M2 4WU
By whom Appointed: Members
Ag SJ40531 (4659149)

Name of Company: **MOUNTAIN GROVE RED LION LIMITED**
Company Number: 08586357
Nature of Business: Buying and selling of own real estate
Previous Name of Company: Stena Red Lion Limited
Registered office: 7 Clarges Street, Clarges Street, London, W1J 8AE
Type of Liquidation: Members
Date of Appointment: 24 June 2024
Nicola Kate Clark (IP No. 19390) and *Simon Monks* (IP No. 27750) both of Azets Holdings Limited, 5th Floor, Ship Canal House, 98 King Street, Manchester, M2 4WU
By whom Appointed: Members
Ag SJ40548 (4659179)

Name of Company: **PERCY WORKS LTD**
Company Number: 13474906
Nature of Business: Marketing agency
Registered office: Summit House, 13 High Street, London, E11 2AA
Type of Liquidation: Members
Date of Appointment: 3 July 2024
Mark Reynolds (IP No. 008838) of Valentine & Co, Galley House, Moon Lane, Barnet, EN5 5YL
By whom Appointed: Members
Ag SJ40506 (4659170)

Name of Company: **POPULAR BUILDERS MERCHANTS LTD**
Company Number: 08660385
Nature of Business: Other building completion and finishing; Retail sale of hardware, paints and glass in specialised stores
Registered office: 82 Katherine Road, London, E6 1EN
Type of Liquidation: Members
Date of Appointment: 4 July 2024
Zain Iqbal (IP No. 25034) of Cooper Young, Hunter House, 109 Snakes Lane West, Woodford Green, Essex, IG8 0DY
By whom Appointed: Members
Ag SJ40610 (4659240)

Name of Company: **RETAIL PRO-FIT LTD**
Company Number: 06565894
Nature of Business: Other professional, scientific and technical activities not elsewhere classified
Registered office: 14 Fortune Way, Bassingbourn, Royston, Hertfordshire, SG8 5YR
Type of Liquidation: Members
Date of Appointment: 1 July 2024
Richard Jeffrey Rones (IP No. 8807) of ThorntonRones Limited, 311 High Road, Loughton, Essex, IG10 1AH
By whom Appointed: Members
Ag SJ40348 (4659171)

Name of Company: **ROHAIL LASHARI LIMITED**
Company Number: 14226334
Nature of Business: Web Lead
Registered office: Mansion House, Manchester Road, Altrincham, Cheshire, WA14 4RW
Type of Liquidation: Members
Date of Appointment: 26 June 2024
Darren Brookes (IP No. 9297) of Milner Boardman & Partners, The Old Bank, 187a Ashley Road, Hale, Cheshire, WA15 9SQ
By whom Appointed: Members
Ag SJ40518 (4659176)

Name of Company: **WIGHTWICK DENTAL PRACTICE LIMITED**
Company Number: 06858303
Trading Name: Wightwick Dental Practice
Nature of Business: Dentistry equipment and real estate letting
Previous Name of Company: City Fresh Services Ltd
Registered office: 301 Bridgnorth Road, Wightwick, Wolverhampton, WV6 8BW
Type of Liquidation: Members
Date of Appointment: 3 July 2024
Mark Jonathan Botwood (IP No. 8965) of Muras Baker Jones Ltd, Regent House, Bath Avenue, Wolverhampton, WV1 4EG
By whom Appointed: Members
Ag SJ40606 (4659181)

Name of Company: **YODEL PROPERTIES LIMITED**
Company Number: 09189263
Nature of Business: Other business support service activities not elsewhere classified
Registered office: Pearl Assurance House, 319 Ballards Lane, London, N12 8LY
Type of Liquidation: Members
Date of Appointment: 2 July 2024
Asher Miller (IP No. 9251) and *Stephen Katz* (IP No. 8681) both of Begbies Traynor (London) LLP, Pearl Assurance House, 319 Ballards Lane, London, N12 8LY
By whom Appointed: Members
Ag SJ40599 (4659213)

NOTICES TO CREDITORS

301 BROADCASTING LIMITED
(Company Number 12262162)
Registered office: Suite 4, Portfolio House, 3 Princes Street, Dorchester, Dorset, DT1 1TP
Principal trading address: Inglewood California Lane, Bushey Heath, Bushey, Hertfordshire, WD23 1EP
Notice is hereby given pursuant to Rule 14.29 of the INSOLVENCY (ENGLAND AND WALES) RULES 2016 that I, Lisa Alford of Purnells, 5a Kernick Industrial Estate, Penryn, Cornwall, TR10 9EP, being Joint Liquidator of the above named company, intend to declare a first and final dividend within the period of 2 months from 2 August 2024.
Those creditors who have not yet proved their debts in the winding up are required on or before 2 August 2024 to send their names and addresses with particulars of their debts to me, and if so required in writing by me, personally, or by solicitors, to come in and prove their debts at such time and place as shall be specified in such notice or, in default thereof, they will be excluded from the benefit of any dividend declared before such debt is proved.
The distribution may be made without regard to the claim of any person in respect of a debt not proved.
Date of Appointment: 15 March 2024
Office Holder Details: *Lisa Alford* (IP No. 9723) and *Chris Parkman* (IP No. 9588) both of Purnells, 5a Kernick Industrial Estate, Penryn, Cornwall, TR10 9EP
Further details contact: Lisa Alford, Email: [redacted]
Lisa Alford, Joint Liquidator
4 July 2024
Ag SJ40581 (4659194)

ARROWHEAD GROUP (N.W.) LTD
(Company Number 07957519)
Registered office: 7400 Daresbury Park, Daresbury, Warrington, Cheshire, WA4 4BS (formerly 234 Green Lane, Leigh, Lancashire, WN7 2TW)
Principal trading address: 234 Green Lane, Leigh, Lancashire, WN7 2TW
Notice is hereby given that Creditors of the Company are required, on or before 31 July 2024 to prove their debts by delivering their proofs (in the format specified in Rule 14.4 of the INSOLVENCY (ENGLAND AND WALES) RULES 2016) to the Joint Liquidators at Dow Schofield Watts Business Recovery LLP, 7400 Daresbury Park, Daresbury, Warrington, WA4 4BS.
If so required by notice from the Joint Liquidators, creditors must produce any document or other evidence which the Joint Liquidators consider is necessary to substantiate the whole or any part of a claim.
Note: The Directors of the Company have made a declaration of solvency and it is expected that all creditors will be paid in full.
Date of Appointment: 1 July 2024.
Office Holder Details: *John Allan Carpenter* (IP No. 16270) and *Christopher Benjamin Barrett* (IP No. 9437) both of Dow Schofield Watts Business Recovery LLP, 7400 Daresbury Park, Daresbury, Warrington, WA4 4BS
For further details contact: The Joint Liquidators, [redacted]
Alternative contact: Leanne Moss, Email: [redacted]
John Allan Carpenter, Joint Liquidator
4 July 2024
Ag SJ40565 (4659208)

BAWSEY PIGS LIMITED
(Company Number 05888404)
Registered office: Summerhill House, 1 Sculthorpe Road, Fakenham, Norfolk, NR21 9HA
Principal trading address: The New House, 1b Vong Lane, Pott Row, King's Lynn PE32 1BW
Notice is hereby given pursuant to Rule 14.28 of the INSOLVENCY (ENGLAND AND WALES) RULES 2016, that the Joint Liquidators intend to declare a first and final distribution to unsecured creditors of the Company within the period of two months from the last date for proving specified below.
Creditors who have not yet done so must prove their debts by sending their full names and addresses, particulars of their debts or claims, and the names and addresses of their solicitors (if any), to the Joint Liquidators at Larking Gowen LLP, 1st floor Prospect House, Rouen Road, Norwich NR1 1RE by no later than 31 July 2024 (the last date for proving).
Note: The Directors of the Company have made a declaration of solvency and it is expected that all creditors will be paid in full.
Date of Appointment: 1 July 2024
Office Holder Details: *Lee Anthony Green* (IP No. 015610) and *Andrew Anderson Kelsall* (IP No. 009555) both of Larking Gowen LLP, 1st Floor, Prospect House, Rouen Road, Norwich, NR1 1RE
For further details contact: Dawn Jefferies, [redacted] or Email: [redacted] Alternative contact: Sebastian Hall, Email: [redacted]
Lee Anthony Green, Joint Liquidator
4 July 2024
Ag SJ40554 (4659203)

BROOMCO (3935) LIMITED
(Company Number 05622812)
CUFE INVESTMENTS LIMITED
(Company Number 08369020)
HOLSTOCK LIMITED
(Company Number 05349386)
Registered office: (of all the above companies) Ernst & Young LLP, 1 More London Place, London, SE1 2AF
Principal trading address: (of all the above companies) Recycling Lives Centre, Essex Street, Preston, England, PR1 1QE

As Joint Liquidators of the Companies, we hereby give notice that we intend to make a final distribution to creditors. The last date for proving is 27 August 2024 and creditors of the Companies should by that date send their full names and addresses and particulars of their debts or claims to me Derek Neil Hyslop of Ernst & Young LLP, Atria One, 144 Morrison Street, Edinburgh, EH3 8EX.
In accordance with Rule 14.38(1)(c) of the Insolvency (England and Wales) Rules 2016, we may thereafter make the proposed distribution without regard to the claim of any person in respect of a debt not yet proved.
Joint Liquidator: *Derek Neil Hyslop* (IP number 9970) of Ernst & Young LLP, Atria One, 144 Morrison Street, Edinburgh, EH3 8EX.
Joint Liquidator: *Trevor Oates* (IP number 26290) of Ernst & Young LLP, Atria One, 144 Morrison Street, Edinburgh, EH3 8EX.
Date of Appointment: 02 July 2024
For further details contact Sanjay Chita on +441312402597
Dated: 8 July 2024
Derek Neil Hyslop, Joint Liquidator (4659843)

CADENT GAS PENSION SERVICES LIMITED
(Company Number 12677559)
Registered office: Cadent, Pilot Way, Ansty, Coventry, CV7 9JU
Principal trading address: N/A
Notice is hereby given to creditors under Rule 14.28 of the INSOLVENCY (ENGLAND AND WALES) RULES 2016, that the Joint Liquidators intend to declare a first and final distribution to creditors.
Creditors who have not yet done so are required to submit details of their proofs of debt in writing on or before 29 July 2024, which is the last date for proving, to Daniel James Mark Smith using the contact details provided below and, if so requested to provide such further documentary evidence as may be requested by the Joint Liquidators.
The first and final distribution to creditors will be declared within the period of two months from the last date for proving and will be made without further regard to creditors' claims which were not proved by the last date for proving.
The Joint Liquidators intend that, after paying and providing for a final distribution in respect of the claims of all creditors who have proved their debts, the funds remaining in the hands of the Joint Liquidators shall be distributed to shareholders absolutely.
Date of Appointment: 3 July 2024
Office Holder Details: *Matthew James Cowlishaw* (IP No. 009631) and *Stephen Roland Browne* (IP No. 009281) both of Teneo Financial Advisory Limited, The Colmore Building, 20 Colmore Circus Queensway, Birmingham, B4 6AT
The Joint Liquidators can be contacted at Teneo Financial Advisory Limited on [redacted] Alternative contact: Tia Elkington.
Stephen Roland Browne, Joint Liquidator
4 July 2024
Ag SJ40558 (4659211)

CONFIDO GROUP LTD
(Company Number 10331456)
Trading Name: Little Tinkers World
Registered office: 9 Byford Court, Crockatt Road, Hadleigh, IP7 6RD
Principal trading address: 9 Byford Court, Crockatt Road, Hadleigh, IP7 6RD
The above Company was placed into members' voluntary liquidation on 3 July 2024 when *Gary Rupping* (IP No. 16012) and *Andrew McTear* (IP No. 007242) both of McTear Williams & Wood, Prospect House, Rouen Road, Norwich, NR1 1RE were appointed Joint Liquidators.
The Company is able to pay all its known creditors in full.
Notice is hereby given pursuant to Rule 14.28 of the INSOLVENCY (ENGLAND AND WALES) RULES 2016 that the Joint Liquidators of the Company intend making a first and final distribution to creditors within two months of the last date for proving specified below. Creditors of the Company are required to prove their debts before 26 July 2024 by sending to Gary Rupping of McTear Williams & Wood Limited, Prospect House, Rouen Road, Norwich, NR1 1RE written statements of the amount they claim to be due to them from the company. They must also, if so requested, provide such further details or produce such documentary or other evidence as may appear to the Joint Liquidator to be necessary. A creditor who has not proved his debt before 26 July 2024 or who increases the claim in his proof after that date, will not be entitled to disturb the intended final distribution. The Joint Liquidator may make the intended distribution without regard to the claim of any person in respect of a debt not proved or claim increased by that date.
The Joint Liquidator intends that, after paying or providing for a final distribution in respect of the claims of all creditors who have proved their debts, the funds remaining in the hands of the Joint Liquidator shall be distributed to shareholders absolutely.
Enquiries should be made to McTear Williams & Wood, Prospect House, Rouen Road, Norwich NR1 1RE ([redacted] Fax: Email: [redacted]
Gary Rupping, Joint Liquidator
4 July 2024
Ag SJ40544 (4659227)

CROSSTALK LIMITED
(Company Number 07535958)
Registered office: 9 Ensign House, Admirals Way, Marsh Wall, London, E14 9XQ (Formerly) 4th Floor, 4 Tabernacle Street, London, EC2A 4LU
Principal trading address: (Formerly) 4th Floor, 4 Tabernacle Street, London, EC2A 4LU
Notice is hereby given under Rule 14.28 of the INSOLVENCY (ENGLAND AND WALES) RULES 2016, that I, the Liquidator of the above-named Company, Richard Hunt of SFP Restructuring Limited, 9 Ensign House, Admirals Way, Marsh Wall, London E14 9XQ intend declaring a first and final dividend to unsecured creditors.
Creditors who have not already proved are required, on or before 13 August 2024, to submit their proofs of debt to me at SFP Restructuring Limited, 9 Ensign House, Admirals Way, Marsh Wall, London E14 9XQ and, if so requested by me, to provide such further details or produce such documentary or other evidence as may appear to be necessary.
Please note that this is a solvent liquidation and therefore I am entitled to make the distribution and any further distribution to creditors or shareholders without regard to the claim of any person in respect of a debt not proved.
Please note: The last date for submitting a proof of debt is 13 August 2024. A proof of debt can be downloaded at https://www.gov.uk/government/publications/rule-144-proof-of-debt-general-form
Date of Appointment: 18 June 2024
Office Holder Details: *Richard Hunt* (IP No. 21772) of SFP Restructuring Limited, 9 Ensign House, Admirals Way, Marsh Wall, London, E14 9XQ
For further details contact: Richard Hunt or Aaliyah Dable, Tel: 020 7538 2222.
Richard Hunt, Liquidator
2 July 2024
Ag SJ40569 (4659206)

CWFL LIMITED
(Company Number 11248746)
Registered office: Walkers Accountants Ltd, Suite 3, Aireside House, Royd Ings Avenue, Keighley, BD21 4BZ in the process of being changed to Minerva, 29 East Parade, Leeds, LS1 5PS
Principal trading address: Third Floor, Refuge Building, 9-11 Sunbridge Street, Bradford, BD1 2AZ
Notice is hereby given that the creditors of the above named Company, over which I was appointed Joint Liquidator on 3 July 2024 are required, on or before 30 July 2024 to send in their full names, their addresses and descriptions, full particulars of their debts or claims and the names and addresses of their solicitors (if any) to the undersigned, Mark Hodgett of FRP Advisory Trading Limited, Minerva, 29 East Parade, Leeds, West Yorkshire, LS1 5PS the Joint Liquidator of the said Company, and, if so required by notice in writing from the said Joint Liquidator, are, personally or by their solicitors, to come in and prove their debts or claims at such time and place as shall be specified in such notice. A distribution may be made without regard to the claim of any person in respect of a debt not proved.
The winding up is a members' voluntary winding up and it is anticipated that all debts will be paid.
Date of Appointment: 3 July 2024

Office Holder Details: *Mark Hodgett* (IP No. 24990) and *David Antony Willis* (IP No. 9180) both of FRP Advisory Trading Limited, Minerva, 29 East Parade, Leeds, LS1 5PS
Further details contact: The Joint Liquidators, Email: [redacted] Alternative contact: Peter Scriven.
Mark Hodgett, Joint Liquidator
3 July 2024
Ag SJ40487 (4659202)

DES KELLY MEDIA LIMITED
(Company Number 08495579)
Registered office: Woodlands Grange Woodlands Lane, Bradley Stoke, Bristol, BS32 4JY
Principal trading address: Woodlands Grange Woodlands Lane, Bradley Stoke, Bristol, BS32 4JY
Notice is hereby given that Creditors of the Company are required, on or before 4 August 2024 to prove their debts by delivering their proofs (in the format specified in Rule 14.4 of the INSOLVENCY (ENGLAND AND WALES) RULES 2016) to the Joint Liquidators at Orchard Street Business Centre, 13-14 Orchard Street, Bristol, BS1 5EH.
If so required by notice from the Joint Liquidators, creditors must produce any document or other evidence which the Joint Liquidators consider is necessary to substantiate the whole or any part of a claim.
Note: The Directors of the Company have made a Declaration of Solvency and it is expected that all creditors will be paid in full.
Date of Appointment: 2 July 2024
Office Holder Details: *Sam Talby* (IP No. 9404) and *Rob Coad* (IP No. 11010) both of Undebt.co.uk, Orchard St Business Centre, 13-14 Orchard Street, Bristol, BS1 5EH
For further details contact: Darren Newton, Email: [redacted]
Sam Talby, Joint Liquidator
4 July 2024
Ag SJ40502 (4659183)

DOCKING & COMPANY LIMITED
(Company Number 01413809)
Registered office: Leonard Curtis House, Elms Square, Bury New Road, Whitefield M45 7TA
Principal trading address: Unit 15-16, Silverstone Circuit, Silverstone, Northamptonshire, NN12 8TL
Notice is hereby given, pursuant to Rule 14.28 of the INSOLVENCY (ENGLAND AND WALES) RULES 2016, that further to the appointment of the joint liquidators on 20 March 2024, they intend to declare a first and final dividend to creditors of the above company within two months of the last date for proving, specified below.
Notice is hereby given that creditors of the Company are required, on or before 1 August 2024, to prove their debts by delivering their proofs (in the format specified in Rule 14.4 of the Insolvency (England and Wales) Rules 2016) to the Joint Liquidators at Leonard Curtis, Leonard Curtis House, Elms Square, Bury New Road, Whitefield M45 7TA.
If so required by notice from the Joint Liquidators, creditors must produce any document or other evidence which the Joint Liquidators consider is necessary to substantiate the whole or any part of a claim.
Creditors who have not yet done so must prove their debts by sending their full names and addresses, particulars of their debts or claims and the names and addresses of their solicitors (if any), to the joint liquidators at Leonard Curtis, Leonard Curtis House, Elms Square, Bury New Road, Whitefield M45 7TA by no later than 1 August 2024 (the last date for proving).
As the distribution will be a final distribution, it may be made without regard to the claim of any person in respect of a debt not proved.
Note: The Directors of the Company have made a declaration of solvency and it is expected that all creditors will be paid in full.
Date of Appointment: 20 March 2024
Office Holder Details: *Steve Markey* (IP No. 14912) and *Richard Pinder* (IP No. 19470) both of Leonard Curtis, Leonard Curtis House, Elms Square, Bury New Road, Whitefield, Greater Manchester, M45 7TA
For further details contact: The Joint Liquidators, [redacted]
Alternative contact: Ellise Townsend
Steve Markey, Joint Liquidator
5 July 2024
Ag SJ40604 (4659201)

EDAY CONSULTING LIMITED
(Company Number 10500731)
Registered office: Mansion House, Manchester Road, Altrincham, Cheshire, England, WA14 4RW
Principal trading address: Mansion House, Manchester Road, Altrincham, Cheshire, England, WA14 4RW
Notice is hereby given that the Creditors of the above named Company, which was voluntarily wound up on 2 July 2024 are required, on or before 8 August 2024 to send their full names and addresses together with full particulars of their debts or claims to Milner Boardman & Partners, The Old Bank, 187a Ashley Road, Hale, Cheshire, WA15 9SQ, and, if so requested by me, to provide such further details or produce such documentary or other evidence as may appear to be necessary, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved. Note: This is a solvent liquidation and all known creditors have been or will be paid in full. Note: This is a solvent liquidation and it is envisaged that all known creditors will be paid in full.
Date of Appointment: 2 July 2024
Office Holder Details: *Darren Brookes* (IP No. 9297) of Milner Boardman & Partners, The Old Bank, 187a Ashley Road, Hale, Cheshire, WA15 9SQ
For further details contact Natalie Sellars on telephone [redacted] or by email at [redacted]
Darren Brookes, Liquidator
4 July 2024
Ag SJ40517 (4659212)

ELDON ROAD DEVELOPMENTS LIMITED
(Company Number 07759641)
Previous Name of Company: Finchatton 2012 Ltd
Registered office: The Estate Office Wield Park, Upper Wield, Nr Alresford, SO24 9RU and it is in the process of being changed to The Old Town Hall, 71 Christchurch Road, Ringwood, BH24 1DH
Principal trading address: The Estate Office Wield Park, Upper Wield, Nr Alresford, SO24 9RU
Notice is hereby given that creditors of the Company are required, on or before 2 August 2024 to prove their debts by delivering their proofs (in the format specified in Rule 14.4 of the INSOLVENCY (ENGLAND AND WALES) RULES 2016) to the Joint Liquidators at Quantuma Advisory Limited, The Old Town Hall, 71 Christchurch Road, Ringwood, BH24 1DH.
If so required by notice from the Joint Liquidators, creditors must produce any document or other evidence which the Joint Liquidators consider is necessary to substantiate the whole or any part of a claim.
The distribution may be made without regard to the claim of any person in respect of a debt not proved.
Note: The Directors of the Company have made a declaration of solvency and it is expected that all creditors will be paid in full.
Date of Appointment: 28 June 2024
Office Holder Details: *David Meany* (IP No. 9453) and *Richard Wragg* (IP No. 23130) both of Quantuma Advisory Limited, The Old Town Hall, 71 Christchurch Road, Ringwood, BH24 1DH
Further details contact: Lisa Glock, Email: [redacted]
David Meany, Joint Liquidator
5 July 2024
Ag SJ40624 (4659196)

EVOLVE PIG HEALTH LTD
(Company Number 11551360)
Registered office: Tishon House, Warrington Road, High Leigh, Cheshire, WA16 0RT
Principal trading address: Tishon House, Warrington Road, High Leigh, Cheshire, WA16 0RT
Notice is hereby given, pursuant to Rule 14.28 of the INSOLVENCY (ENGLAND AND WALES) RULES 2016, that further to the appointment of the Joint Liquidators on 26 June 2024, they intend to declare a first and final dividend to creditors of the above company within two months of the last date for proving, specified below.

Notice is hereby given that creditors of the Company are required, on or before 2 August 2024, to prove their debts by delivering their proofs (in the format specified in Rule 14.4 of the Insolvency (England and Wales) Rules 2016) to the Joint Liquidators at Leonard Curtis, Leonard Curtis House, Elms Square, Bury New Road, Whitefield, Manchester M45 7TA.
If so required by notice from the Joint Liquidators, creditors must produce any document or other evidence which the Joint Liquidators consider is necessary to substantiate the whole or any part of a claim.
Creditors who have not yet done so must prove their debts by sending their full names and addresses, particulars of their debts or claims and the names and addresses of their solicitors (if any), to the Joint Liquidators at Leonard Curtis, Leonard Curtis House, Elms Square, Bury New Road, Whitefield, Greater Manchester M45 7TA by no later than 2 August 2024 (the last date for proving).
As the distribution will be a final distribution, it may be made without regard to the claim of any person in respect of a debt not proved.
Note: The Directors of the Company have made a declaration of solvency and it is expected that all creditors will be paid in full.
Date of Appointment: 26 June 2024
Office Holder Details: *Steve Markey* (IP No. 14912) and *Lauren Fitton* (IP No. 30212) both of Leonard Curtis, Leonard Curtis House, Elms Square, Bury New Road, Whitefield, Greater Manchester, M45 7TA
For further details contact: The Joint Liquidators, [redacted]
Alternative contact: Numaan Yousaf.
Steve Markey, Joint Liquidator
5 July 2024
Ag SJ40603 (4659197)

FACTORY FUTURES LIMITED
(Company Number 11072100)
Registered office: 54 Stone Street, Faversham, ME13 8PS and is in the process of being changed at Companies House to 10 Lower Thames Street, London, EC3R 6AF
Principal trading address: N/A
Notice is given that the creditors of the above named Company, which was wound up voluntarily on 1 July 2024, are required, on or before 15 August 2024 to send their full names and addresses together with full particulars of their debts or claims to CBW Recovery LLP, 10 Lower Thames Street, London, EC3R 6AF and, if so requested, to provide such further details or produce such documentary or other evidence as may appear to be necessary, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved. Note: This is a solvent liquidation and all known creditors have been or will be paid in full.
Note: This is a solvent liquidation and all known creditors have been or will be paid in full.
Office Holder Details: *Joseph Walter Colley* (IP No. 21712) and *John Anthony Dickinson* (IP No. 9342) both of CBW Recovery LLP, 10 Lower Thames Street, London, EC3R 6AF
For further details contact: Rachel Beales of CBW Recovery LLP on +44 (0)20 4581 7146 or by email at [redacted]
Joseph Colley, Joint Liquidator
4 July 2024
Ag SJ40511 (4659207)

FACTORY HOLDINGS LIMITED
(Company Number 10998196)
Registered office: 54 Stone Street, Faversham, ME13 8PS and is in the process of being changed at Companies House to 10 Lower Thames Street, London, EC3R 6AF
Principal trading address: N/A
Notice is given that the creditors of the above named Company, which was wound up voluntarily on 1 July 2024, are required, on or before 15 August 2024 to send their full names and addresses together with full particulars of their debts or claims to CBW Recovery LLP, 10 Lower Thames Street, London, EC3R 6AF and, if so requested, to provide such further details or produce such documentary or other evidence as may appear to be necessary, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.
Note: This is a solvent liquidation and all known creditors have been or will be paid in full.
Office Holder Details: *Joseph Walter Colley* (IP No. 21712) and *John Anthony Dickinson* (IP No. 9342) both of CBW Recovery LLP, 10 Lower Thames Street, London, EC3R 6AF
For further details contact: Rachel Beales of CBW Recovery LLP on 020 4581 7146 or by email at [redacted]
Joseph Colley, Joint Liquidator
4 July 2024
Ag SJ40510 (4659230)

FRIARS 1921 LIMITED
(Company Number 15682830)
Registered office: 1 St. James Court, Whitefriars, Norwich, Norfolk, NR3 1RU and in the process of being changed to Evelyn Partners LLP, c/o RRS Department, 14th Floor, 103 Colmore Row, Birmingham, B3 3AG
Principal trading address: 1 St. James Court, Whitefriars, Norwich, Norfolk, NR3 1RU
Notice is hereby given that Creditors of the Company are required, on or before 31 July 2024, to prove their debts by delivering their proofs (in the format specified in Rule 14.4 of the INSOLVENCY (ENGLAND AND WALES) RULES 2016) to the Joint Liquidators at Evelyn Partners LLP, c/o RRS Department, 14th Floor, 103 Colmore Row, Birmingham, B3 3AG.
If so required by notice from the Joint Liquidators, creditors must produce any document or other evidence which the Joint Liquidators consider is necessary to substantiate the whole or any part of a claim.
Note: The Directors of the Company have made a declaration of solvency and it is expected that all creditors will be paid in full.
Date of Appointment: 1 July 2024.
Office Holder Details: *Christopher Allen* (IP No. 12534) of Evelyn Partners LLP, c/o RRS Department, 14th Floor, 103 Colmore Row, Birmingham, B3 3AG. and *Gregory Andrew Palfrey* (IP No. 9060) of Evelyn Partners LLP, 4th Floor, Cumberland House, 15-17 Cumberland Place, Southampton, SO15 2BG
For further details contact: The Joint Liquidators, [redacted]
Alternative contact: Tanja Waack
Christopher Allen, Joint Liquidator
4 July 2024
Ag SJ40536 (4659210)

FRO III HASTINGS UK HOLDCO LIMITED
(Company Number 13083753)
Registered office: 7 Clarges St, Mayfair, London, W1J 8AE
Principal trading address: 7 Clarges St, Mayfair, London, W1J 8AE
Notice is hereby given that creditors of the Company are required, on or before 30 July 2024, to prove their debts by delivering their proofs (in the format specified in Rule 14.4 of the Insolvency (England and Wales) Rules 2016) to the Joint Liquidators at Azets Holdings Limited, 5th Floor, Ship Canal House, 98 King Street, Manchester M2 4WU.
If so required by notice from the Joint Liquidators, creditors must produce any document or other evidence which the Joint Liquidators consider is necessary to substantiate the whole or any part of a claim.
Note: The Directors of the Company have made a declaration of solvency and it is expected that all creditors will be paid in full.
Date of Appointment: 24 June 2024
Office Holder Details: *Nicola Kate Clark* (IP No. 19390) and *Simon David Monks* (IP No. 27750) both of Azets Holdings Limited, 5th Floor, Ship Canal House, 98 King Street, Manchester, M2 4WU
For further details contact: The Liquidators, [redacted] or Email: [redacted] Alternative contact: Anna MacLeod
Nicola Kate Clark, Joint Liquidator
3 July 2024
Ag SJ40563 (4659217)

FRO III HASTINGS UK TOPCO LIMITED
(Company Number 13199202)
Registered office: 7 Clarges St, Mayfair, London W1J 8AE
Principal trading address: 7 Clarges St, Mayfair, London W1J 8AE
Notice is hereby given that creditors of the Company are required, on or before 30 July 2024, to prove their debts by delivering their proofs (in the format specified in Rule 14.4 of the Insolvency (England and Wales) Rules 2016) to the Joint Liquidators at Azets Holdings Limited, 5th Floor, Ship Canal House, 98 King Street, Manchester M2 4WU.

If so required by notice from the Joint Liquidators, creditors must produce any document or other evidence which the Joint Liquidators consider is necessary to substantiate the whole or any part of a claim.
Note: The Directors of the Company have made a declaration of solvency and it is expected that all creditors will be paid in full.
Date of Appointment: 24 June 2024
Office Holder Details: *Nicola Kate Clark* (IP No. 19390) and *Simon David Monks* (IP No. 27750) both of Azets Holdings Limited, 5th Floor, Ship Canal House, 98 King Street, Manchester, M2 4WU
For further details contact: The Liquidators, [redacted] or Email: [redacted] Alternative contact: Anna MacLeod.
Nicola Kate Clark, Joint Liquidator
3 July 2024
Ag SJ40566 (4659189)

G & J PRODUCTS LIMITED
(Company Number 11714958)
Registered office: 555 Smithdown Road, Liverpool, Merseyside L15 5AF
Principal trading address: 9 Penrose Gardens, Penketh, Warrington WA5 2UE
Notice is hereby given, pursuant to Rule 14.28 of the INSOLVENCY (ENGLAND AND WALES) RULES 2016, that further to the appointment of the joint liquidators on 26 June 2024, they intend to declare a first interim dividend to creditors of the above company within two months of the last date for proving, specified below.
Notice is hereby given that creditors of the Company are required, on or before 1 August 2024, to prove their debts by delivering their proofs (in the format specified in Rule 14.4 of the Insolvency (England and Wales) Rules 2016) to the Joint Liquidators at Leonard Curtis, Leonard Curtis House, Elms Square, Bury New Road, Whitefield, Manchester M45 7TA.
If so required by notice from the Joint Liquidators, creditors must produce any document or other evidence which the Joint Liquidators consider is necessary to substantiate the whole or any part of a claim.
Creditors who have not yet done so must prove their debts by sending their full names and addresses, particulars of their debts or claims and the names and addresses of their solicitors (if any), to the joint liquidators at Leonard Curtis, Leonard Curtis House, Elms Square, Bury New Road, Whitefield M45 7TA by no later than 1 August 2024 (the last date for proving).
As the distribution will be a final distribution, it may be made without regard to the claim of any person in respect of a debt not proved.
Note: The Directors of the Company have made a declaration of solvency and it is expected that all creditors will be paid in full.
Date of Appointment: 26 June 2024
Office Holder Details: *Steve Markey* (IP No. 14912) and *Lauren Fitton* (IP No. 30212) both of Leonard Curtis, Leonard Curtis House, Elms Square, Bury New Road, Whitefield, Greater Manchester, M45 7TA
For further details contact: The Joint Liquidators, [redacted]
Alternative contact: Ben Bardsley.
Steve Markey, Joint Liquidator
4 July 2024
Ag SJ40583 (4659204)

GORDON TOPCO LIMITED
(Company Number 12296818)
MACQUARIE COMMODITIES (UK) LIMITED
(Company Number 05259474)
MACQUARIE COMMODITIES FINANCE (UK) LIMITED
(Company Number 05259503)
MACQUARIE COMMODITIES FACTORING HOLDINGS (UK) LIMITED
(Company Number 06863247)
Registered office: (All) 1 More London Place, London, SE1 2AF
Principal trading address: (All) Ropemaker Place, 28 Ropemaker Street, London, EC2Y 9HD
As Joint Liquidators of the Companies, we hereby give notice that we intend to make a final distribution to their creditors. The last date for proving is 30 August 2024 and creditors of the Companies should by that date send their full names and addresses and particulars of their debts or claims to me, Matthew Coomber of Ernst & Young LLP, 1 More London Place, London SE1 2AF.
In accordance with Rule 14.38(1)(c) of the INSOLVENCY (ENGLAND AND WALES) RULES 2016, we may thereafter make the proposed distribution without regard to the claim of any person in respect of a debt not yet proved.
Date of Appointment: 28 June 2024
Office Holder Details: *Matthew Coomber* (IP No. 24430) and *Richard Barker* (IP No. 17150) both of Ernst & Young, 1 More London Place, London, SE1 2AF
Further details contact: The Joint Liquidators, [redacted]
Alternative contact: Jack Park.
Matthew Coomber, Joint Liquidator
5 July 2024
Ag SJ40614 (4659237)

HENDERSON EUROTRUST PLC
(Company Number 02718241)
Registered office: 1 More London Place, London, SE1 2AF
Principal trading address: 201 Bishopsgate, London, EC2M 3AE
As Joint Liquidators of the Company, we hereby give notice that we intend to make a final distribution to its creditors. The last date for proving is 19 August 2024 and creditors of the Company should by that date send their full names and addresses and particulars of their debts or claims to me Derek Neil Hyslop of Ernst & Young LLP, 1 More London Place, London, SE1 2AF.
In accordance with Rule 14.38(1)(c) of the Insolvency (England and Wales) Rules 2016, we may thereafter make the proposed distribution without regard to the claim of any person in respect of a debt not yet proved.
Joint Liquidator: *Derek Neil Hyslop* (IP number 9970) of Ernst & Young LLP, 1 More London Place, London, SE1 2AF.
Joint Liquidator: *Richard Barker* (IP number 17150) of Ernst & Young LLP, 1 More London Place, London, SE1 2AF.
Date of Appointment: 04 July 2024
For further details contact Mark Chapman on +44 113 298 2602 or at [redacted] (4660173)

J17 PHARMA CONSULTING LTD
(Company Number 13551496)
Registered office: C/o MC Accountants, 19 Market Square, Sandbach, Cheshire, CW11 1AT
Principal trading address: 55 Rose Way, Sandbach, Cheshire, CW11 4AB
NOTICE IS HEREBY GIVEN that the creditors of the above named company, which is being voluntarily wound up, must send their full names and addresses (and those of their Solicitors, if any), together with full particulars of their debts or claims to the Liquidator at Beesley Corporate Recovery, Suite 4C Manchester International Office Centre, Styal Road, Wythenshawe, M22 5WB by 6th August 2024.
The distribution may be made without regard to the claim of any person in respect of a debt not proved.
Note: It is anticipated that all known Creditors will be paid in full.
Liquidator: *Annette Reeve* (IP number 9739) of Beesley Corporate Recovery, Suite 4C Manchester International Office Centre, Styal Road, Wythenshawe, M22 5WB.
Date of Appointment: 05 July 2024
For further details contact Beesley Corporate Recovery on 01625 544 795 or at [redacted] (4660386)

MALDEN HOUSE ESTATES LIMITED
(Company Number 13145660)
Registered office: Malden House, Lower Wokingham Road, Crowthorne, Berkshire, RG45 6BX
Principal trading address: Malden House, Lower Wokingham Road, Crowthorne, Berkshire, RG45 6BX
NOTICE IS HEREBY GIVEN that the creditors of the above named company, which is being voluntarily wound up, are required, on or before the 9 August 2024 to send in their names and addresses and particulars of their debts or claims and of any security held by them, and the names and addresses of their Solicitors (if any) to the undersigned Michael James Gregson, of TC Group, Brightfield Business Hub, Bakewell Road, Orton Southgate, Peterborough, PE2 6XU (Office Holder number: 9339), the Liquidator of the said Company, and if so required by notice in writing from the Liquidator,

are, by their Solicitors or personally, to come in and prove their debts or claims and establish any title they may have to priority, at such time and place as shall be specified in such Notice or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved, or such priority is established, or as the case may be, from objecting to such distribution.
Alternative contact: Paul Ward, [redacted] - Telephone:

Dated this 28th day of June 2024
[redacted] Liquidator
Note: This Notice is purely formal. All creditors of the company have been, or will be, paid in full. (4659809)

MANICKYA MADHURI SARDAR LTD
(Company Number 09198763)
Registered office: 9 Ensign House, Admirals Way, Marsh Wall, London, E14 9XQ (Formerly) 9 Linthurst Road, Blackwell, Bromsgrove, Worcestershire B60 1QG
Principal trading address: (Formerly) 9 Linthurst Road, Blackwell, Bromsgrove, Worcestershire B60 1QG
Notice is hereby given under Rule 14.28 of the INSOLVENCY (ENGLAND AND WALES) RULES 2016, that I, the Liquidator of the above-named Company, Richard Hunt of SFP Restructuring Limited, 9 Ensign House, Admirals Way, Marsh Wall, London E14 9XQ intend declaring a first and final dividend to unsecured creditors.
Creditors who have not already proved are required, on or before 14 August 2024 to submit their proofs of debt to me at SFP Restructuring Limited, 9 Ensign House, Admirals Way, Marsh Wall, London E14 9XQ and, if so requested by me, to provide such further details or produce such documentary or other evidence as may appear to be necessary.
Please note that this is a solvent liquidation and therefore I am entitled to make the distribution and any further distribution to creditors or shareholders without regard to the claim of any person in respect of a debt not proved.
Please note: The last date for submitting a proof of debt is 14 August 2024. A proof of debt can be downloaded at https://www.gov.uk/government/publications/rule-144-proof-of-debt-general-form
Date of Appointment: 10 June 2024
Office Holder Details: *Richard Hunt* (IP No. 21772) of SFP Restructuring Limited, 9 Ensign House, Admirals Way, Marsh Wall, London, E14 9XQ
For further details contact: Richard Hunt or Aaliyah Dable Tel: 020 7538 2222.
[redacted], Liquidator
4 July 2024
Ag SJ40567 (4659186)

MARTAN TRADING LIMITED
(Company Number 04415794)
Registered office: Goodwood House, Blackbrook Park Avenue, Taunton, Somerset TA1 2PX
Principal trading address: Rivercrest, Bishopswood, Ross-On-Wye HR9 5QX
On 26 June 2024 the above company was placed in members' voluntary liquidation and Daniel James, IP No. 26292 of Albert Goodman LLP, Goodwood House, Blackbrook Park Avenue, Taunton, Somerset TA1 2PX was appointed liquidator. The company is able to pay all its known creditors in full.
Notice is hereby given that creditors who have not already proved are required, on or before 27 July 2024, to prove their debts by sending Daniel James of Albert Goodman LLP, Goodwood House, Blackbrook Park Avenue, Taunton, Somerset TA1 2PX, the liquidator of the company, written statements of the amounts they claim to be due to them from the company and, if so requested, to provide further details or produce documentary or other evidence as may appear to the liquidator to be necessary. A creditor who has not proved their debt before the declaration of any dividend is not entitled to disturb, by reason that they have not participated in it, the distribution of that dividend or any other dividend declared before their debt was proved.
Notice is also hereby given pursuant to Rule 14.28 of the Insolvency (England and Wales) Rules 2016, that the liquidator intends to declare a first and final dividend to unsecured creditors of the company within the period of two months from the last date for proving as specified above. The dividend may be made be made without regard to the claim of any person in respect of a debt not proved.
The liquidator intends that, after paying or providing for the claims of all creditors who have proved their debts, the funds remaining in the hands of the liquidator shall be distributed to shareholders absolutely.
Further details contact: Karolina Struska
Telephone: [redacted]
Email: [redacted]
DANIEL JAMES Liquidator
2 July 2024 (4659810)

IN THE MATTER OF THE INSOLVENCY ACT 1986
MICHAELS DRINKSTOP LIMITED
(Company Number 03243207)
IN MEMBERS' VOLUNTARY LIQUIDATION
Trading Name: Michaels Drinkstop
Registered office: 71 Hobs Moat Road, Solihull, West Midlands, B92 8JJ
Principal trading address: 122 Stratford Road, Shirley, Solihull, West Midlands, B90 3BB
47250 - Retail sale of beverages in specialised stores
Members' Voluntary Liquidation
NOTICE IS HEREBY GIVEN that the creditors of the above named company which is being voluntarily wound up, are required, on or before 31 July 2024 to prove their debts by sending to the undersigned Hemal Mistry of Horsfields, Belgrave Place, 8 Manchester Road, Bury, BL9 0ED, the Joint Liquidator of the company, written statements of the amounts they claim to be due to them from the company and, if so requested, to provide such further details or produce such documentary evidence as may appear to the Joint Liquidator to be necessary.
Please note that this is a solvent liquidation and therefore the Joint Liquidator is entitled to make the distribution without regard to the claim of any person in respect of a debt not proved.
Contact person Helen Williams
Telephone no.
email address [redacted]
[redacted] Joint Liquidator
Dated: 28 June 2024 (4659808)

MINCHENDEN BUSINESS CENTRE LIMITED
(Company Number 02794608)
Registered office: Southgate Campus, High Street, London, N14 6BS
Principal trading address: N/A
Notice is hereby given that the creditors of the above named Company, which was voluntarily wound up on 25 June 2024, are required, on or before 30 July 2024 to send their full names and addresses together with full particulars of their debts or claims to MHA, 6th Floor, 2 London Wall Place, London, EC2Y 5AU, and, if so requested by me, to provide such further details or produce such documentary or other evidence as may appear to be necessary, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.
Note: This is a solvent liquidation and all known creditors have been or will be paid in full.
Date of Appointment: 25 June 2024
Office Holder Details: *Georgina Marie Eason* (IP No. 9688) and *James Alexander Snowdon* (IP No. 9457) both of MHA, 6th Floor, 2 London Wall Place, London, EC2Y 5AU
For further details contact Kyra Harford on telephone [redacted] or by email at [redacted], Joint Liquidator
4 July 2024
Ag SJ40504 (4659233)

MOUNTAIN GROVE HOLLAND HOUSE LIMITED
(Company Number 01632322)
Registered office: 7 Clarges Street, London, W1J 8AE
Principal trading address: 7 Clarges Street, London, W1J 8AE

Notice is hereby given that creditors of the Company are required, on or before 30 July 2024 to prove their debts by delivering their proofs (in the format specified in Rule 14.4 of the Insolvency (England and Wales) Rules 2016) to the Joint Liquidators at Azets Holdings Limited, 5th Floor Ship Canal House, 98 King Street, Manchester, M2 4WU.
If so required by notice from the Joint Liquidators, creditors must produce any document or other evidence which the Joint Liquidators consider is necessary to substantiate the whole or any part of a claim.
Note: The Directors of the Company have made a declaration of solvency and it is expected that all creditors will be paid in full.
Date of Appointment: 24 June 2024
Office Holder Details: *Nicola Kate Clark* (IP No. 19390) and *Simon David Monks* (IP No. 27750) both of Azets Holdings Limited, 5th Floor, Ship Canal House, 98 King Street, Manchester, M2 4WU
For further details contact: The Joint Liquidators, [redacted] or Email: Anna,[redacted] Alternative contact: Anna MacLeod.
Nicola Kate Clark, Joint Liquidator
4 July 2024
Ag SJ40531 (4659223)

MOUNTAIN GROVE RED LION LIMITED
(Company Number 08586357)
Registered office: 7 Clarges Street, Clarges Street, London, W1J 8AE
Principal trading address: 7 Clarges Street, Clarges Street, London, W1J 8AE
Notice is hereby given that creditors of the Company are required, on or before 30 July 2024, to prove their debts by delivering their proofs (in the format specified in Rule 14.4 of the Insolvency (England and Wales) Rules 2016) to the Joint Liquidators at Azets Holdings Limited, 5th Floor Ship Canal House, 98 King Street, Manchester, M2 4WU.
If so required by notice from the Joint Liquidators, creditors must produce any document or other evidence which the Joint Liquidators consider is necessary to substantiate the whole or any part of a claim.
Note: The Directors of the Company have made a declaration of solvency and it is expected that all creditors will be paid in full.
Date of Appointment: 24 June 2024
Office Holder Details: *Nicola Kate Clark* (IP No. 19390) and *Simon Monks* (IP No. 27750) both of Azets Holdings Limited, 5th Floor, Ship Canal House, 98 King Street, Manchester, M2 4WU
For further details contact: The Liquidators, [redacted] or Email: [redacted] Alternative contact: Anna MacLeod
Nicola Kate Clark, Joint Liquidator
4 July 2024
Ag SJ40548 (4659214)

PERCY WORKS LTD
(Company Number 13474906)
Registered office: Summit House, 13 High Street, London, E11 2AA
Principal trading address: Summit House, 13 High Street, London, E11 2AA
Notice is hereby given that the Creditors of the above named Company are required, on or before 29 July 2024 to prove their debts by delivering their proofs (in the format specified in Rule 14.4 of the INSOLVENCY (ENGLAND AND WALES) RULES 2016) to Mark Reynolds of Valentine & Co, 1st Floor Galley House, Moon Lane, Barnet, EN5 5YL, the Liquidator of the company, and, if so required by notice from the Liquidator, creditors must produce any document or other evidence which the Liquidator considers is necessary to substantiate the whole or any part of a claim, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.
Note: The Directors of the Company have made a declaration of solvency and it is expected that all creditors will be paid in full.
Date of Appointment: 3 July 2024
Office Holder Details: *Mark Reynolds* (IP No. 008838) of Valentine & Co, Galley House, Moon Lane, Barnet, EN5 5YL
For further details contact: Liquidator, Tel: 020 8343 3710. Alternative contact: Aiste Best.
Mark Reynolds, Liquidator
4 July 2024
Ag SJ40506 (4659220)

POPULAR BUILDERS MERCHANTS LTD
(Company Number 08660385)
Registered office: 82 Katherine Road, London, E6 1EN
Principal trading address: 82 Katherine Road, London, E6 1EN
NOTICE IS HEREBY GIVEN that the creditors of the above named Company, which was voluntarily wound up on 4 July 2024, are required, on or before 3 August 2024 to send their full names and addresses together with full particulars of their debts or claims to Cooper Young, Hunter House, 109 Snakes Lane West, Woodford Green, IG8 0DY and, if so requested by me, to provide such further details or produce such documentary or other evidence as may appear to be necessary, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.
A creditor who has not proved their debt before the above date, or who increases the claim in their proof after that date, will be excluded from the benefit of any distribution made before such debts are proved. Please note that the distribution may be made without regard to the claim of any person in respect of a debt not proved. Furthermore, please note that after paying or providing for a final distribution in respect of the claims of all creditors who have proved their debts, the funds remaining in the hands of the Liquidator shall be distributed to shareholders absolutely.
Note: The Directors of the Company have made a declaration of solvency, and it is expected that all creditors will be paid in full.
Date of Appointment: 7 April 2024
Office Holder Details: *Zain Iqbal* (IP No. 25034) of Cooper Young, Hunter House, 109 Snakes Lane West, Woodford Green, Essex, IG8 0DY
For further details contact Cooper Young at the address provided above, by Tel: 020 8498 0163 or Email: [redacted]
Zain Iqbal, Liquidator
5 July 2024
Ag SJ40610 (4659200)

RETAIL PRO-FIT LTD
(Company Number 06565894)
Registered office: 14 Fortune Way, Bassingbourn, Royston, Hertfordshire, SG8 5YR
Principal trading address: 14 Fortune Way, Bassingbourn, Royston, Hertfordshire, SG8 5YR
Notice is hereby given that the creditors of the above named Company are required, on or before 23 August 2024, to prove their debts by delivering their proofs (in the format specified in Rule 14.4 of the Insolvency (England and Wales) Rules 2016) to the Liquidator at ThorntonRones Ltd, 311 High Road, Loughton, Essex, IG10 1AH.
If so required by notice from the Liquidator, creditors must produce any document or other evidence which the Liquidator considers is necessary to substantiate the whole or any part of a claim.
Note: The Directors of the Company have made a declaration of solvency and it is expected that all creditors will be paid in full.
Date of Appointment: 1 July 2024
Office Holder Details: *Richard Jeffrey Rones* (IP No. 8807) of ThorntonRones Limited, 311 High Road, Loughton, Essex, IG10 1AH
Further details contact: Richard Jeffrey Rones, [redacted] Email: [redacted] Alternative contact: Georgina Rones.
Richard Jeffrey Rones, Liquidator
2 July 2024
Ag SJ40348 (4659209)

ROHAIL LASHARI LIMITED
(Company Number 14226334)
Registered office: Mansion House, Manchester Road, Altrincham, Cheshire, WA14 4RW
Principal trading address: Mansion House, Manchester Road, Altrincham, Cheshire, WA14 4RW
Notice is hereby given that the Creditors of the above named Company, which was voluntarily wound up on 26 June 2024 are required, on or before 8 August 2024 to send their full names and addresses together with full particulars of their debts or claims to Milner Boardman & Partners, The Old Bank, 187a Ashley Road, Hale, Cheshire, WA15 9SQ and, if so requested by me, to provide such

further details or produce such documentary or other evidence as may appear to be necessary, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved. Note: This is a solvent liquidation and it is envisaged that all known creditors will be paid in full.
Date of Appointment: 26 June 2024
Office Holder Details: *Darren Brookes* (IP No. 9297) of Milner Boardman & Partners, The Old Bank, 187a Ashley Road, Hale, Cheshire, WA15 9SQ
For further details contact Lucy Bosmans on telephone [redacted] or by email at [redacted]
Darren Brookes, Liquidator
4 July 2024
Ag SJ40518 (4659184)

WIGHTWICK DENTAL PRACTICE LIMITED
(Company Number 06858303)
Previous Name of Company: City Fresh Services Ltd
Registered office: 301 Bridgnorth Road, Wightwick, Wolverhampton, WV6 8BW
Principal trading address: 301 Bridgnorth Road, Wightwick, Wolverhampton, WV6 8BW
Notice is hereby given by *Mark Jonathan Botwood* (IP No. 8965) of Muras Baker Jones Ltd, Regent House, Bath Avenue, Wolverhampton, WV1 4EG Liquidator of the above named Company which was wound up voluntarily on 3 July 2024 is going to make a first and final distribution to creditors.
Creditors of the Company are required, on or before 5 August 2024 to send their full names and addresses together with full particulars of their debts or claims to Muras Baker Jones Ltd, Regent House, Bath Avenue, Wolverhampton, WV1 4EG and, if so requested, to provide such further details or produce such documentary or other evidence as may appear to be necessary. A creditor who has not proved their debt before the above date, or who increases the claim in their proof after that date, will be excluded from the benefit of any distribution made before such debts are proved. Please note that the distribution may be made without regard to the claim of any person in respect of a debt not proved.
Please note that after paying or providing for a final distribution in respect of the claims of all creditors who have proved their debts, the funds remaining in the hands of the Liquidator shall be distributed to shareholders absolutely.
Note: The Directors of the Company have made a declaration of solvency and it is expected that all creditors will be paid in full.
Date of Appointment: 3 July 2024
For further details contact Mark Jonathan Botwood on telephone [redacted] or by email at [redacted] Alternatively contact Adrian Simcox by email at [redacted]
Mark Jonathan Botwood, Liquidator
4 July 2024
Ag SJ40606 (4659198)

YODEL PROPERTIES LIMITED
(Company Number 09189263)
Registered office: Pearl Assurance House, 319 Ballards Lane, London N12 8LY
Principal trading address: 4th Floor St Albans House, 57-59 Haymarket, London SW1Y 4QX
The Company was placed into Members' Voluntary Liquidation on 2 July 2024 and on the same date *Asher Miller* (IP No. 9251) and *Stephen Katz* (IP No. 8681) both of Begbies Traynor (London) LLP, Pearl Assurance House, 319 Ballards Lane, London, N12 8LY were appointed as Joint Liquidators of the Company.
Notice is hereby given that the Creditors of the above-named Company are required on or before 1 August 2024 to send in their names and addresses, particulars of their debts or claims and the names and addresses of their Solicitors (if any) to the undersigned Asher Miller of Begbies Traynor (London) LLP, Pearl Assurance House, 319 Ballards Lane, Finchley, London, N12 8LY, the Joint Liquidator of the Company and, if so required by notice in writing to prove their debts or claims at such time and place as shall be specified in such notice, or in default thereof shall be excluded from the benefit of any distribution made before such debts are proved.
Any person who requires further information may contact the Joint Liquidators by telephone on 020 8343 5900. Alternatively enquiries can be made to Katie Gregor by e-mail at [redacted]
Asher D Miller, Joint Liquidator
4 July 2024
Ag SJ40599 (4659199)

RESOLUTION FOR VOLUNTARY WINDING-UP

AFEB LIMITED
(Company Number 02759629)
Registered office: 79 Caroline Street, Birmingham B3 1UP formerly 2 Highfield Road, Headless Cross, Redditch, B97 5EH
Principal trading address: 2 Highfield Road, Headless Cross, Redditch, B97 5EH
At a General Meeting of the Members of the above-named Company, duly convened and held at Butcher Woods, 79 Caroline Street, Birmingham, B3 1UP on 3 July 2024, at 11.00 am the following resolutions were passed as a special resolution and an ordinary resolution:
"That the Company be wound up voluntarily and that *Richard Paul James Goodwin* (IP No. 9727) of Butcher Woods, 79 Caroline Street, Birmingham, B3 1UP be appointed Liquidator of the Company."
For further details contact Jon Cole by email: [redacted]co.uk. [redacted]
Andrew Duncan Cupper, Director
3 July 2024
Ag SJ40498 (4659130)

ARROWHEAD GROUP (N.W.) LTD
(Company Number 07957519)
Registered office: 7400 Daresbury Park, Daresbury, Warrington, Cheshire, WA4 4BS (formerly 234 Green Lane, Leigh, Lancashire, WN7 2TW)
Principal trading address: 234 Green Lane, Leigh, Lancashire, WN7 2TW
Notice is hereby given that the following resolutions were passed on 1 July 2024, as a special and ordinary resolution respectively:
"That the Company be wound up voluntarily and that *John Allan Carpenter* (IP No. 16270) and *Christopher Benjamin Barrett* (IP No. 9437) both of Dow Schofield Watts Business Recovery LLP, 7400 Daresbury Park, Daresbury, Warrington, WA4 4BS are appointed as Joint Liquidators and that they act jointly and severally."
For further details contact: The Joint Liquidators, [redacted]
Alternative contact: Leanne Moss, Email: [redacted]
Mr Darren Beazant, Director
4 July 2024
Ag SJ40565 (4659143)

BAWSEY PIGS LIMITED
(Company Number 05888404)
Registered office: Summerhill House, 1 Sculthorpe Road, Fakenham, Norfolk, NR21 9HA
Principal trading address: The New House, 1b Vong Lane, Pott Row, King's Lynn PE32 1BW
Notice is hereby given that the following resolutions were passed on 1 July 2024, as a special and ordinary resolution respectively:
"That the Company be wound up voluntarily and that *Lee Anthony Green* (IP No. 015610) and *Andrew Anderson Kelsall* (IP No. 009555) both of Larking Gowen LLP, 1st Floor, Prospect House, Rouen Road, Norwich, NR1 1RE are hereby appointed as Joint Liquidators for the purposes of such voluntary winding up."
For further details contact: Dawn Jefferies, [redacted] or Email: [redacted] Alternative contact: Sebastian Hall, Email: [redacted] [redacted]
Paul Batterham, Director
4 July 2024
Ag SJ40554 (4659158)

BODY BEAUTIFUL (CARS) LTD
(Company Number 06286971)
Registered office: 57 Lodge Lane, Bridgnorth, Shropshire, WV15 5DF
Principal trading address: Unit 1, Building 2 Stanmore Business Park, Bridgnorth, WV15 5HP
Notice is given that by written resolutions, the sole member of the company passed a special resolution that the company be wound up voluntarily, and an ordinary resolution appointing the Liquidator for the purposes of the winding-up. The requisite voting majority was received on 02/07/2024
Alexander Jose Fletcher-Aleixos, Director.
Date of Appointment: 2 July 2024
Liquidator's Name and Address: *Christopher Scott Andersen* (IP No. 16070) of AABRS Limited, Langley House, Park Road, London, N2 8EY.
For further information contact Hayley Lane at the offices of AABRS Limited on 020 8444 3400, or [redacted]
3 July 2024 (4659782)

BROOMCO (3935) LIMITED
(Company Number 05622812)
CUFE INVESTMENTS LIMITED
(Company Number 08369020)
HOLSTOCK LIMITED
(Company Number 05349386)
Registered office: (of all the above companies) Ernst & Young LLP, 1 More London Place, London, SE1 2AF
Principal trading address: (of all the above companies) Recycling Lives Centre, Essex Street, Preston, England, PR1 1QE
On 2 July 2024, the following written resolutions were passed by the shareholder of the Companies, as a special resolution and an ordinary resolution respectively for each of the above companies:
"THAT the Company be wound up voluntarily."
"THAT Derek Neil Hyslop and Trevor Oates of Ernst & Young LLP, Atria One, 144 Morrison Street, Edinburgh, EH3 8EX be and they are hereby appointed Joint Liquidators for the purposes of the winding up."
Joint Liquidator: *Derek Neil Hyslop* (IP number 9970) of Ernst & Young LLP, Atria One, 144 Morrison Street, Edinburgh, EH3 8EX.
Joint Liquidator: *Trevor Oates* (IP number 26290) of Ernst & Young LLP, Atria One, 144 Morrison Street, Edinburgh, EH3 8EX.
Date of Appointment: 02 July 2024
For further details contact Sanjay Chita on +441312402597
Date of Resolution: 02 July 2024
Etsko Loek De Boer, Director (4659841)

CADENT GAS PENSION SERVICES LIMITED
(Company Number 12677559)
Registered office: Cadent, Pilot Way, Ansty, Coventry, CV7 9JU
Principal trading address: N/A
Notification of written resolutions of the company proposed by the directors and having effect as special and ordinary resolutions of the company pursuant to the provisions of Part 13 of the COMPANIES ACT 2006. Circulation Date: on 3 July 2024, Effective Date: on 3 July 2024.
I, the undersigned being a director of the Company hereby certify that the following written resolutions were circulated to the sole member of the Company on the Circulation Date and that the written resolutions were passed on the Effective Date:
"That the Company be wound up voluntarily and that *Matthew James Cowlishaw* (IP No. 009631) and *Stephen Roland Browne* (IP No. 009281) both of Teneo Financial Advisory Limited, The Colmore Building, 20 Colmore Circus Queensway, Birmingham, B4 6AT be and are hereby appointed liquidators for the purposes of winding up the Company's affairs and that any act required or authorised under any enactment or resolution of the Company to be done by them, may be done by them jointly or by each of them alone."
The Joint Liquidators can be contacted at Teneo Financial Advisory Limited on [redacted], Director
3 July 2024
Ag SJ40558 (4659151)

CONFIDO GROUP LTD
(Company Number 10331456)
Trading Name: Little Tinkers World
Registered office: 9 Byford Court, Crockatt Road, Hadleigh, IP7 6RD
Principal trading address: 9 Byford Court, Crockatt Road, Hadleigh, IP7 6RD
Notice is hereby given that written resolutions were passed on 3 July 2024 by the members to wind up the above named Company and appoint Joint Liquidators as follows:
"That the Company be wound up voluntarily and that *Gary Rupping* (IP No. 16012) and *Andrew McTear* (IP No. 007242) both of McTear Williams & Wood, Prospect House, Rouen Road, Norwich, NR1 1RE be and are hereby appointed joint liquidators of the Company for the purpose of the voluntary winding up with authority to act either jointly or separately in all matters."
Enquiries should be made to McTear Williams & Wood, Prospect House, Rouen Road, Norwich NR1 1RE ([redacted] Fax: Email: [redacted], Director
4 July 2024
Ag SJ40544 (4659146)

CROSSTALK LIMITED
(Company Number 07535958)
Registered office: 4th Floor, 4 Tabernacle Street, London, EC2A 4LU
Principal trading address: (Formerly) 4th Floor, 4 Tabernacle Street, London, EC2A 4LU
At a General Meeting of the members of the above named company held on 18 June 2024 the following resolutions were duly passed, as a special resolution and as an ordinary resolution:
"That the Company be wound up voluntarily and that *Richard Hunt* (IP No. 21772) of SFP Restructuring Limited, 9 Ensign House, Admirals Way, Marsh Wall, London, E14 9XQ be, and he is hereby, appointed as Liquidator for the purpose of the voluntary winding up."
For further details contact: Richard Hunt or Grace Burton, Tel: 020 7538 2222.
[redacted], Director
4 July 2024
Ag SJ40569 (4659167)

CWFL LIMITED
(Company Number 11248746)
Registered office: Walkers Accountants Ltd, Suite 3, Aireside House, Royd Ings Avenue, Keighley, BD21 4BZ in the process of being changed to Minerva, 29 East Parade, Leeds, LS1 5PS
Principal trading address: Third Floor, Refuge Building, 9-11 Sunbridge Street, Bradford, BD1 2AZ
At a General Meeting of the above named Company, duly convened and held at 10.30 am on 3 July 2024 at Walkers Accountants, Suite 3 Aireside House, Royd Ings Avneue, Keighley, BD21 4BZ, the following resolutions were passed as Special Resolution and an Ordinary Resolution respectively:
"That the Company be wound up voluntarily and that *Mark Hodgett* (IP No. 24990) and *David Antony Willis* (IP No. 9180) both of FRP Advisory Trading Limited, Minerva, 29 East Parade, Leeds, LS1 5PS be and are hereby appointed Joint Liquidators for the purpose of the voluntary winding up."
Further details contact: The Joint Liquidators, Email: [redacted] Alternative contact: [redacted].
[redacted], Joint Liquidator
3 July 2024
Ag SJ40487 (4659136)

DES KELLY MEDIA LIMITED
(Company Number 08495579)
Registered office: Woodlands Grange Woodlands Lane, Bradley Stoke, Bristol, BS32 4JY
Principal trading address: Woodlands Grange Woodlands Lane, Bradley Stoke, Bristol, BS32 4JY
Notice is hereby given that the following resolutions were passed on 2 July 2024, as a special resolution and an ordinary resolution respectively:

"That the Company be wound up voluntarily and that *Sam Talby* (IP No. 9404) and *Rob Coad* (IP No. 11010) both of Undebt.co.uk, Orchard St Business Centre, 13-14 Orchard Street, Bristol, BS1 5EH be and are hereby appointed joint liquidators of the company".
For further details contact: [redacted] Email: [redacted], Director
2 July 2024
Ag SJ40502 (4659131)

EDAY CONSULTING LIMITED
(Company Number 10500731)
Registered office: Mansion House, Manchester Road, Altrincham, Cheshire, England, WA14 4RW
Principal trading address: Mansion House, Manchester Road, Altrincham, Cheshire, England, WA14 4RW
The following written resolutions were passed by the Members on 2 July 2024 as a Special resolution and Ordinary resolution respectively:
"That the Company be wound up voluntarily and that *Darren Brookes* (IP No. 9297) of Milner Boardman & Partners, The Old Bank, 187a Ashley Road, Hale, Cheshire, WA15 9SQ be appointed Liquidator of the Company."
For further details contact Natalie Sellars on telephone [redacted] or by email at [redacted], Director
2 July 2024
Ag SJ40517 (4659144)

ELDON ROAD DEVELOPMENTS LIMITED
(Company Number 07759641)
Previous Name of Company: Finchatton 2012 Ltd
Registered office: The Estate Office Wield Park, Upper Wield, Nr Alresford, SO24 9RU
Principal trading address: The Estate Office Wield Park, Upper Wield, Nr Alresford, SO24 9RU
The following Written Resolutions were duly passed by the Members of the Company on 28 June 2024, as a Special Resolution and an Ordinary Resolution:
"That the Company be wound up voluntarily and that *David Meany* (IP No. 9453) and *Richard Wragg* (IP No. 23130) both of Quantuma Advisory Limited, The Old Town Hall, 71 Christchurch Road, Ringwood, BH24 1DH be appointed Joint Liquidators of the Company and that they be authorised to act jointly and severally."
Further details contact: [redacted], Email: [redacted], Director
5 July 2024
Ag SJ40624 (4659175)

EVOLVE PIG HEALTH LTD
(Company Number 11551360)
Registered office: Tishon House, Warrington Road, High Leigh, Cheshire, WA16 0RT
Principal trading address: Tishon House, Warrington Road, High Leigh, Cheshire, WA16 0RT
Notice is hereby given that the following resolutions were passed on 26 June 2024, as a special resolution and an ordinary resolution respectively:
"That the Company be and is hereby wound up voluntarily and that *Steve Markey* (IP No. 14912) and *Lauren Fitton* (IP No. 30212) both of Leonard Curtis, Leonard Curtis House, Elms Square, Bury New Road, Whitefield, Greater Manchester, M45 7TA be and are hereby appointed as Joint Liquidators of the Company for the purposes of the winding up of the Company and the Liquidators are authorised to act jointly and severally."
For further details contact: The Joint Liquidators, [redacted]
Alternative contact: Numaan Yousaf.
[redacted], Director
5 July 2024
Ag SJ40603 (4659173)

FACTORY FUTURES LIMITED
(Company Number 11072100)
Registered office: 54 Stone Street, Faversham, ME13 8PS and is in the process of being changed at Companies House to 10 Lower Thames Street, London, EC3R 6AF
Principal trading address: N/A
At a General Meeting of the above-named Company, duly convened and held at 54 Stone Street, Faversham, ME13 8PS on 1 July 2024 at 10.15 am the following resolutions were passed as a Special Resolution and Ordinary Resolution respectively:-
"That the Company be wound up voluntarily and that *Joseph Walter Colley* (IP No. 21712) and *John Anthony Dickinson* (IP No. 9342) both of CBW Recovery LLP, 10 Lower Thames Street, London, EC3R 6AF be appointed Joint Liquidators of the Company, and that they act either jointly or separately."
For further details contact: [redacted] or by email at [redacted] Joint Liquidator
1 July 2024
Ag SJ40511 (4659135)

FACTORY HOLDINGS LIMITED
(Company Number 10998196)
Registered office: 54 Stone Street, Faversham, ME13 8PS and is in the process of being changed at Companies House to 10 Lower Thames Street, London, EC3R 6AF
Principal trading address: N/A
At a General Meeting of the above-named Company, duly convened and held at 54 Stone Street, Faversham, ME13 8PS on 1 July 2024 at 10.45 am the following resolutions were passed as a Special Resolution and Ordinary Resolution respectively:-
"That the Company be wound up voluntarily and that *Joseph Walter Colley* (IP No. 21712) and *John Anthony Dickinson* (IP No. 9342) both of CBW Recovery LLP, 10 Lower Thames Street, London, EC3R 6AF be appointed Joint Liquidators of the Company, and that they act either jointly or separately."
For further details contact: Rachel Beales of CBW Recovery LLP on 020 4581 7146 or by email at [redacted], Joint Liquidator
4 July 2024
Ag SJ40510 (4659133)

FRIARS 1921 LIMITED
(Company Number 15682830)
Registered office: 1 St. James Court, Whitefriars, Norwich, Norfolk, NR3 1RU and in the process of being changed to Evelyn Partners LLP, c/o RRS Department, 14th Floor, 103 Colmore Row, Birmingham, B3 3AG
Principal trading address: 1 St. James Court, Whitefriars, Norwich, Norfolk, NR3 1RU
Notice is hereby given that the following resolutions were passed on 1 July 2024, as a special resolution and an ordinary resolution respectively:
"That the Company be wound up voluntarily and that *Christopher Allen* (IP No. 12534) of Evelyn Partners LLP, c/o RRS Department, 14th Floor, 103 Colmore Row, Birmingham, B3 3AG. and *Gregory Andrew Palfrey* (IP No. 9060) of Evelyn Partners LLP, 4th Floor, Cumberland House, 15-17 Cumberland Place, Southampton, SO15 2BG be appointed as Joint Liquidators for the purposes of such voluntary winding up."
For further details contact: The Joint Liquidators, [redacted]
Alternative contact: Tanja Waack
[redacted] Director
1 July 2024
Ag SJ40536 (4659139)

FRO III HASTINGS UK HOLDCO LIMITED
(Company Number 13083753)
Registered office: 7 Clarges St, Mayfair, London, W1J 8AE
Principal trading address: 7 Clarges St, Mayfair, London, W1J 8AE
Notice is hereby given that the following resolutions were passed on 24 June 2024, as a special resolution and an ordinary resolution respectively:

"That the Company be wound up voluntarily and that *Nicola Kate Clark* (IP No. 19390) and *Simon David Monks* (IP No. 27750) both of Azets Holdings Limited, 5th Floor, Ship Canal House, 98 King Street, Manchester, M2 4WU be appointed as Joint Liquidators of the Company for the purposes of such voluntary winding up. The Joint Liquidators will act jointly and severally."
For further details contact: The Liquidators, [redacted] or Email: [redacted] Alternative contact: [redacted], Director
3 July 2024
Ag SJ40563 (4659157)

FRO III HASTINGS UK TOPCO LIMITED
(Company Number 13199202)
Registered office: 7 Clarges St, Mayfair, London W1J 8AE
Principal trading address: 7 Clarges St, Mayfair, London W1J 8AE
Notice is hereby given that the following resolutions were passed on 24 June 2024, as a special resolution and an ordinary resolution respectively:
"That the Company be wound up voluntarily and that *Nicola Kate Clark* (IP No. 19390) and *Simon David Monks* (IP No. 27750) both of Azets Holdings Limited, 5th Floor, Ship Canal House, 98 King Street, Manchester, M2 4WU be appointed as Joint Liquidators of the Company for the purposes of such voluntary winding up. The Joint Liquidators will act jointly and severally."
For further details contact: The Liquidators, [redacted] or Email: [redacted] Alternative contact: [redacted] Director
3 July 2024
Ag SJ40566 (4659160)

G & J PRODUCTS LIMITED
(Company Number 11714958)
Registered office: 555 Smithdown Road, Liverpool, Merseyside L15 5AF
Principal trading address: 9 Penrose Gardens, Penketh, Warrington WA5 2UE
Notice is hereby given that the following resolutions were passed on 26 June 2024, as a special resolution and an ordinary resolution respectively:
"That the Company be and is hereby wound up voluntarily and that *Steve Markey* (IP No. 14912) and *Lauren Fitton* (IP No. 30212) both of Leonard Curtis, Leonard Curtis House, Elms Square, Bury New Road, Whitefield, Greater Manchester, M45 7TA be and are hereby appointed Joint Liquidators of the Company for the purposes of the winding up of the Company and the Liquidators are authorised to act jointly and severally."
For further details contact: The Joint Liquidators, [redacted]
Alternative contact: [redacted] Director
26 June 2024
Ag SJ40583 (4659148)

GORDON TOPCO LIMITED
(Company Number 12296818)
MACQUARIE COMMODITIES (UK) LIMITED
(Company Number 05259474)
MACQUARIE COMMODITIES FINANCE (UK) LIMITED
(Company Number 05259503)
MACQUARIE COMMODITIES FACTORING HOLDINGS (UK) LIMITED
(Company Number 06863247)
Registered office: (All) Ernst & Young LLP, 1 More London Place, London, SE1 2AF
Principal trading address: (All) Ropemaker Place, 28 Ropemaker Street, London, EC2Y 9HD
On 28 June 2024 the following written resolutions were passed by the shareholders of the Companies, as a special resolution and as an ordinary resolution respectively:
"That the Companies be wound up voluntarily and that *Matthew Coomber* (IP No. 24430) and *Richard Barker* (IP No. 17150) both of Ernst & Young LLP, 1 More London Place, London, SE1 2AF be and they are hereby appointed Joint Liquidators for the purposes of the windings up."
Further details contact: The Joint Liquidators, [redacted]
Alternative contact: [redacted].
For and on behalf of the Companies, Directors
28 June 2024
Ag SJ40614 (4659172)

HENDERSON EUROTRUST PLC
(Company Number 02718241)
Registered office: 1 More London Place, London, SE1 2AF
Principal trading address: 201 Bishopsgate, London, EC2M 3AE
At a general meeting of the Company held on 4 July 2024, the following resolution was passed, as a special resolution:
"THAT the Company be and is hereby wound up voluntarily under the provisions of the Insolvency Act 1986 and Derek Neil Hyslop and Richard Peter Barker, both licensed Insolvency Practitioners of Ernst & Young LLP, be and they are hereby appointed joint liquidators of the Company (the "Liquidators") for the purposes of such winding-up and distributing the assets of the Company in accordance with the Scheme and any power conferred on them by law, the Articles of Association or this Resolution, may be exercised by them jointly or by each of them alone;"
Joint Liquidator: *Derek Neil Hyslop* (IP number 9970) of Ernst & Young LLP, 1 More London Place, London, SE1 2AF.
Joint Liquidator: *Richard Barker* (IP number 17150) of Ernst & Young LLP, 1 More London Place, London, SE1 2AF.
Date of Appointment: 04 July 2024
For further details contact [redacted] or at [redacted]
Date of Resolution: 04 July 2024 (4660171)

THE INSOLVENCY ACT 1986
COMPANY LIMITED BY SHARES
SPECIAL RESOLUTIONS
of
INDUSTRIOUS ETHOS LIMITED
(Company Number 13000727)
At a General Meeting of the sole Member of the above-named Company, duly convened, and held at 14 Bonhill Street, London EC2A 4BX on 27 June 2024 at 3.15 pm the following Resolutions were passed by the Member, numbers 1 and 3 as Special Resolutions and number 2 as an Ordinary Resolution:
Resolutions
i. "That the Company be wound up voluntarily" and
ii. "That Anthony Hyams, of Insolve Plus Ltd be appointed Liquidator of the Company" and
iii. "That the Liquidator be authorised to distribute any of the Company's assets in specie"
[redacted] - Director
Dated: 27 June 2024 (4659804)

J17 PHARMA CONSULTING LTD
(Company Number 13551496)
Registered office: C/o MC Accountants, 19 Market Square, Sandbach, Cheshire, CW11 1AT
Principal trading address: 55 Rose Way, Sandbach, Cheshire, CW11 4AB
At a General Meeting of the Members of the above-named company, duly convened, and held on 5th July 2024 the following Resolutions were duly passed, as a Special Resolution and as an Ordinary Resolution:
"That the Company be wound up voluntarily."
"That Annette Reeve (IP No. 9739) was appointed Liquidator for the purposes of such winding up."
Liquidator: *Annette Reeve* (IP number 9739) of Beesley Corporate Recovery, Suite 4C Manchester International Office Centre, Styal Road, Wythenshawe, M22 5WB.
Date of Appointment: 05 July 2024
For further details contact Beesley Corporate Recovery on 01625 544 795 or at [redacted]

Date of Resolution: 05 July 2024
Clive Brading, Chairman of the Meeting (4660384)

THE INSOLVENCY ACT 1986
MALDEN HOUSE ESTATES LIMITED
(Company Number 13145660)
("the Company")
Registered office: Malden House, Lower Wokingham Road, Crowthorne, Berkshire, RG45 6BX
Principal trading address: Malden House, Lower Wokingham Road, Crowthorne, Berkshire, RG45 6BX
Pursuant to Chapter 2 of Part 13 of the Companies Act 2006, the following resolutions were passed by the shareholders of the Company on 28 June 2024 as special and ordinary written resolutions, respectively:
1. That the Company be wound up voluntarily.
2. That Michael James Gregson, Licensed Insolvency Practitioner, of TC Group, Brightfield Business Hub, Bakewell Road, Orton Southgate, Peterborough, PE2 6XU, be and is hereby appointed Liquidator for the purposes of Winding Up the Company.
Michael James Gregson (IP No 9339) Liquidator, TC Group, Brightfield Business Hub, Bakewell Road, Orton Southgate, Peterborough, PE2 6XU.
Contact: Paul Ward, [redacted] - Telephone: [redacted]
[redacted] - Director (4659806)

MANICKYA MADHURI SARDAR LTD
(Company Number 09198763)
Registered office: 9 Linthurst Road, Bromsgrove, Worcestershire B60 1QG
Principal trading address: 9 Linthurst Road, Bromsgrove, Worcestershire B60 1QG
At a General Meeting of the members of the above named company held on 10 June 2024 the following resolutions were duly passed, as a special resolution and as an ordinary resolution:
"That the Company be wound up voluntarily and that *Richard Hunt* (IP No. 21772) of SFP Restructuring Limited, 9 Ensign House, Admirals Way, Marsh Wall, London, E14 9XQ be, and he is hereby, appointed as Liquidator for the purpose of the voluntary winding up."
For further details contact: Richard Hunt or Grace Burton, Tel: 020 7538 2222.
[redacted], Director
10 June 2024
Ag SJ40567 (4659163)

special resolution pursuant to sections 283 of the Companies Act 2006 and 84(1)(b) of the Insolvency Act 1986
MARTAN TRADING LIMITED
(Company Number 04415794)
Registered office: Rivercrest, Bishopswood, Ross-On-Wye, Herefordshire HR9 5QX
Principal trading address: Rivercrest, Bishopswood, Ross-On-Wye, Herefordshire HR9 5QX
Passed the 26th day of June 2024
The members of the above company have duly passed the following WRITTEN RESOLUTIONS:
a SPECIAL RESOLUTION "that the company be wound up voluntarily"
and an ORDINARY RESOLUTION "that DANIEL JAMES (IP No. 26292) of Albert Goodman LLP, Goodwood House, Blackbrook Park Avenue, Taunton, Somerset TA1 2PX be appointed liquidator of the company for the purposes of the voluntary winding-up.
Further details contact: Helen Blews - Telephone: [redacted]
Email: [redacted]
ANDREW ROBERTS Director (4659812)

SPECIAL RESOLUTIONS FOR REGISTRAR OF COMPANIES (PURSUANT TO SECTIONS 21 & 283 OF THE COMPANIES ACT 2006 AND SECTION 84(1) OF THE INSOLVENCY ACT 1986)
MICHAELS DRINKSTOP LIMITED
(Company Number 03243207)
Trading Name: Michaels Drinkstop
At a General Meeting of the members of the above named company, duly convened and held at 71 Hobs Moat Road, Solihull, West Midlands, B92 8JJ on 28 June 2024 at 11:45 a.m. the following resolutions were duly passed as special resolutions:
Special Resolutions
i. "That the company be wound up voluntarily".
ii. "That the Joint Liquidators be and are hereby authorised to distribute among the members in specie or in kind the whole or any part of the assets of the company".
iii. "That the Joint Liquidators be and are hereby authorised to pay or make an advance distribution to the members, if they consider it appropriate and prudent to do so, in an amount that they shall determine at their sole discretion, or, if in specie or in kind, of such of the assets as they shall determine in their sole discretion, in such proportions as they shall determine".
Dated: 28 June 2024
[redacted] - Chair (4659811)

MINCHENDEN BUSINESS CENTRE LIMITED
(Company Number 02794608)
Registered office: Southgate Campus, High Street, London, N14 6BS
Principal trading address: N/A
On 25 June 2024 the sole member of the Company passed the following written resolutions as a special resolution and ordinary resolution respectively:
"That the Company be wound up voluntarily and that that *Georgina Marie Eason* (IP No. 9688) and *James Alexander Snowdon* (IP No. 9457) both of MHA, 6th Floor, 2 London Wall Place, London, EC2Y 5AU be appointed Joint Liquidators of the Company, and that they be authorised to act jointly and separately."
For further details contact Kyra Harford on telephone [redacted] or by email at [redacted]
[redacted], Director
4 July 2024
Ag SJ40504 (4659132)

MOUNTAIN GROVE HOLLAND HOUSE LIMITED
(Company Number 01632322)
Registered office: 7 Clarges Street, London, W1J 8AE
Principal trading address: 7 Clarges Street, London, W1J 8AE
Notice is hereby given that the following resolutions were passed on 24 June 2024, as a special resolution and an ordinary resolution respectively:
"That the Company be wound up voluntarily and that *Nicola Kate Clark* (IP No. 19390) and *Simon David Monks* (IP No. 27750) both of Azets Holdings Limited, 5th Floor, Ship Canal House, 98 King Street, Manchester, M2 4WU be appointed as Joint Liquidators of the Company for the purposes of such voluntary winding up. The Joint Liquidators will act jointly and severally."
For further details contact: The Joint Liquidators, [redacted] or Email: Anna, [redacted] Alternative contact: Anna MacLeod.
[redacted], Director
4 July 2024
Ag SJ40531 (4659147)

MOUNTAIN GROVE RED LION LIMITED
(Company Number 08586357)
Registered office: 7 Clarges Street, Clarges Street, London, W1J 8AE
Principal trading address: 7 Clarges Street, Clarges Street, London, W1J 8AE
Notice is hereby given that the following resolutions were passed on 24 June 2024, as a special resolution and an ordinary resolution respectively:
"That the Company be wound up voluntarily and that *Nicola Kate Clark* (IP No. 19390) and *Simon Monks* (IP No. 27750) both of Azets Holdings Limited, 5th Floor, Ship Canal House, 98 King Street, Manchester, M2 4WU be appointed as Joint Liquidators of the Company for the purposes of such voluntary winding up. The Joint Liquidators will act jointly and severally."

For further details contact: The Liquidators, [redacted] or Email: [redacted] Alternative contact: Anna MacLeod
[redacted], Director
24 June 2024
Ag SJ40548 (4659152)

OUTRIVALS UPPER RIVERSIDE LIMITED
(Company Number 12333162)
Registered office: 20 Cutter Lane, London, SE10 0XW
Principal trading address: 20 Cutter Lane, London, SE10 0XW
Notice is given that by written resolutions, the sole member of the company passed a special resolution that the company be wound up voluntarily, and an ordinary resolution appointing the Liquidator for the purposes of the winding-up. The requisite voting majority was received on 02/07/2024
Matthew Lo, Director.
Date of Appointment: 2 July 2024
Liquidator's Name and Address: *Christopher Scott Andersen* (IP No. 16070) of AABRS Limited, Langley House, Park Road, London, N2 8EY.
For further information contact Anish Jadav at the offices of AABRS Limited on 020 8444 3400, or [redacted]
3 July 2024 (4659775)

PERCY WORKS LTD
(Company Number 13474906)
Registered office: Summit House, 13 High Street, London, E11 2AA
Principal trading address: Summit House, 13 High Street, London, E11 2AA
Notice is hereby given that the following resolutions were passed on 3 July 2024, as a special and ordinary resolution respectively:
"That the Company be wound up voluntarily and that *Mark Reynolds* (IP No. 008838) of Valentine & Co, Galley House, Moon Lane, Barnet, EN5 5YL are hereby appointed Liquidator for the purposes of such voluntary winding up."
For further details contact: Liquidator, Tel: 020 8343 3710. Alternative contact: Aiste Best.
[redacted], Director
3 July 2024
Ag SJ40506 (4659138)

POPULAR BUILDERS MERCHANTS LTD
(Company Number 08660385)
Registered office: 82 Katherine Road, London, E6 1EN
Principal trading address: 82 Katherine Road, London, E6 1EN
At a General Meeting of the above named company, duly convened and held at Hunter House, 109 Snakes Lane West, Woodford Green, Essex, IG8 0DY on 4 July 2024, at 1.00 pm, the following resolutions were duly passed as a Special Resolution and as an Ordinary Resolution:-
“That the Company be wound up voluntarily and that *Zain Iqbal* (IP No. 25034) of Cooper Young, Hunter House, 109 Snakes Lane West, Woodford Green, Essex, IG8 0DY be appointed Liquidator of the Company."
For further details contact Cooper Young at the address provided above, by Tel: 020 8498 0163 or Email: [redacted], Chair
5 July 2024
Ag SJ40610 (4659140)

RETAIL PRO-FIT LTD
(Company Number 06565894)
Registered office: 14 Fortune Way, Bassingbourn, Royston, Hertfordshire, SG8 5YR
Principal trading address: 14 Fortune Way, Bassingbourn, Royston, Hertfordshire, SG8 5YR
Notice is hereby given that the following resolutions were passed on 1 July 2024, as a Special Resolution and an Ordinary Resolution respectively:
"That the Company be wound up voluntarily and that *Richard Jeffrey Rones* (IP No. 8807) of ThorntonRones Limited, 311 High Road, Loughton, Essex, IG10 1AH be appointed as Liquidator for the purposes of such voluntary winding up."
Further details contact: Richard Jeffrey Rones, [redacted] Email: [redacted] Alternative contact: Georgina Rones.
[redacted], Director
2 July 2024
Ag SJ40348 (4659137)

ROHAIL LASHARI LIMITED
(Company Number 14226334)
Registered office: Mansion House, Manchester Road, Altrincham, Cheshire, WA14 4RW
Principal trading address: Mansion House, Manchester Road, Altrincham, Cheshire, WA14 4RW
Written Resolutions of the above-named Company were duly passed on 26 June 2024 as a Special resolution and Ordinary resolution respectively:
"That the Company be wound up voluntarily and that *Darren Brookes* (IP No. 9297) of Milner Boardman & Partners, The Old Bank, 187a Ashley Road, Hale, Cheshire, WA15 9SQ be appointed Liquidator of the Company."
For further details contact Lucy Bosmans on telephone [redacted] or by email at [redacted]
[redacted] Director
2 July 2024
Ag SJ40518 (4659150)

TILBURY EXPRESS LIMITED
(Company Number 10360444)
Registered office: 20-22 Wenlock Road, London, N1 7GU
Principal trading address: 2 Elizabeth Close, Tilbury, Essex, RM18 8EW
Notice is given that by written resolutions, the sole member of the company passed a special resolution that the company be wound up voluntarily, and an ordinary resolution appointing the Liquidator for the purposes of the winding-up. The requisite voting majority was received on 02/07/2024
Mr Ionut Catalin Fanica, Director.
Date of Appointment: 2 July 2024
Liquidator's Name and Address: *Christopher Scott Andersen* (IP No. 16070) of AABRS Limited, Langley House, Park Road, London, N2 8EY. Email: [redacted]
For further information contact George Howlett at the offices of AABRS Limited on 020 8444 3400, or [redacted]
3 July 2024 (4659757)

WIGHTWICK DENTAL PRACTICE LIMITED
(Company Number 06858303)
Previous Name of Company: City Fresh Services Ltd
Registered office: 301 Bridgnorth Road, Wightwick, Wolverhampton, WV6 8BW
Principal trading address: 301 Bridgnorth Road, Wightwick, Wolverhampton, WV6 8BW
Notice is hereby given that the following written resolutions of the above-named Company were passed on 3 July 2024, as a special resolution and as an ordinary resolution:
"That the Company be wound up voluntarily and that *Mark Jonathan Botwood* (IP No. 8965) of Muras Baker Jones Ltd, Regent House, Bath Avenue, Wolverhampton, WV1 4EG be appointed Liquidator of the Company."
For further details contact Mark Jonathan Botwood on telephone [redacted] or by email at [redacted] Alternatively contact Adrian Simcox by email at [redacted]
[redacted], Director
4 July 2024
Ag SJ40606 (4659142)

YODEL PROPERTIES LIMITED
(Company Number 09189263)
Registered office: 4th Floor St Albans House, 57-59 Haymarket, London SW1Y 4QX
Principal trading address: 4th Floor St Albans House, 57-59 Haymarket, London SW1Y 4QX
Notification of written resolutions of the above named company proposed by the directors and having effect as a special resolution and as an ordinary respectively pursuant to Part 13 of the Companies Act 2006
Circulation Date: 11 June 2024; Effective Date: 2 July 2024.
I, the undersigned, being a director of the company hereby certify that the following written resolutions were circulated to all eligible members of the company on the Circulation Date and that the written resolutions were passed on the Effective Date:
"That the Company be wound-up voluntarily and that *Asher Miller* (IP No. 9251) and *Stephen Katz* (IP No. 8681) both of Begbies Traynor (London) LLP, Pearl Assurance House, 319 Ballards Lane, London, N12 8LY be and are hereby appointed as Joint Liquidators for the purpose of such winding-up and that any power conferred on them by law or by this resolution, may be exercised and any act required or authorised under any enactment to be done by them, may be done by them jointly or by each of them alone."
Any person who requires further information may contact the Joint Liquidators by telephone on 020 8343 5900. Alternatively enquiries can be made to Rhiannon McColl by e-mail at [redacted] or by telephone on [redacted], Director
2 July 2024
Ag SJ40599 (4659141)

Partnerships

TRANSFER OF INTEREST

GROWTH CAPITAL PARTNERS FUND III LP
(Registered No. LP013978)
Pursuant to section 10 of the Limited Partnerships Act 1907 NOTICE is hereby given that, with effect from 30 June 2024, Golding Investments V S.A. SICAV-RAIF i.L. transferred all of its interest in Growth Capital Partners Fund III LP (the "**Partnership**"), represented by a capital contribution of £12,500,000.00 (itself comprising a capital contribution of £125.00 and a loan commitment of £12,499,875.00) to a new limited partner, CO Nautilus Acquisition LLC, and then, subsequently ceased to be a limited partner in the Partnership.
(4660371)

DARWIN PRIVATE EQUITY I LP
(Registered No. LP011889)
Pursuant to section 10 of the Limited Partnerships Act 1907 NOTICE is hereby given that, on 30 June 2024, UMBALTI FBO The Endowment PMF Master Fund, L.P transferred their interest in Darwin Private Equity I LP (the "**Partnership**"), represented by a capital contribution of £63.37, to a new limited partner, CSP IV Holdings, L.P., and subsequently ceased to be limited partners in the Partnership.
(4660372)

NOTICE OF CHANGE OF PARTNER
LIMITED PARTNERSHIPS ACT 1907
Email 11 Notice is hereby given, pursuant to section 10 of the Limited Partnerships Act 1907, G Libra L.P. transferred 100% of its interest in Apax Europe VI-A, L.P., a limited partnership registered in England and Wales with number LP009868 (the "**Partnership**"), to Hollyport Secondary Opportunities VIII Limited and as a result of such transfer Hollyport Secondary Opportunities VIII Limited was admitted as a limited partner of the Partnership and G Libra L.P. ceased to be a limited partner of the Partnership. (4660373)

TRANSFER OF LIMITED PARTNERSHIP INTEREST
Transfer of Interest in
BRIDGEPOINT EUROPE IV 'B' L.P.
(Registered No. LP012495)
Notice is hereby given by the general partner, pursuant to Section 10 of the Limited Partnerships Act 1907, that as of 30 June 2024, ASF SHIP, L.P. and ASF BRIGHTON, L.P. has each transferred its interest as a limited partner in BRIDGEPOINT EUROPE IV 'B' L.P. (the "**Partnership**"), a limited partnership registered in England and Wales with registration number LP012495, to SP HARMONY ACQUISITIONS L.P., which has been admitted as a new limited partner in the Partnership. (4660374)

TRANSFER OF LIMITED PARTNERSHIP INTEREST
Transfer of Interest in
BDC III E LP
(Registered No. LP017202)
Notice is hereby given by the general partner, pursuant to Section 10 of the Limited Partnerships Act 1907, that as of 30 June 2024, ASF SHIP, L.P. has transferred its interest as a limited partner in BDC III E LP (the "**Partnership**"), a limited partnership registered in England and Wales with registration number LP017202, to SP HARMONY ACQUISITIONS L.P., which has been admitted as a new limited partner in the Partnership.
(4660375)

TRANSFER OF LIMITED PARTNERSHIP INTEREST
Transfer of Interest in
3I EUROPARTNERS VB LP
(Registered No. LP011420)
Notice is hereby given by the general partner, pursuant to Section 10 of the Limited Partnerships Act 1907, that as of 30 June 2024, VZWL PRIVATE EQUITY GMBH & CO. GESCHLOSSENE INVESTMENT KG has transferred its interest as a limited partner in 3I EUROPARTNERS VB LP (the "**Partnership**"), a limited partnership registered in England and Wales with registration number LP011420, to PATRIA LIGHT (GUERNSEY) LIMITED, which has been admitted as a new limited partner in the Partnership. (4660376)

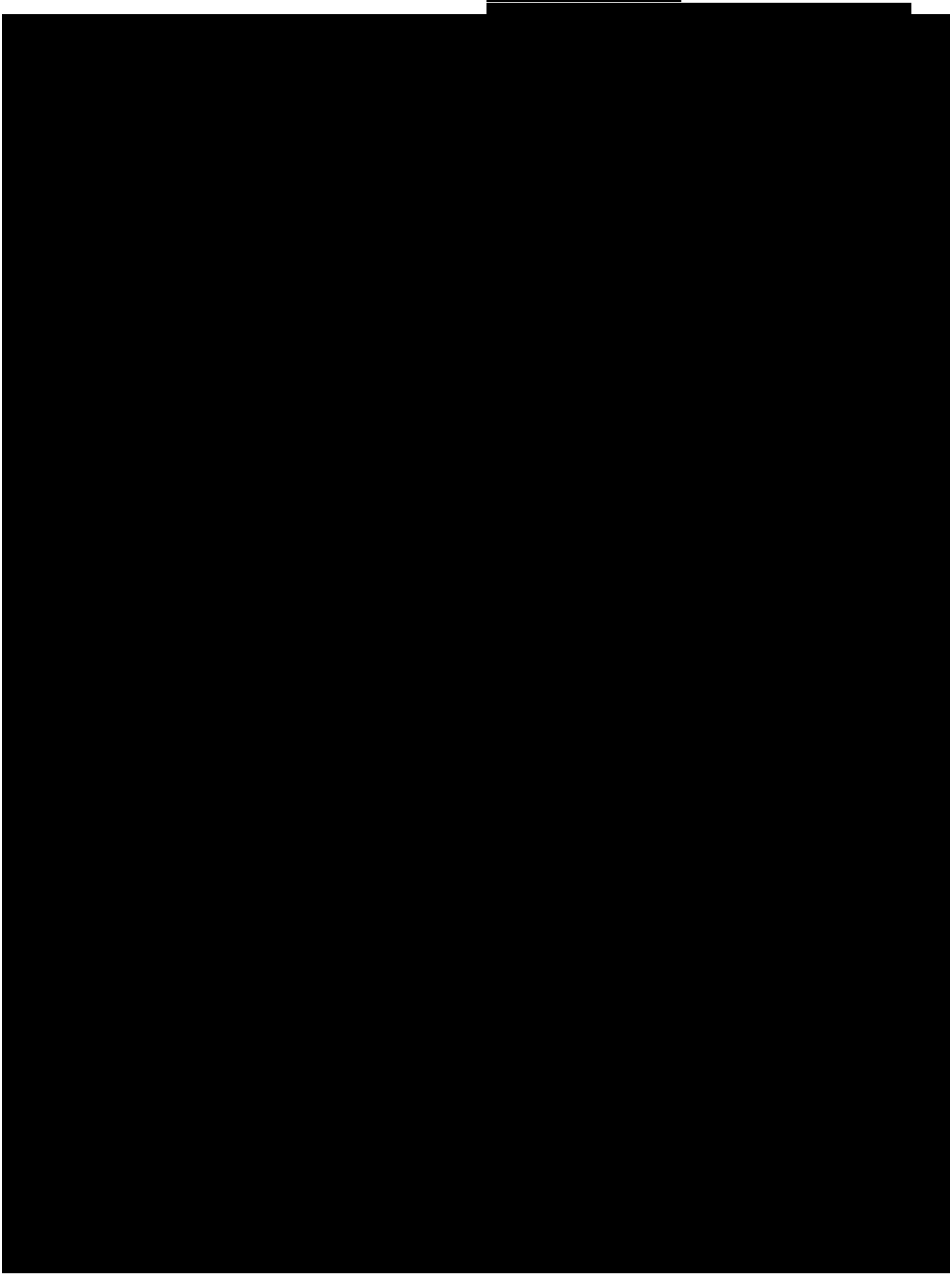
TRANSFER OF LIMITED PARTNERSHIP INTEREST
Transfer of Interest in
BRIDGEPOINT EUROPE III 'E' LP
(Registered No. LP010317)
Notice is hereby given by the general partner, pursuant to Section 10 of the Limited Partnerships Act 1907, that as of 31 March 2024, Hamilton Lane Secondary Fund III LP has transferred its interest as a limited partner in Bridgepoint Europe III 'E' LP (the "**Partnership**"), a limited partnership registered in England and Wales with registration number LP010317, to each of PEV Holdings 1057 LP and PEV SB Employee Aggregator LP, which have been admitted as new limited partners in the Partnership. (4660377)

TRANSFER OF LIMITED PARTNERSHIP INTEREST
Transfer of Interest in
BE VI 'D' LP
(Registered No. LP018637)
Notice is hereby given by the general partner, pursuant to Section 10 of the Limited Partnerships Act 1907, that as of 30 June 2024, AXA LIFE INSURANCE CO. LTD has transferred its interest as a limited partner in BE VI 'D' LP (the "**Partnership**"), a limited partnership registered in England and Wales with registration number LP018637, to AXA JAPAN LEGACY GLOBAL ALTERNATIVE INVESTMENT FUND – AXA JAPAN GLOBAL ALTERNATIVE INVESTMENT FUND I, which has been admitted as a new limited partner in the Partnership.
(4660378)

TRANSFER OF LIMITED PARTNERSHIP INTEREST
Transfer of Interest in
BRIDGEPOINT EUROPE IV 'B' L.P.
(Registered No. LP012495)

Notice is hereby given by the general partner, pursuant to Section 10 of the Limited Partnerships Act 1907, that as of 31 March 2024, Hamilton Lane Secondary Fund III LP has transferred its interest as a limited partner in Bridgepoint Europe IV 'B' L.P. (the "**Partnership**"), a limited partnership registered in England and Wales with registration number LP012495, to each of PEV Holdings 1057 LP and PEV SB Employee Aggregator LP, which have been admitted as new limited partners in the Partnership. (4660379)

PEOPLE



[redacted]

(4657538)

[redacted]

(4657540)

[redacted]

(4657531)

[redacted]

(4657541)

[redacted]

1 July 2024

[redacted]

2 July 2024

[redacted]

(4657523)

[redacted]

(4657548)

[redacted]

(4657522)

[redacted]

(4657547)

[redacted]

(4657528)

[redacted]

(4657519)

[redacted]

(4657536)

[redacted]

3 July 2024

(4657539)

[redacted]

(4657520)

[redacted]

(4657535)

[redacted]

(4657546)

[redacted]

22 June 2023

(4657552)

NOTICES OF DIVIDENDS

In the County Court at Luton

No. 74 of 2000

[redacted]

(4657508)

[redacted]

(4658343)

[redacted]

[redacted]

(4657108)

[redacted]

(4657094)

[redacted]

(4660414)

[redacted]

[redacted]

(4658714)

[redacted]

03/07/2024 (4660318)

Wills & probate

DECEASED ESTATES – LONDON EDITION

Notice is hereby given pursuant to s. 27 of the Trustee Act 1925, that any person having a claim against or an interest in the estate of any of the deceased persons whose names and addresses are set out below is hereby required to send particulars in writing of his claim or interest to the person or persons whose names and addresses are set out below, and to send such particulars before the date specified in relation to that deceased person displayed below, after which date the personal representatives will distribute the estate among the persons entitled thereto having regard only to the claims and interests of which they have had notice and will not, as respects the property so distributed, be liable to any person of whose claim they shall not then have had notice

Name of Deceased (Surname first)	Address, description and date of death of Deceased	Names addresses and descriptions of Persons to whom notices of claims are to be given and names, in parentheses, of Personal Representatives	Date before which notice of claims to be given	
[redacted]			9 September 2024	(4660319)
			9 September 2024	(4660427)
			9 September 2024	(4659644)
			9 September 2024	(4660358)
			9 September 2024	(4660388)
			9 September 2024	(4659744)
			11 September 2024	(4659290)
			9 September 2024	(4659873)
			9 September 2024	(4660193)
			9 September 2024	(4659739)
			9 September 2024	(4659882)
			9 September 2024	(4658508)

Name of Deceased (Surname first)	Address, description and date of death of Deceased	Names addresses and descriptions of Persons to whom notices of claims are to be given and names, in parentheses, of Personal Representatives	Date before which notice of claims to be given	
[redacted]			9 September 2024	(4659845)
			9 September 2024	(4659738)
			9 September 2024	(4660149)
			11 September 2024	(4659234)
			9 September 2024	(4659850)
			9 September 2024	(4656758)
			9 September 2024	(4659749)
			9 September 2024	(4658513)
			9 September 2024	(4660120)
			9 September 2024	(4660353)
			9 September 2024	(4660174)
			9 September 2024	(4660355)
			9 September 2024	(4660360)
			10 September 2024	(4659604)
			9 September 2024	(4660219)
			10 September 2024	(4659570)

Name of Deceased (Surname first)	Address, description and date of death of Deceased	Names addresses and descriptions of Persons to whom notices of claims are to be given and names, in parentheses, of Personal Representatives	Date before which notice of claims to be given	
[redacted]			9 September 2024	(4659858)
			9 September 2024	(4660477)
			9 September 2024	(4659848)
			9 September 2024	(4660177)
			9 September 2024	(4659392)
			9 September 2024	(4660416)
			9 September 2024	(4660102)
			9 September 2024	(4659724)
			9 September 2024	(4660215)
			9 September 2024	(4659861)
			9 September 2024	(4659830)
			9 September 2024	(4659733)
			9 September 2024	(4659599)
			9 September 2024	(4660470)
			9 September 2024	(4659747)
			9 September 2024	(4659836)

Name of Deceased (Surname first)	Address, description and date of death of Deceased	Names addresses and descriptions of Persons to whom notices of claims are to be given and names, in parentheses, of Personal Representatives	Date before which notice of claims to be given	
[redacted]			9 September 2024	(4659579)
			9 September 2024	(4658515)
			9 September 2024	(4660175)
			9 September 2024	(4660472)
			9 September 2024	(4659875)
			9 September 2024	(4659550)
			9 September 2024	(4659750)
			9 September 2024	(4659869)
			9 September 2024	(4659734)
			9 September 2024	(4659732)
			10 September 2024	(4660073)
			9 September 2024	(4660213)
			9 September 2024	(4660426)
			9 September 2024	(4660194)
			9 September 2024	(4660448)

Name of Deceased (Surname first)	Address, description and date of death of Deceased	Names addresses and descriptions of Persons to whom notices of claims are to be given and names, in parentheses, of Personal	Date before which notice of claims to be given	
[redacted]			9 September 2024	(4660428)
			9 September 2024	(4659834)
			13 September 2024	(4659565)
			9 September 2024	(4660308)
			9 September 2024	(4658511)
			9 September 2024	(4659718)
			9 September 2024	(4660389)
			9 September 2024	(4658582)
			9 September 2024	(4659601)
			9 September 2024	(4660113)
			9 September 2024	(4659735)
			9 September 2024	(4659645)
			9 September 2024	(4659736)
			9 September 2024	(4658553)
			9 September 2024	(4657567)

Name of Deceased (Surname first)	Address, description and date of death of Deceased	Names addresses and descriptions of Persons to whom notices of claims are to be given and names, in parentheses, of Personal	Date before which notice of claims to be given	
[redacted]			9 September 2024	(4660471)
			9 September 2024	(4660356)
			9 September 2024	(4659868)
			9 September 2024	(4659591)
			12 September 2024	(4659262)
			9 September 2024	(4660221)
			9 September 2024	(4660217)
			9 September 2024	(4659723)
			9 September 2024	(4660220)
			15 September 2024	(4659859)
			11 September 2024	(4659270)
			9 September 2024	(4659632)
			9 September 2024	(4659635)
			9 September 2024	(4659560)
			9 September 2024	(4660476)
			9 September 2024	(4659609)
			9 September 2024	(4660429)

Name of Deceased (Surname first)	Address, description and date of death of Deceased	Names addresses and descriptions of Persons to whom notices of claims are to be given and names, in parentheses, of Personal	Date before which notice of claims to be given	
[redacted]			9 September 2024	(4659581)
			9 September 2024	(4660430)
			9 September 2024	(4659852)
			9 September 2024	(4659396)
			9 September 2024	(4659837)
			11 September 2024	(4659266)
			9 September 2024	(4656751)
			9 September 2024	(4657635)
			9 September 2024	(4660190)
			9 September 2024	(4660365)
			9 September 2024	(4660424)
			10 September 2024	(4659603)
			9 September 2024	(4660407)
			9 September 2024	(4659646)
			9 September 2024	(4659745)
			9 September 2024	(4660347)
			9 September 2024	(4660475)

Name of Deceased (Surname first)	Address, description and date of death of Deceased	Names addresses and descriptions of Persons to whom notices of claims are to be given and names, in parentheses, of Personal	Date before which notice of claims to be given	
[redacted]			9 September 2024	(4660361)
			9 September 2024	(4659826)
			9 September 2024	(4660415)
			9 September 2024	(4660230)
			9 September 2024	(4660119)
			9 September 2024	(4660421)
			9 September 2024	(4659840)
			9 September 2024	(4659851)
			9 September 2024	(4660359)
			9 September 2024	(4658695)
			9 September 2024	(4659849)
			9 September 2024	(4659567)
			9 September 2024	(4656556)
			9 September 2024	(4660105)
			9 September 2024	(4659717)

Name of Deceased (Surname first)	Address, description and date of death of Deceased	Names addresses and descriptions of Persons to whom notices of claims are to be given and names, in parentheses, of Personal Representatives	Date before which notice of claims to be given	
[redacted]			9 September 2024	(4659728)
			11 September 2024	(4659598)
			9 September 2024	(4659743)
			9 September 2024	(4660364)
			9 September 2024	(4659612)
			9 September 2024	(4659729)
			9 September 2024	(4659872)
			9 September 2024	(4659881)
			9 September 2024	(4660350)
			9 September 2024	(4659595)
			9 September 2024	(4659894)
			9 September 2024	(4660106)
			9 September 2024	(4659819)
			12 September 2024	(4659292)
			9 September 2024	(4656972)
			9 September 2024	(4660218)
			9 September 2024	(4658585)

Name of Deceased (Surname first)	Address, description and date of death of Deceased	Names addresses and descriptions of Persons to whom notices of claims are to be given and names, in parentheses, of Personal	Date before which notice of claims to be given	
[redacted]			11 September 2024	(4659272)
			9 September 2024	(4660176)
			14 September 2024	(4660352)
			9 September 2024	(4660474)
			11 September 2024	(4659296)

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www.thegazette.co.uk/wills-and-probate/place-a-deceased-estates-notice

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For the avoidance of doubt, the Notice Placer agrees and accepts that, subject to the limited rights to edit any Notice referred to above, it is the Notice Placer that shall be solely responsible for the content of any Notice, including its validity and accuracy and that the Publisher shall not be responsible for, nor shall have any liability in respect of such content in any way whatsoever.

5 The Notice Placer accepts that it submits a Notice entirely at its own risk and that the Publisher shall have the sole and absolute discretion whether to accept a Notice for publication; whether to publish it (including after acceptance); the timing of any publication of a Notice; or whether to remove or withdraw the Notice after publication, such decision to be final and without liability on the part of the Publisher. The Notice Placer must satisfy itself as to the legal, statutory and/or procedural requirements and accuracy relating to any Notice and, for the avoidance of doubt, the Publisher shall have the sole and absolute discretion to refuse to publish or withdraw from publication (if already published) any Notices where the content of the Notice, in the Publisher's sole and absolute opinion, may not comply with any such requirements. In instances where publication has not yet taken place, the Publisher shall use all reasonable endeavours to notify the Notice Placer of any action required to remedy any deficiency and publication shall not take place until the Publisher is reasonably satisfied that such action has been taken by the Notice Placer. Where publication has taken place the Notice placer will be sent communication with the proposed remedy which may include, but is not limited to, removal, reinsertion, retraction or substitution notice. The Notice Placer agrees and accepts that the mutual obligations and undertakings under this Agreement are sufficient consideration for the enforceability of these terms and conditions which the Notice Placer agrees are fair and reasonable.

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9 In the event that the Publisher believes, in its sole opinion, a Notice Placer is submitting Notices in bad faith, is in breach of clause 11 below, or has dealings with Notice Placers who are in breach of these Terms and Conditions or has breached such Terms and Conditions previously, the Publisher may require further verification of information to be provided by the Notice Placer and may, at its sole and absolute discretion, delay publication of those Notices until it is satisfied that the Notice it has received is based on authentic information.

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11.2 the Notice is true and accurate in all respects and does not mislead or contain potentially fraudulent information;

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18.2 The placement of a Local Newspaper Notice shall be upon the standard terms and conditions of the local newspaper in question in addition to these Terms and Conditions. The Notice Placer expressly agrees to such local newspaper terms and by submitting a Local Newspaper Notice to The Gazette, expressly consents to the Publisher, its subcontractors and/or any applicable third party organisation agreeing to such terms on behalf of the Notice Placer;

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tso
a Williams Lea company
Published by TSO (The Stationery Office), a Williams Lea company, and available from:

Online
www.tsoshop.co.uk

Mail, Telephone & E-mail
TSO
PO BOX 29, Norwich, NR3 1GN
Telephone orders/General enquiries: +44 (0)333 202 5070
E-mail: [redacted]
Textphone: +44 (0)333 202 5077

9 780116 929532

Published and printed in the UK by The Stationery Office Limited under the authority and superintendence of Jeff James, Controller of His Majesty's Stationery Office and King's Printer of Acts of Parliament

Lloyd's List Daily Briefing
Leading maritime commerce since 1734

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Bab el Mandeb transits down as Houthis increase Red Sea aggression



TRANSITS through the Bab el Mandeb strait were down to 206 last week from 226 the previous week, as Houthi attacks on shipping heat up.

According to Lloyd's List Intelligence data in June some 927 transits were recorded through the chokepoint, down from 978 in May.

The number of sailings through the Bab el Mandeb has fallen over the past two weeks during a period of intense aggression in the Red Sea.

The decrease is about 5% month on month but is in no way as severe as the drop seen when the situation started to deteriorate in December.

Some 2,088 cargo-carrying vessel passings were recorded in December, falling 38% to 1,299 in January.

The number of active vessels in the Red Sea also fell last week. The average daily number of active merchant ships was 234 from June 17 to June 23, dropping to 203 last week.

The daily number of active ships started to decline on June 24 with numbers starting to stabilise recently in the 180-190 vessel range.

Last week represented one of the most active weeks in terms of reported incidents since the Houthis' campaign on shipping began in late 2023, with five attacks on ships in seven days, including Mediterranean Shipping Company-owned *MSC Sarah V* (IMO: 9181675).

Those attacks followed the sinking of bulk carrier *Tutor* (IMO: 9942627) and the abandonment of cargoship *Verbena* (IMO: 9522075) earlier in the month.

While *Tutor* was originally hit by a drone boat on June 12, which resulted in the death of one seafarer, it did not sink until a week later.

Military sources have since confirmed their hypothesis that the Houthis returned to *Tutor* and placed charges on its hull, which caused it to sink abruptly.

One week later, bulk carrier *Transworld Navigator* (IMO: 9469924) was hit by drone boat 65 nautical miles west of Hodeidah, Yemen. No injuries were reported and it was able to continue on to Suez.

Footage published by the Houthis shows the view from the drone boat on its approach to *Transworld Navigator*.

Intelligence company Janes Middle East and Africa editor Jeremy Binnie said the way the crosshairs move on the footage mean the drone boat may have a guidance system that can lock-on to targets, rather than being controlled from an operative in another boat.

This development fits with a pattern of claims made by the Houthis that they possess more advanced weaponry.

The Iran-backed rebel group claim the unmanned surface vehicle that hit *Transworld Navigator* was armed with a 1,000 kg-1,500 kg warhead, 30 times larger than warheads on missiles previously used by the Houthis.

"Houthi attacks are becoming more lethal, and more difficult to defend against," said global maritime head of advisory at EOS Risk Group, Martin Kelly.

"USVs impact vessels at the waterline resulting in significant water ingress as observed during the *Tutor* attack."

Aside from more powerful USVs, the Houthis also claim to have used a new anti-ship ballistic missile with a longer range on *MSC Sarah V*.

The Joint Maritime Information Centre confirmed the containership was targeted by a missile 246 nautical miles southeast of Nishtun, Yemen, far outside of the current main zone of aggression as assessed by JMIC.

Although the Houthis claim to have struck *MSC Sarah V*, JMIC only confirmed it being targeted.

Kelly said previous Houthi ASBMs had a range of up to 700 km, restricting attacks to the Red Sea and Gulf of Aden.

But if claims of a new weapon are true, he said vessels in the Arabian Sea would also be at risk.

Binnie explained that this extended range could reduce accuracy, as the time between launch and impact is great enough that operatives would have to predict the course of their target vessel very accurately or have the ability to change the course of the missile mid-flight.

Janes Middle East and North Africa senior research analyst James Trigg said claims of advanced weaponry possessed "a key propagandistic purpose".

He said the Houthis likely seek "to use these unveiling announcements to create further disruption to international shipping by exaggerating their capability to strike targets with a more varied arsenal and at greater distances from Yemen".

WHAT TO WATCH

Unipec spot cargo data highlights VLCC weakness vs other tanker classes

ONE charterer rules them all in the spot crude shipping business: China's Unipec.

Over the past half-decade, Unipec lifted four to five times the spot crude volumes of its closest rival and accounted for around one-sixth of all reported spot dirty tanker volumes in the world, according to data from Poten & Partners.

Unipec, a subsidiary of China's state-controlled energy giant Sinopec, is particularly important to spot rates in the very large crude carrier trade; it booked 369 VLCC fixtures in 1H24, compared to 53 in other segments.

And not surprisingly, as Unipec goes, so goes the VLCC spot rate market.

VLCC rates have generally underperformed suezmax and aframax rates over the past two and a half years, as mid-sized tankers have benefited from geopolitical disruptions much more so than VLCCs.

According to Poten data, Unipec spot charters accounted for 99.2m tonnes of dirty cargoes in 1H24, down 8.7% year on year. In contrast, the total volumes of reported crude spot business, at 638.4m tonnes, were up 4.3% year on year.

Crude tanker spot volumes since 2019

The general trend in Poten's reported spot data over the past five years: Volumes peaked prior to Covid, sank during the pandemic and have been recovering ever since.

They're still not back to where they were in 2019, although there's a caveat. "Fixtures related to Russian trades are usually not reported in the market but represent substantial volumes," noted Poten.

In other words, since the Ukraine-Russia war and the advent of the shadow fleet, actual volumes are higher than reported volumes. Case in point: Russia's Lukoil ranked as high as 11th in Poten's list of top crude tanker charterers through the second half of 2021, fell to 20th in 1H22, then vanished thereafter.

That said, it is the reported fixtures — and the rates that were paid for them — that matter to the publicly listed tanker companies in the VLCC, suezmax and aframax trades.

According to Poten's data, reported dirty tanker fixture volumes peaked at 705.5m tonnes in 2H19. Spot VLCC rates briefly spiked to nearly $300,000 per day during this period due to Mideast unrest, according to Clarksons Securities.

Crude fixture volume then bottomed out at 539.1m tonnes in 2H20 amid the pandemic, a period when tanker owners were bleeding cash.

Volumes in 1H24 (which exclude significant Russian volumes, primarily on suezmaxes and aframaxes) were 9.5% below the 2H19 peak and 2.3% below the same period in 2019, but 18.4% above the 2H20 nadir.

Shifts among the top 10 spot charterers

The top 10 spot charterers are comprised on national oil companies, independent oil companies, and one trader, Vitol.

Poten's data on Unipec's spot volumes highlights the underperformance of VLCCs versus suezmaxes and aframaxes in recent years. Unipec's reported volume trends diverge sharply from the global trends, hitting a low in 2H23 and rebounding only marginally in the latest semester.

The number-two slot has usually been filled by ExxonMobil or Shell but was taken by California's Chevron in 1H24. Chevron has made huge strides: it was ranked seventh five years ago, in 1H19, and eighth in 2H19.

Chevron rose through the ranks by focusing on suezmax and aframax spot business. It topped the list in both vessel segments in 1H24, according to Poten. Chevron ranked sixth on the 1H24 VLCC spot fixture volume list.

Shell came in third globally in the most recent semester. Its reported spot fixture volumes have remained generally stable over the last three years. Shell was the number-two suezmax charterer and number-three VLCC charterer in 1H24.

‘Jury is still out’ on VLCC rates

According to Clarksons Securities, average spot rates for non-eco-design VLCCs were at $27,400 per day on Monday, compared to far higher average rates of $43,700 per day for suezmaxes and $40,900 per day for aframaxes.

The tanker market has favoured suezmaxes and aframaxes over VLCCs, but hope springs eternal for executives of listed VLCC owners.

“This has been a kind of atypical earnings relationship period, benefitting some of the other guys on the panel,” said Lars Barstad, CEO of VLCC owner of Frontline, during the Marine Money Week event on June 25. (The other guys on the panel owned mid-sized tankers and product tankers.)

“We at Frontline still believe in economies of scale. We still believe that, at the end of the day, the biggest ships [VLCCs] will prevail. I must admit that for the last couple of years, that has not been the case at all. We have seen the smaller- and medium-size asset classes prevailing, primarily fuelled by the conflict between Russia and Ukraine. I think that has kind of changed the logic of the market a bit.

“But we believe we’re still in the first innings of this. Maybe the jury is still out, and the VLCCs don’t initially look like the sexiest market right now, but we believe they’re going to prevail, and that this cycle has a lot of similarities to what we saw in 2002-2008, although it’s supply-driven this time, rather than demand-driven.”

Asked whether VLCCs will rebound in the second half of this year, Barstad replied, “I’m scared of putting too much expectation on the second half, because exactly one year ago, I was sitting here and I had a lot of expectation for the second half and it didn’t materialise.

“Listening to the experts now, they say oil demand will increase by close to 3m barrels and that’s going to tighten things up. So, potentially [the second half will be strong]. But where we’re sitting today is that we’re north of cash breakeven for all asset classes and we’re making good money, but we’re entering the summer lull.”

ANALYSIS

Quality concerns and new business models will fuel a bunker revolution

OVER the past 12 months a series of out-of-court settlements between a major bunker supplier and several shipowners have quietly been agreed.

The details remain confidential, but Lloyd’s List understand that the agreements will close off the latest round of bunker contamination claims made against traders and draw a line under many long-running and heated disputes.

The settlements will not, however, improve the perception of a sector that has struggled with successive governance scandals, pollution incidents and widespread mistrust among shipowners.

Nor will they allay the concerns regarding the bunker sector’s ability to safely transition into an era of more expansive and potentially more explosive and toxic green fuel.

The bunker sector is overdue a potentially seismic round of consolidation and a reinvention of some business models driven by new fuels, new regulations and customer demands, but the most immediate concerns remains quality.

“It’s still the wild west out there is some parts of the bunker sector,” said one of the shipowners involved in a recent settlement.

While the bunker suppliers have a PR battle ahead of them, the rate of contamination cases appears to have plateaued, for now.

Fuel quality assessors VPS issued 28 bunker fuel quality alerts in 2023 to highlight short-term quality issues, compared with 36 in 2022, with most of the alerts relating to flash point and sodium issues.

Most common bunker grade very low sulphur fuel oil was only off specification in 2% of deliveries in 2023 globally, according to bunker supplier Integr8 that received data from over 120m tonnes of fuel deliveries last year.

But when the contamination cases come, they routinely have far-reaching consequences that linger on far beyond the initial mechanical damage cause.

In 2022, about 80 ships in Singapore reported issues with their fuel pumps and engines after receiving contaminated residual fuel oil. Investigators found that Glencore had sold some of the tainted fuel to another supplier, and the two had offered it to about 200 ships.

That episode sparked another round of stringent new regulations for bunker fuel quality from the Maritime and Port Authority of Singapore, which ultimately came into force last month.

That should have been the opportunity for Singapore to start showcasing its bunker quality and safety standards in the wake of the last scandal, but less than two weeks after the new rules entered into force the MPA was otherwise engaged in a major clean-up operation after a dredger hit a bunker barge, spilling more than 400 tonnes of oil.

Singapore represents the gold standard of bunker quality and safety having adopted mass flow meters to clean up its bunkering market more than 10 years ago.

Other bunkering hubs have been slow to follow Singapore's lead.

MFM will finally become mandatory from 2026 in both Rotterdam and Antwerp-Bruges, but new systems alone are not a silver bullet.

"What really makes a difference is the enforcement behind the mass flow meter. The MPA in Singapore was extremely good and really strong in enforcing the use of MFM in verifying and checking that it was used and used the correct way," said Timothy Cosulich, chief executive at independent bunker supplier Fratelli Cosulich.

Quality issues persist in the main bunker hubs, but outside of them exists a patchwork of unreliable national enforcements and a fragmented market of suppliers where competition is high and corners are routinely cut.

The infamous "cappuccino" scam of pumping oil into a ship's tank with compressed air, creating a layer of foam and less fuel than is being sold, is the least of an owners' concerns. In more dangerous instances, suppliers who are eager to plump up profits sometimes blend shipping fuel with liquids such as used car lubricants, paraffin or industrial waste.

Privately, bunker officials and even some executives concede that governance issues have been "challenging", but they also accept that the entire sector is poised to go through a difficult period of change ahead of shipping's energy transition.

Consolidation is widely accepted as inevitable, as are tightened regulatory requirements, but the biggest factor driving change will likely be the shipping companies themselves as they demand higher quality products with comprehensive sustainability certificates in an era of more expensive green fuels.

"The market needs to operate in a different way and this is what we are trying to draw everyone's attention to. What we have seen in the past few decades will need to change. The clients will ask for something different than what we have seen before," said Kenneth Dam, global head of bunkering at Trafigura-backed TFG Marine.

The primary change for bunker supply will be the cost, as future fuels such as green ammonia are expected to be significantly more expensive than fuel oil. Initial estimates put green ammonia prices at $2,000 per tonne, according to price reporting agency Argus Media. Ammonia's lower energy density is expected to require higher bunker volumes than conventional fuels, pushing up potential costs even higher.

"The products we're going to trade and deliver to our clients are much more expensive. So the expertise and balance sheets are now really coming into play," said Dam.

Another key challenge facing the bunker industry will be alternative fuel supply, as there are legitimate concerns around some of these candidate fuels' scalability despite the flurry of dual-fuel vessel orders over the past few years.

"The deep shipping decarbonisation debate is very much centred around ammonia versus methanol. But supply chain is very, very immature on both fronts, but especially on the methanol side as we have real concerns about the scalability of low-carbon methanol," said Margaux Moore, head of the energy transition research group at Trafigura.

Rising costs and the introduction of new fuels are expected to usher in significant changes to the current bunkering model that allows shipowners easy access to residual and distillate bunkers in several major refuelling hubs.

TFG expects to see a “completely different” bunker market in the coming years, arguing that the market is not ready to handle several different products, according to Dam.

“The spectrum of products will be completely different, so you will see a lot of disruption in that market,” Dam continued.

Dam suggests the current bunker buying model will not be viable in the future, arguing that buyers will need to be “much more strategic” in their refuelling plans.

“Today’s shipping model is one where you are basically taking orders on your books before you have booked your bunker requirements. And in the future bunker environment you will not be able to expect that you have gasoil, very low sulphur fuel oil and high-sulphur fuel in all ports,” Dam warns.

“Our market will become much more reliant on contracts and where you actually source fuels.”

All that adds up to a series of major changes in fuel buying models, which in turn is expected to spur a round of consolidation, not least because shipping companies are increasingly expected to opt for directly securing new fuel supplies with energy producers.

Which leads back to Singapore and the reason it has been investing so heavily into an enforceable regime that will allow it to maintain its standing as a green bunkering hub of the future.

The Maritime Singapore Decarbonisation Blueprint, launched last year, has committed the city state to an ambitious period of trialling new green fuels and technologies, with $300m committed to initiatives over the next decade. The government said last month it is ready to offer full-scale commercial operations for the bunkering of methanol as a marine fuel.

But to maintain its ambitions to become the future fuelling hub of green energy tomorrow it will first need to prove that it can address the quality and safety issues that the rest of the industry is still grappling with today.

Nordberg pledges to continue turnaround at newly profitable Swedish Club

SWEDISH Club managing director Thomas Nordberg has pledged to rebuild the financial performance of the marine mutual, which he has restored to profitability since taking the top job at the start of 2023.

Key goals include getting the International Group affiliate’s standing with ratings agency Standard & Poor’s back into the A bracket after a downgrade to BBB+ in October 2022.

BBB+ is still officially investment grade territory and being taken down a notch from A- has not made too much difference in practice, Nordberg insisted.

However, he added that he regards it as a key proxy indicator of quality and underline his ambition to take the club back up to A.

In the last policy year, the Swedish Club — known internally as TSC — held its all-business combined ratio steady at 102% for the second year in succession, booking an overall profit of $30m.

The pure P&I combined ratio for 2023-2024 came in the right side of the line at 98%. That compares with 116% the previous time round, the second highest level on this marker in the IG after London Club on 128%.

Interestingly, that means that mutuality is doing slightly better than commercial lines, although that is probably down to chance more than anything else.

There was also a healthy boost to free reserves, which rose by $34m to hit $184m.

TSC’s substantial hull & machinery book is mutual rather than commercial. That is down to a quirk of history; it started life as a hull club in 1872 and only added P&I as late in the day as 1910. H&M is a standalone class and entry is not dependent on mutual entry.

Marine mutuals are profit sufficers rather than textbook profit maximisers. Boards usually aim to achieve a couple of percentage points either side of breakeven on the mutual insurance side and leave investment returns to cover any deficit.

Thanks to a benign claims environment and dramatically improved investment returns for the

last couple of years, clubs are getting better results across the board, as Nordberg emphasised. But he also felt that his efforts deserved some credit for getting TSC back into the black.

"We have tried to improve the organisational efficiency and done some rearrangement in the organisation, that has already generated some positive results," he said.

That seems to be an allusion to a management shake-up unrolled by Nordberg within the first two months of taking over from his predecessor.

"We haven't completed the half-year results yet, but what I get from my chief financial officer is that we are operating in line with budgets and forecasts, and perhaps slightly better.

"We should be happy about investments now we see some solid numbers for us and the entire industry. Investment is the most important subsidy in our business.

"It's very important for us to retain a healthy and profitable investment portfolio in order to support the insurance business as much as possible."

International politics

There are many elements of the insurance business which are beyond underwriters' control, not least international politics, which has worked against clubs since the Russian invasion of Ukraine in 2022 and the start of the Gaza conflict in 2023.

But one conscious strategy has what P&I insurers euphemistically term de-risking, under which owners with the worst loss records are politely told to look elsewhere, given their inherent unprofitability.

Entered gross tonnage including charterers' liability entered for P&I down nearly 6% from 93m gt to 88m gt, which indicates loss of market share.

"We have seen both on the P&I side and the hull side that we are becoming more scientific in terms of risk selection. That goes for both the existing portfolio and when we grow with new members," said Nordberg.

"Some losses [of members] are very much part of the game but to a large extent it's the result of decisions we have made on the underwriting side."

There has been partial compensation by way of gains of new tonnage and some growth on the hull book, with Nordberg describing the P&I and defence classes as stable.

But his number one goals, he insists, have been and remain quality and profitability.

"We are very much focused on restoring the financial stability and strength that we lost in 2021 and 2022, which were tough for us as for many of our competitors. That's the top of my agenda, to become as financially strong as possible."

Nordberg was also non-committal on TSC's likely strategy at the next renewal round, which won't be decided until a board meeting late in the year. Last February it went with a general increase of 7.5%, at the upper end of the IG spectrum.

He brushed aside recent comments from leading broker Mark Cracknell, managing director of Marsh Specialty, who said in a recent interview with Lloyd's List that given the return to profitability in the sector, there can be no justification for any club asking for more money in 2025.

"He and some others say that every year, they're kicking off the renewal negotiations. He's entitled to his views but there are different views on how much capital should be kept. It's too early to decide what we shall do."

Finally, there is Nordberg's ambition to restore TSC's Standard & Poor's rating after the downgrade of two years ago. For some brokers, S&P ratings are a parameter and moving up a couple of notches should theoretically make it easier to compete for new business.

"I hope that we get it back as soon as possible. They have their own decision-making processes and I'm sure it will take some time for them to do something and for us to get it back.

"It hasn't made a huge difference. We have managed to keep almost all the members we had before. But it's not just a rating, it defines the quality of everything we do, in a way.

"We should be A rated and I think we will be A rated. We have been that some time back and we will get it back, because we will come back to the same standards we represented when we had it last time."

MARKETS

Centurion Bulk gobbles up Danish rival to bulk up handysize presence

SINGAPORE-BASED dry bulk operator Centurion Bulk has announced the acquisition of its smaller Danish competitor, Integrity Bulk, aiming to expand the company's handysize activities.

This move follows similar consolidation efforts made by industry peers in recent years.

"We extend our gratitude to Integrity Bulk's management for their open and honest dialogue, and we look forward to continuing their operations and building upon their capabilities," said Centurion Bulk's management in a statement.

Established in 2013, Centurion Bulk charters and operates more than 80 vessels worldwide, spanning the handysize to ultramax markets.

Meanwhile, Integrity Bulk's website lists a 12-vessel fleet built between 2012 and 2024, with sizes ranging from 28,227 dwt to 39,970 dwt.

Financial details of the takeover, which is expected to be completed on July 31, were not disclosed.

The deal comes as consolidation momentum grows in the dry bulk sector, amid changing market dynamics.

In April this year, two US-listed companies, Star Bulk and Eagle Bulk, successfully completed their merger, although some industry experts believe such deals are still insufficient.

Mark Young, chief executive of handysize bulker specialist Cetus Maritime, told Lloyd's List earlier that scale helps today's operators and owners expand service markets and cushion geopolitical conflicts and emissions regulation impacts.

Cetus, formed from the late 2022 merger of Asia Maritime Pacific and Hamburg Bulk Carriers, announced its takeover of Chile's Nachipa in February.

Adnoc firms up $2.5bn LNG carrier orders with South Korean builders

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IN OTHER NEWS

French minimum wage kicks in for seafarers on cross-Channel services
FRANCE has extended its minimum wage of at least €11.65 ($12.48) an hour to cross-Channel seafarers, in a new law that breaks sharply with the UK's non-binding request to shipowners to improve conditions in the sector.

In addition, crews are not allowed to work for more than 14 days in succession without a day off and must also be provided with a pension.

The rules — which came into effect on Sunday — are applicable to agency workers as well as those directly-employed.

The legislation was enacted in the wake of the unlawful dismissal of 800 seafarers without notice by DP World-owned P&O Ferries in 2022, for which it was not prosecuted.

Royal Fleet Auxiliary continues industrial action with no exemptions
ROYAL Fleet Auxiliary staff will continue industrial action into July on a continuous basis in a dispute over pay and conditions.

Members of trade union Nautilus voted for industrial action short of a strike beginning June 1. This means RFA staff who are Nautilus members will "work to rule" and will not take on duties above or below their job description, or work any overtime.

RFA vessels support Royal Navy operations around the world and are staffed by civilians. Nautilus director of organising Martyn Gray told Lloyd's List that 67% of all surface vessels operated by the UK's Ministry of Defence were operated by RFA.

Paris MOU tightens net with Montenegro membership
MONTENEGRO has joined the Paris MOU on port state control as of July 1, meaning almost every European country with a coastline is now part of the agreement.

In its annual report published this week, the organisation said Montenegro's membership strengthened the Paris MOU safety net in the Adriatic Sea and left vessels carrying cargo bound for Europe with "virtually no choice but to discharge that cargo in a port falling within the scope of the Paris MOU".

Alongside Montenegro's accession to the group, the report detailed the detention rate from the previous year, which at 3.81% was lower than 2022 (4.25%). However, it still hasn't returned to the pre-pandemic low of 2.98% in 2019.

Charleston boxships backlog unwinds
CONGESTION in the US port of Charleston has come down significantly since a queue of vessels began building up in May.

There were two boxships anchored off southeast gateway as of Tuesday at 1000 hrs local time, according to Lloyd's List Intelligence data. In contrast, there were more than a dozen ships at Charleston anchorage for extended periods in May and June.

The build-up was the result of ongoing infrastructure work — construction of a toe wall at Wando Welch Terminal that began in March — combined with a server issue that forced terminal gates to shut for several days at the end of May.

CMA CGM closes media deal
CMA CGM has today completed its acquisition of French media group Altice, as it continues to expand the business outside its traditional shipping and transport interests.

CMA CGM announced in March that it was furthering its diversification from shipping alone by signing a put option agreement for the acquisition of Altice Media, a leading French news provider and the country's third-largest media company.

After achieving regulatory clearance, Altice Media will now be jointly acquired by CMA CGM and Merit France, the Saadé family holding company of CMA CGM, with each acquiring 80% and 20% respectively of the share capital, for a total enterprise value of €1.6bn ($1.7bn).

Classified notices follow



Looking to publish a judicial sale, public notice, court orders and recruitment?

Please contact: [redacted]

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.

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).

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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 third-party proposals 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
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 snapevillagehallb[redacted]om 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@

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Location	Address	Opening times
		gmail.com or at [redacted]
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 23:59 on 11 August 2024.

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

- by post at Freepost SEA LINK
- by email ([redacted])

National Grid must receive all responses by 23:59 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.

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

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

Email: [redacted]
Telephone: [redacted]



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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.

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
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 , Tues: 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 23:59 on 11 August 2024.

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 23:59 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

17. Targeted Consultation Section 42 Regard Had

1. Targeted Consultation s42(a) Regard Had

2. Targeted Consultation s42(b) Regard Had

3. Targeted Consultation s42(d) Regard Had

1. Section 17 Section 42 (a) Targeted Consultation Comments and National Grid's Response

Table 1.1 Affinity Water

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Water environment, consultation	This location is not within Affinity Water area of supply. Possibly in Anglian Water area, Essex & Suffolk Water area, Southern Water area or South East Water area.	N	National Grid acknowledges the feedback.

Table 1.2 Anglian Water

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Landfall location	Anglian Water welcomes the opportunity to comment on the updated proposals for Sea Link and the project evolves in response to previous consultation responses. Anglian Water is the statutory sewerage undertaker for the Project's draft Order Limits for the onshore proposals in Suffolk. It is noted that the evolution of the project has led to several refinements within the Suffolk on shore cable route and associated infrastructure including the converter station and substation. Anglian Water has the following comments and observations: Landfall north of Aldeburgh The interface with a sewer and rising main on the landfall north of Aldeburgh has not changed.	N	National Grid is in discussions with Anglian Water regarding existing identified asset interfaces and will maintain this dialogue in order to inform the preparation of protective provisions.
		Onshore route location	**Additional land for mitigation and enhancement south of the proposed Friston substation** Land added to the draft Order Limits to the north of Friston include two linear routes connecting to the north of Church Road and east of Church Lane. We recognise that this additional land is indicated as land for environmental mitigation and enhancement and reflects the mitigation works approved under the Scottish Power Renewables existing consent for Friston substation. These draft Order Limits include: • A sewer at the junction of Grove Road and Church Lane • Interfaces with sewers within the draft Order Limits to the north and south of Church Road	N	National Grid acknowledges these comments and will maintain discussions with Anglian Water regarding asset interfaces.
		Onshore route location	**Additional land for mitigation and enhancement along the banks of the River Fromus** Land added to the draft Order Limits for environmental mitigation and enhancement to the south of Saxmundham along the River Fromus, extends the Project's interface with a sewer between Saxmundham and Benhall Green. However, the main interface will be the construction of the access bridge to the converter station site. The potential for a larger bridge crossing, will have implications for the design interface with our sewer and determine whether a diversion of this asset, or other protective works will be required in this sensitive location.	N	National Grid acknowledges these comments and will maintain discussions with Anglian Water regarding asset interfaces.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
		DCO process	**Concluding comments** Anglian Water continues to liaise with the Project Team on the existing design parameters regarding the Project's interfaces with our assets, and we would seek to confirm the nature of these new interfaces within the extension to the draft Order Limits north of Friston. To ensure this is managed appropriately we look forward to progressing a draft Statement of Common Ground with National Grid and Protective Provisions for Anglian Water to be included in the draft DCO prior to submission.	N	National Grid acknowledges these comments and will maintain discussions with Anglian Water regarding asset interfaces.

Table 1.3 Cadent Gas

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Onshore route location, intra-project cumulative effects, consultation	I have recently received an updated S42 consultation pack. There are a number of Cadent assets which could be impacted by project. With this in mind, would you be able to provide the legal contacts in which our legal team can discuss protective provisions?	N	National Grid is in discussion with Cadent Gas regarding existing identified asset interfaces and will maintain this dialogue in order to inform the preparation of protective provisions.

Table 1.4 East Anglia ONE North (ScottishPower Renewables)

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Consultation	Feedback on Further Consultation - July and August 2024 - Sea Link Multi-Purpose Interconnector Project We refer to the above consultation and write to provide feedback on behalf East Anglia ONE North Limited (EA1N). EA1N is a wholly owned subsidiary of ScottishPower Renewables (SPR). EA1N was granted a Development Consent Order (DCO) by the Secretary of State, Department of Business, Energy and Industrial Strategy (BEIS), on 31st March 2022, under the Planning Act 2008, for the East Anglia Two Offshore Windfarm (EA1N). The DCO granted consent for the development of an offshore windfarm and associated infrastructure, including offshore and onshore transmission infrastructure. EA1N notes that the proposed Sea Link Multi-Purpose Interconnector project ('the Project') is at an early stage and therefore detailed information is not available to allow a full evaluation of potential impacts on EA1N. However, this letter sets out EA1N's preliminary comments on the Sea Link Project based on the information available at this stage. Based on the current available information, SPR has identified a number of key areas where Sea Link will interact with EA1N:	N	National Grid acknowledges this response. Please refer to the regard had to the feedback below.
	Intra-project cumulative effects, design	Impacts on Landscaping, Public Rights of Way and Drainage The 400kV HVAC cable corridor routes from the proposed Sea Link Convertor Station into the NGET Friston 400kV substation will significantly impact upon the proposed landscaping and other infrastructure, including drainage and PRoW in and around the onshore substations area. Therefore, further detailed route planning is required to be provided to EA1N. Further discussions with SPR will be required on of crossing points and routeing for planned infrastructure before final designs can be agreed. The current Sea Link alignment will have a significant impact on the substation landscape mitigation measures SPR has committed to in its landscaping DCO commitments. SPR request that more refined alignment details are provided via GIS files to allow a more detailed review of the potential impacts.	Y	The assessment of effects are split into two scenarios within the ES which clearly set out the implications on the consented SPR landscape planting should the Proposed Project tie-in at Friston Substation, of which the effects have been minimised as far as possible. Details of the assessment of the two scenarios on landscape impacts are available in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. National Grid is maintaining an ongoing dialogue with SPR in order to address the matters raised here and ensure efficient and effective coordination in the delivery of our respective projects. Following targeted consultation a number of minor amendments have been made to the Order Limits, including with specific regard to the potential impacts of cable routing on SPR's landscaping scheme.
	Design, offshore ordnance / UXO, marine mammals	EA1N Export Cable The Sea Link onshore order limits will interact with the EA1N order limits and SPR would appreciate continued discussion with Sea Link as detailed design of the cable route develops.	N	National Grid acknowledges this response. A separate marine licence will be submitted for UXO activities related to the Proposed Project. National Grid is maintaining an ongoing dialogue with SPR in order to address the matters raised here and ensure efficient and effective coordination in the delivery of our respective projects.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			Further discussion with Sea Link and SPR is required in relation to EA1's offshore UXO clearance, HDD works and offshore export cable installation works. The EA1N wind turbine foundation piling campaign is programmed for 2027 which may coincide with Sea Link project UXO clearance and the projects may therefore need to co-ordinate these activities to manage noise disturbance to harbour porpoise in the Southern North Sea Special Protection Area.		
		Intra-project cumulative effects, onshore environmental impact, offshore environmental impact	Preliminary Environmental Report Sea Link's Assessment for construction impacts and final design should also include for cumulative effects and potential environmental impacts such as noise, dust, lighting, surface water management and protected species.	N	National Grid acknowledges this feedback. Please refer to the assessment of inter-cumulative effects which assesses combined impacts of other proposed developments alongside the Proposed Project, contained in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Inter-Project Cumulative Effects and Application Document 6.2.3.13 Part 3 Kent Chapter 13 Inter-Project Cumulative Effects**.
		Cultural heritage	Heritage Sites It has been noted from our review that not enough information exists to assess heritage impacts and therefore we cannot comment at this stage. We reserve our position to do so at a later date when more detailed information becomes available.	N	National Grid acknowledges this feedback. Data from investigation work including the geophysical survey and the evaluation trenching has now been incorporated in the baseline report. This has also been used to inform the impact assessment which is included in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage and Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**. Consultation has been undertaken with heritage stakeholders throughout the process, and this has been supported by the Suffolk County Archaeologist who has undertaken site visits at least once a week during the evaluation excavation stage and has been able to view all trenches excavated. These site visits have helped inform both the impact assessment and the mitigation strategy.
		Onshore environmental impact, onshore mitigation	Landscape Ecology It should be further noted that the EA1N project is committed to developing offsite compensation areas for protected species and habitats, and designated sites, to reduce environmental impacts from construction as well as delivering post-construction enhancements. The proposed Sea Link cable alignment, particularly around the Friston Substation, has the potential to impact species specific mitigation, landscape and drainage. As such the development area may give rise to both direct (e.g. direct loss of mitigation habitat) and indirect impacts (e.g. disturbance resulting in lack of establishment). EA1N will need to be consulted on these matters as detailed designs are developed.	N	National Grid acknowledges the feedback. Impacts on ecology are addressed in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. Mitigation measures are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Surface water runoff arising from the Proposed Project during both its construction and operation would be captured, suitably treated where necessary and attenuated prior to discharge into the surrounding water environment at rates no greater than existing (inclusive of suitable climate change allowances over the Proposed Project's lifetime). In addition, where the project interacts with existing land drainage, there is a Project commitment, secured through the DCO, to re-provide a suitable alternative means of land drainage such that the existing land drainage regime is not compromised. Landscape impacts are considered in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**.

Table 1.5 East Anglia TWO (ScottishPower Renewables)

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Consultation	**Feedback on Further Consultation - July and August 2024 - Sea Link Multi-Purpose Interconnector Project** We refer to the above consultation and write to provide feedback on behalf of East Anglia Two Limited (EA2). EA2 is a wholly owned subsidiary of ScottishPower Renewables (SPR). EA2 was granted a Development Consent Order (DCO) by the Secretary of State, Department of Business, Energy and Industrial Strategy (BEIS), on 31st March 2022, under the Planning Act 2008, for the East Anglia Two Offshore Windfarm (EA2). The DCO granted consent for the development of an offshore windfarm and associated infrastructure, including offshore and onshore transmission infrastructure. EA2 notes that the proposed Sea Link Multi-Purpose Interconnector project ('the Project') is at an early stage and therefore detailed information is not available to allow a full evaluation of potential impacts on EA2. However, this letter sets out EA2's preliminary comments on the Sea Link Project based on the information available at this stage. Based on the current available information, SPR has identified a number of key areas where Sea Link will interact with EA2:	N	National Grid acknowledges the feedback. Please refer to the responses below.
	Intra-project cumulative effects, design, onshore mitigation	**Impacts on Landscaping, Public Rights of Way and Drainage** The 400kV HVAC cable corridor routes from the proposed Sea Link Convertor Station into the NGET Friston 400kV substation will significantly impact upon the proposed landscaping and other infrastructure, including drainage and PRoW in and around the onshore substations area. Therefore, further detailed route planning is required to be provided to EA2. Further discussions with SPR will be required on of crossing points and routeing for planned infrastructure before final designs can be agreed. The current Sea Link alignment will have a significant impact on the substation landscape mitigation measures SPR has committed to in its landscaping DCO commitments. SPR request that more refined alignment details are provided via GIS files to allow a more detailed review of the potential impacts.	Y	The assessment of effects are split into two scenarios within the ES which clearly set out the implications on the consented SPR landscape planting should the Proposed Project tie-in at Friston Substation, of which the effects have been minimised as far as possible. Details of the assessment of the two scenarios on landscape impacts are available in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. National Grid is maintaining an ongoing dialogue with SPR in order to address the matters raised here and ensure efficient and effective coordination in the delivery of our respective projects. Following targeted consultation a number of minor amendments have been made to the Order Limits, including with specific regard to the potential impacts of cable routing on SPR's landscaping scheme.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
		Design, offshore ordnance / UXO, marine mammals	**EA2 Export Cable** The Sea Link onshore order limits will interact with the EA2 order limits and SPR would appreciate continued discussion with Sea Link as detailed design of the cable route develops. Further discussion with Sea Link and SPR is required in relation to EA2' s offshore UXO clearance, HDD works and offshore export cable installation works. The EA2 wind turbine foundation piling campaign is programmed for 2027 which may coincide with Sea Link project UXO clearance and the projects may therefore need to co-ordinate these activities to manage noise disturbance to harbour porpoise in the Southern North Sea Special Protection Area.	N	National Grid acknowledges this feedback. A separate marine licence will be submitted for Sealink UXO activities. National Grid is maintaining an ongoing dialogue with SPR in order to address the matters raised here and ensure efficient and effective coordination in the delivery of our respective projects.
		Intra-project cumulative effects, onshore environmental impact, offshore environmental impact	**Preliminary Environmental Report** Assessment for construction impacts and final design should also include for cumulative effects and potential environmental impacts such as noise, dust, lighting, surface water management and protected species.	N	National Grid acknowledges this feedback. Please refer to the assessment of inter-cumulative effects which assesses combined impacts of other proposed developments alongside the Proposed Project contained in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Inter-Project Cumulative Effects and Application Document 6.2.3.13 Part 3 Kent Chapter 13 Inter-Project Cumulative Effects**.
		Cultural heritage	**Heritage Sites** It has been noted from our review that not enough information exists to assess heritage impacts and therefore we cannot comment at this stage. We reserve our position to do so at a later date when more detailed information becomes available.	N	National Grid acknowledges this feedback. Data from investigation work including the geophysical survey and the evaluation trenching has now been incorporated in the baseline report. This has also been used to inform the impact assessment which is included in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage and Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**. Consultation has been undertaken with heritage stakeholders throughout the process, and this has been supported by the Suffolk County Archaeologist who has undertaken site visits at least once a week during the evaluation excavation stage and has been able to view all trenches excavated. These site visits have helped inform both the impact assessment and the mitigation strategy.
		Onshore environmental impact, onshore mitigation	**Landscape Ecology** It should be further noted that the EA2 project is committed to developing offsite compensation areas for protected species and habitats, and designated sites, to reduce environmental impacts from construction as well as delivering post-construction enhancements. The proposed Sea Link cable alignment, particularly around the Friston Substation, has the potential to impact species specific mitigation, landscape and drainage. As such the development area may give rise to both direct (e.g. direct loss of mitigation habitat) and indirect impacts (e.g. disturbance resulting in lack of establishment). EA2 will need	N	National Grid acknowledges the feedback.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			to be consulted on these matters as detailed designs are developed.		

Table 1.6 Eastern Inshore Fisheries and Conservation Authority

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Commercial fisheries, offshore mitigation	1.1 Role of Eastern Inshore Fisheries and Conservation Authority (Eastern IFCA) The role of Eastern IFCA is “to lead, champion and manage a sustainable marine environment and inshore fisheries” in the context of our main duties1 within our district, which extends from the Humber to Harwich, and six nautical miles out to sea. To achieve this, Eastern IFCA gathers and analyses fisheries and environmental information, including through dialogue with our stakeholders, catch returns and research, to inform management decisions. The application project/proposal has the potential to impact fishing opportunities within the Eastern IFCA district. Eastern IFCA may have expertise relevant to the proposal and an interest in the application and it is therefore considered appropriate for Eastern IFCA to provide comment on the application. 1.2 Eastern IFCA’s role in responding to Marine Licence Applications Eastern IFCA reviews application documentation and will seek to advise on potential interactions between fishing activity and the environment, the potential implications of these interactions and the effectiveness of mitigation proposed within the application as appropriate. We will also seek to identify, where possible, relevant stakeholders who may be impacted by the application.	N	National Grid acknowledges this feedback.
		Commercial fisheries, offshore route location	2. Eastern IFCA’s Response Eastern IFCA’s response is presented in the subsections below. 2.1 Fishing activity known to occur within the project / proposal area Current EIFCA knowledge indicates the presence of 10 -15 vessels carrying out otter trawling between Aldeburgh and Felixstowe. This activity predominantly targets Sole between the months of April and August. Crab and lobster potting in the area takes place primarily during spring and summer, during which time the level of activity is high. An average of 10-20 vessels per year have been identified as carrying out potting within the ICES rectangle 33F1 which encompasses the cable route through the EIFCA district. EIFCA knowledge has also identified high levels of netting activity within the surrounding area of the cable route with > 100 vessels active all year round. The primary target species for this fishery is bass.	N	Commercial fisheries have been assessed in full in **Application Document 6.2.4.8 Part 4 Marine Chapter 8 Commercial Fisheries** which includes consideration of fisheries which target shellfish such as cockle (dredgers), whelk, crab and lobster (pots and traps). Sole is also included in the assessment. With regards to fishing activity within the project area, the assessment has been informed by in depth assessment of the publicly available data, and consultations with fishers and relevant UK organisations, including with EIFCA. This has helped take important fishing grounds into consideration. The consultations are on-going and will continue after submission of the Environmental Statement. As part of the impact assessment, the impact pathways mentioned have been included and assessed as appropriate across all project phases. Particular consideration has been given to static gear fisheries such as pots and nets; including additional mitigation measures with these gear types in mind. The following measures are presented in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and**

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			2.2 Interaction with fishing activity The proposed HVDC underground cable does pose a risk to fishers in the surrounding area. The impact on fishing activity during the installation of the cable needs to be considered as well as any impacts from the presence of the cable interacting with fishing gear such as demersal nets and pots. Therefore, it is important that the applicant sends out a Local Notice to Mariner's and advertisement on Kingfisher Charts to ensure that any fishers are aware of the planned activity and makes efforts to liaise directly with industry to fully understand the potential impacts on local fisheries. Where possible, Eastern IFCA can help facilitate discussions.		**Commitments (REAC)** which is secured by Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**): • CF01 - A Fisheries Liaison Officer (FLO) and fisheries working group(s) will be maintained throughout installation to ensure project information is effectively disseminated to ensure a dialogue is maintained with the commercial fishing industry and access to home ports remains during the main fishing season. • OSU02 - Timely and efficient communication will be given to sea users in the area via Notices to Mariners, Kingfisher Bulletins, Navigational Telex (NAVTEX) and Navigational Areas (NAVAREA) warnings.
		Commercial fisheries, benthic ecology, offshore mitigation	2.3 Impacts on commercial / recreational fish / shellfish populations The applicant has not discussed potential impacts of the proposed cable on fish and shellfish populations. The installation of the cable has the potential to pose direct risks to organisms through habitat removal and disturbance alongside indirect risks such as increased sedimentation and smothering. The likelihood of these impacts will need to be assessed and any subsequent mitigation suggested.	N	Fish and shellfish have been assessed in full in **Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish**. This includes spawning and nursery grounds. Commercial fisheries have been assessed in full in **Application Document 6.2.4.8 Part 4 Marine Chapter 8 Commercial Fisheries**.
			2.4 Impacts on spawning / nursery grounds The installation of the cable has the potential to cause increased sedimentation, habitat disturbance and smothering events. An assessment of spawning and nursery grounds along the cable route would allow potential impacts to be considered and where appropriate, mitigation to be proposed.		
		Ornithology, marine mammals, habitat regulations screening	2.5 Disparities between inshore fisheries and other marine operations in MPAs The proposed cable route runs through Outer Thames Estuary SPA and the Southern North Sea SAC, designated for the protection of bird species, harbour porpoise and their supporting habitats. Eastern IFCA are currently completing Habitats Regulations Assessments for fisheries which occur in these sites to ensure they do not impact site integrity, the outcomes of these assessments could result in management measures to be introduced across the sites. The installation of the cable would need to be assessed to ensure that the works would not cause detrimental impacts on these features alone, and in combination with occurring fishing activities. The effects of any introduced management measures should not be hindered by proposed activities, this is of particular relevance for Harbour Porpoise a mobile species with a spatial distribution much larger than the area designated to protect it.	N	National Grid acknowledges this feedback. Impacts to MPAs for the Proposed Project alone and cumulatively with other developments is presented in **Application Document 6.6 Habitats Regulations Assessment Report**.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
		Offshore mitigation, commercial fisheries	2.6 Further information needed to come to a conclusion and / or recommended mitigation measures. It is advised that the applicant sources further information to inform assessments and required mitigation in order to prevent any disruption to local fishing activity as well as impacts on fish populations and habitats. 2.7 Summary and concluding remarks As above Eastern IFCA expresses concern over the proposed works due to the potential impacts on local fishing activity and habitats. Further work is required to better understand the potential for such impacts so that appropriate mitigation can be put in place where required. It is strongly recommended that direct liaison with local fishers and fishing associations is undertaken.	N	Fish and shellfish have been assessed in full in **Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish**. This includes spawning and nursery grounds. Commercial fisheries have been assessed in full in **Application Document 6.2.4.8 Part 4 Marine Chapter 8 Commercial Fisheries** Full mitigation measures are presented in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured by Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**)**.**

Table 1.7 East Suffolk Water Management Board

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Water environment, construction – general, converter station location	I am writing from Water Management Alliance, on behalf of the ESWMB. My response relates only to the Suffolk Onshore part of the proposed Project. Out interest is primarily with land drainage/outfalls, watercourse crossings, access roads and the introduction of new impermeable areas from temporary and permanent construction, where these occur in the Board's internal drainage district. We appreciate being provided with shapefiles of the proposed Project area, showing the updated Suffolk cable route and access routes. We have considered the proposed Project locations alongside the ESWMB's internal drainage district. The proposed Project has the potential to interact with two catchment areas within the ESWMB's internal drainage district: one at the Thorpeness landfall area and one at the western link road area, around the River Fromus (south of Saxmundham): • Thorpeness landfall area (ESWMB Catchment CMT164G): The proposed trenchless cable installation at this location (i.e., horizontal drilling under the foreshore and land immediately behind it, to a jointing bay around 900m landward of the shore) would pass under a number of ordinary watercourses within the ESWMB's district. Board consent would be required if there are any associated works that require the alteration of the watercourses, e.g. culverting or infilling, within this catchment. • River Fromus western link road area (ESWMB Catchment CMT175G): – We note proposals for a road bridge across this Main River, which is maintained by the Environment Agency. The river at this location is within the internal drainage district of ESWMB and there are ordinary watercourses within this area. It is likely that works associated with the construction of the proposed bridge and construction compound in this area could affect these watercourses and land adjacent to them, and require Board consent. The proposed temporary and permanent outfalls into the ordinary watercourse to the west of the Fromus would also require Board consent. We note also the proposed permanent discharge point from the proposed converter station north-east of Sternfield. This is	N	The potential effects of the Proposed Project due to the construction of new drainage outfalls, watercourse crossings, access roads and the introduction of new impermeable areas from temporary and permanent construction are assessed within **Application Document 6.8 Flood Risk Assessment** and a suite of controls and mitigation measures are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured by Requirement 6 of Schedule 3 of the draft DCO **(Application Document 3.1**). Where the Proposed Project interacts with ESWMB watercourses or works are required within 9 m, appropriate consents would be secured by the appointed contractor prior to any works commencing.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			within the same River Fromus catchment in the internal drainage district, and would discharge to a Board-maintained watercourse (Sternfield). This discharge would require Board consent. The proposed access to this discharge point could also require Board consent if within 9m of the watercourse.		
		Onshore mitigation, terrestrial ecology, ornithology	Environmental mitigation, enhancement and biodiversity net gain: We would highlight environmental sensitivities in the Thorpeness coast area, which include (but are not limited to) the presence breeding and overwintering birds, as well as vegetated shingle and a rare mollusc (whorl snail) that has been found in this habitat. Considerations should also be made for the transit of mammals (badgers and otters) in the area of the proposed River Fromus road bridge, as well as protection of riparian habitats including the willow osier beds, fed by the watercourses in this catchment. We defer to Natural England for formal conservation advice, but we note that mitigation could be required (e.g., in the form of conditions attached to Board consents) in relation to timings of works and the design of structures to minimise ecological impacts. As a general point, we would recommend that environmental enhancement work associated with the proposed Project is designed as far as possible to complement other nature recovery works in the area. Specifically, we note there are proposals for environmental enhancements along the banks of the River Fromus, within ESWMB's district. It would be helpful to understand what enhancements are being proposed here, and any potential interactions with ongoing wetland enhancement works at Benhall meadows, approximately 1.5km downsteam. We look forward to further engagement to discuss the interests of ESWMB in relation to the proposed Project.	N	Impacts on designated sites and non-designated wildlife are included in the impact assessment of the ES. This includes impacts on the River Fromus due to the proposed bridge and the passage of riparian mammals. Further details relating to the assessment of effects relating to ecological receptors are set out in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. Further detail relating to the environmental enhancement work associated with the Proposed Project is set out in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**.

Table 1.8 East Sussex County Council

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Consultation	I can confirm on behalf of East Sussex County Council's Planning Service despite being an adjoining County to Kent we do not have any comments to make on the Proposed Sea Link Project	N	National Grid notes the feedback.
		Walking, cycling and horse-riders	As the National Trail Officer (NTO) for the southeast section of the King Charles III England Coast Path (KCIIIECP), it is my responsibility to ensure the path is maintained to a high standard and seek opportunities to enhance the trail where possible. The KCIIIECP is a new National Trail that will pass around the whole of the English coast. When it is completed, the KCIIIECP will be the longest managed coastal walking route in the world (approx. 2,700 mile). The Trail brings significant health and wellbeing benefits, in addition to boosting local economies and coastal communities. It is a national asset that links iconic places and heritage sites along the coast, enabling people to experience, recognise and value the benefits of our environment. Taking this evidence into consideration, it is imperative that potential impacts of the Sea Link proposals on the KCIIIECP are fully considered. As a general comment, it is disappointing to note the KCIIIECP is missing from the environmental constraints map and incorrectly referenced within the latest consultation documents. For example, the Additional Preliminary Environmental Information – Executive Summary (paragraph 1.3.12) references the PRoW and locally promoted Saxon Shore Way route, yet makes no mention of the KCIIIECP National Trail. Going forward, it is requested that the effects on the KCIIIECP are appropriately considered and the trail is correctly referenced throughout scheme documents.	N	In **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism**, the baseline condition section reports on the existing PRoW network and recreational routes within the study area. The study area for PRoW and recreational routes is within, and up to 500 m radius from the Kent Onshore Boundary as 500 m is the distance threshold beyond which it is considered that people are unlikely to be deterred from making trips to an extent that they would change their habits, based on the Design Manual for Roads and Bridges (DMRB) LA 112. Whilst the omission of KCIIIECP within the Targeted consultation material is noted, the potential impacts on the KCIIIECP have been assessed within **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism**. The KCIIIECP crosses the Kent Onshore Scheme Order Limits as it passes along Sandwich Road and is therefore identified as a sensitive receptor and appropriately assessed within this Chapter. There will be no requirement to temporarily close/divert the KCIIIECP as a trenchless crossing will be implemented at depth below ground level. Access along the HVDC alignment will be required by foot/quad bike for monitoring purposes during construction and operation. Further details are set out within **Application Document 7.5.9.2 Outline Public Rights of Way Management Plan – Kent**.
		Construction – general, traffic and transport	Concerns are raised with the newly proposed construction and maintenance access route off Sandwich Road, via the former Hoverport site. Depending on the type and frequency of traffic, the introduction of vehicle movements could potentially create safety issues with path users. It is requested that the applicant clarifies their intentions for the proposed gated crossing point on the construction road, where it passes across the KCIIIECP/Public Footpath TR15. It is expected that access will be retained for trail users and the gates will be carefully positioned on the road to prevent people walking down the new access track, rather than obstruct the KCIIIECP.	N	The access point is assessed within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**. Details of how PRoW are managed during the construction phase, as well as the KCIIIECP and PRoW TR15, are provided within **Application Document Part 7.5.9.2 Outline Public Rights of Way Management Plan – Kent**. The proposed management and mitigation relating to the KCIIIECP and PRoW will be put in place irrespective of existing usage levels, to retain safe PRoW access for all users. Therefore, whilst it is acknowledged that survey data of KCIIIECP usage levels is available, this is not considered to be necessary to inform the proposed management of this route, particularly as trenchless methods will be undertaken and no crossing points or diversions of the KCIIIECP are expected.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			The applicant should be aware that there is a people counter installed on this section of the KCIIIECP to monitor levels of trail use. Please contact me if you would be interested to see this data.		
		Walking, cycling and horse-riders	A trenchless construction method is proposed for the installation of cables beneath the surface of the KCIIIECP around the landfall point at Pegwell Bay. While it is noted that this approach should minimise disturbance to the natural environment, the specific details of this method and its potential impacts remain unclear. Further clarification on this process is requested to provide reassurances that there will not be any impact on the KCIIIECP and its users.	N	Potential impacts on the KCIIIECP have been assessed within **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism** As set out within **Application Document ES 7.5.9.2 Outline Public Rights of Way Management Plan – Kent**, trenchless methods will be undertaken and no crossing points or diversions of the KCIIIECP are therefore expected. National Grid is evaluating the most suitable trenchless construction option. Further details are provided in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. Further detail on the measures which will be implemented to ensure that there is no impact on the KCIIIECP and its users will be set out within the detailed version of the aforementioned Management Plan.
		Timescales/programme	Concerns are raised with the proposed working house for the construction phase. Whilst it is acknowledged this activity will not take place every weekend or bank holiday, the proposed working hours on Sundays and bank holidays is not supported. This is because those periods are popular times for public recreational activity and high levels of tourist traffic.	N	National Grid acknowledges these concerns. The amended working hours are intended to ensure that the Proposed Project can be delivered within the timescales required. Shortening working hours would potentially extend the working programme and put at risk the Proposed Project delivery by 2030. Since publication of the PEIR within Statutory consultation, the proposed construction working hours have changed. The change of these hours has been consulted on as part of the Targeted consultation. Details relating to the proposed construction working hours and any associated restrictions are set out in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. To give National Grid the flexibility to deliver the construction programme on time and incorporate standard industry working patterns, it has identified a need to include 7am to 5pm working on Sundays and bank holidays within the core working hours. The proposed construction core working hours (unless otherwise approved by the relevant Local Planning Authority) for all terrestrial works in Suffolk and Kent are: • Monday – Friday: 0700 to 1900; and • Saturday, Sunday and Bank Holidays: 0700 to 1700. Whilst this change gives National Grid the flexibility to carry out works when and where needed, it does not expect construction activity to take place on every Sunday or bank holiday. There will be restrictions on the type of activity that can occur on these days and these will be secured via Requirement 7 of Schedule 3 in **Application Document 3.1 draft Development Consent Order**. The restrictions include limiting HGV and percussive piling activities. Further details of this mitigation are set out within the **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
					secured via Requirement 6 of Schedule 3 in **Application Document 3.1 draft Development Consent Order**. Details relating to the proposed construction working hours and any associated restrictions are contained in **Application Document 6.2.1.4 Part 1 Chapter 4 Description of the Proposed Project**. The working hours are secured through Requirement 7 of Schedule 3 of **Application Document 3.1 draft Development Consent Order**.
		Landscape and visual, onshore mitigation	In terms of landscape and visual effects, the confirmed type of pylon (49m High, 20m Wide), temporary pylons and increase in overall height of the Minster Converter station would result in further adverse impact on the user experience of the KCIIIECP. Taking the above impacts into account, consideration should be given to appropriate mitigation works along the KCIIIECP, to compensate for the long term impacts of the project and inconvenience caused during construction for trail users. This could potentially be in the form of surfacing and infrastructure improvements along the trail, which would enhance the accessibility of the route for the public. One of the principal features of the KCIIIECP is that the Trail provides a continuous walking route around the coastline of England. It is therefore essential that public access is maintained along the trail for path users, at all stages of the project. Should the path need to be temporarily closed during the construction, operation or decommissioning phase, a diversion route should be provided and managed by the applicant for the duration of the closure. Naturally, the duration of the temporary closure should be minimised to reduce disruption for path users.	N	**Application Document 6.3.3.1.C ES Appendix 3.1.C Landscape Designation and Landscape Character Assessment and Application Document 6.3.3.1.D ES Appendix 3.1.D Visual Amenity Baseline and Assessment** set out an assessment of landscape and visual effects for construction, operation and maintenance, including for users of the KCIIIECP in detail as a summary within **Application Document 6.3.3.1.D ES Appendix 3.1.D Visual Amenity Baseline and Assessment**. The assessment considers the design set out within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. There will be no requirement to temporarily close/ divert the KCIIIECP as a trenchless HVDC crossing will be implemented at depth below ground level. Access along the HVDC alignment will be required by foot/quad bike for monitoring purposes during construction and operation. Further details of how the PRoW are managed during the construction phase, as well as the KCIIIECP, are set out within **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**.
		Walking, cycling and horse-riding, legislation and policy	You should also be aware of the coastal margin, located adjacent to the KCIIIECP. This margin includes all the land seaward of the Trail and may extend inland, providing access rights for the public to enjoy the coastline. Most of the coastal margin is open access land under the Countryside and Rights of Way Act 2000 (CROW Act), though some areas do not have these access rights, due to the nature of the land and its use. Further details can be found here: https://www.gov.uk/guidance/manage-your-landon-the-england-coast-path Finally, please note the following development principles regarding the KCIIIECP: • No furniture, fence, barrier or other structure may be erected on or across the KCIIIECP without the express consent of the NTO.	N	Details of how the PRoW are managed during the construction phase, as well as the KCIIIECP, are provided within **Application Document 7.5.9.2 Outline Public Rights of Way Management Plan – Kent**. The land within the order limits is designed in order to accommodate mitigation requirements. In addition, trenchless methods will be undertaken at landfall and no crossing points or diversions of the KCIIIECP are therefore expected. Further detail on the measures which will be implemented to ensure that there is no impact on the KCIIIECP and its users will be set out within the detailed version of this document. Thanet Local Plan policies SP24, SP26, SP27, SP28, SP30, SP36, GI06, QD01, QD02 and CC07 are referred to within **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**. **Application Document 7.1 Planning Statement** sets out a comprehensive appraisal of the project in relation to the relevant energy NPSs, including EN-5, and other policy that may be considered important and relevant to the Secretary of States decision.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			• There must be no disturbance of the surface of the KCIIIECP, or obstruction of its use, either during or following any approved development without the express consent of the NTO. • No hedging or shrubs should be planted within 1 metre of the edge of the KCIIIECP. • Please also make sure that the applicant is made aware that any planning consent given confers no consent or right to close or divert any section of the KCIIIECP at any time without the express permission of the NTO. Comments are made in reference to the following planning policy; • National Planning Policy Framework – Paragraph 104 - Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to – Paragraph 180 - Planning policies and decisions should contribute to and enhance the natural and local environment by maintaining the character of the undeveloped coast, while improving public access to it where appropriate; • Thanet District Council Local Plan (Adopted 2020) – Policy SP27 - Green Infrastructure – Policy SP32 - Protection of Open Space and Allotments – Policy SP33 - Local Green Space – Policy SP38 - Healthy and Inclusive Communities – Policy SP43 - Safe and Sustainable Travel – Policy SP45 - Transport Infrastructure – Policy TP02 – Walking – Policy TP03 - Cycling This response is made on behalf of the King Charles III England Coast Path National Trail. The views expressed should be considered only as the response of the National Trail officer in respect of King Charles III England Coast Path matters relating to the proposal.		It should be noted that the Planning Act 2008 states that the National Policy Statements for Energy (NPS) provide the primary basis for decisions taken by the SoS on applications for development consent he or she receives for electricity network infrastructure, and in turn, the Proposed Project. Paragraph 5 of the NPPF makes it clear that the NPPF does not contain specific policies for developments requiring development consent and that applications in relation to developments requiring development consent are to be determined in accordance with the decision-making framework set out in the Planning Act 2008.

Table 1.9 EDF Energy Nuclear Generation Limited

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Needs case	EDF Nuclear Generation Ltd (ENGL) is the owner and operator of the nearby Sizewell B Power Station, which is a nationally significant power generator. ENGL responded on 18 December 2023 to the previous Sea Link Statutory Consultation and is grateful for this opportunity to comment on the above further Statutory Consultation. Although there are detailed design changes to the Suffolk onshore element of the current Sea Link proposals, the key elements in this further Statutory Consultation are unchanged from the December 2023 Consultation, namely: • A proposed Sea Link cable landfall on the Suffolk coast (between Aldeburgh and Thorpeness) • An HVDC cable connection from the landfall to a proposed Convertor Station near Saxmundham and • An HVAC cable connection from the proposed Convertor Station to a Grid Sub Station at Friston. As stated in our December 2023 response, ENGL has no objection in principle to the Suffolk onshore element of the proposed Sea Link scheme, but National Grid's detailed proposals are not currently available. ENGL therefore reserves its position to provide comment on any detailed proposals should these be forthcoming and/or on any subsequent DCO scheme.	N	National Grid acknowledges the feedback.

Table 1.10 Environment Agency

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Consultation	In our response letter to the first Section 42 consultation (dated 15 December 2023, references XA/2023/100041/01-L01 and KT/2023/131162/01-L01) we raised issues regarding the Preliminary Environmental Information Report. We have since been engaging with the project team in non-statutory meetings and consultations, to resolve these issues. Our response to this second Section 42 consultation will therefore comment on the following: • progress on the issues we raised in the first Section 42 consultation (see List of Appendices below). • changes to the project's site boundaries, and 'project update and targeted consultation (July 2024) documents' (we have termed these as 'associated documents') Changes to the projects site boundaries and associated documents We have the following comments in regard to the changes to the projects site boundaries and associated documents. Please see references to the documents we have reviewed in the List of Appendices below.	N	National Grid acknowledges the feedback. Please refer to the corresponding rows in this document which provide responses to the feedback provided.
		Water environment	**Flood risk (Suffolk)** The Fromus bridge design and placement must be informed by site specific hydraulic modelling, which considers the 1 in 100-year plus climate change flood event. This is key to understanding flood risks and whether the design is appropriate. The bridge is likely to constrain flood flow routes, therefore an understanding of the flood risks upstream and downstream is required. It should not encroach into the 1 in 100-year plus climate change flood extent. More detail will be required on the proposed floodplain compensation measures, after the site-specific hydraulic modelling has been carried out. Please clarify the following regarding the 'Further Design Drawing': • what the indicative design flood level is based upon. • whether the bridge soffit is 600mm above the design flood plus climate change flood event, for either the two-meter or four-meter crossing options presented. • whether the crossings ramparts will be open or solid concrete. They would need to be as open as possible, based on a design that ensures flood flow	N	Flood modelling of the Fromus Crossing has been undertaken and is detailed in **Application Document 6.8 Flood Risk Assessment**. It has been demonstrated that the bridge design including its ramparts does not impede flood flows in either the 2 m or 4 m soffit options during the 1% plus climate change event. The approach ramps will be engineering fill material brought to site, surfaced with a bituminous or concrete road. The abutments and wingwalls are likely to be concrete, any façade requirements are yet to be detailed. The bridge does not impact on the drain that runs parallel to the Fromus (coordinates 638748, 262313); however, this will be crossed by the access road and culverted accordingly. 641260, 260534 (x,y coordinates) is the location of a drainage outfall from the Friston Substation attenuation and infiltration pond. An outfall pipe will be routed across the Church Lane and discharge into the ditch to the south. This is shown in **Application Document 2.14.1 Plans and Drawings - General Arrangements Plans – Suffolk.** It is noted that the Flood Map for Planning does not account for climate change projections, and this has been a consideration in the Flood Risk Assessment **(Application Document 6.8 Flood Risk Assessment)**, which has been informed by a range of other data sources.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			routes are not adversely affected, and that the channel is kept open. Please note that culverting would not be considered appropriate. We note that within the new order limits, there is proposed construction within proximity to the area marked by coordinates 641260, 260534 (x,y coordinates), which includes a marginal cross-over between the order limits, flood zone 3, and assets 174664 (natural high ground) and 174661 (natural high ground). We need to understand the proposed construction, potential impacts to these assets, and any implications on flood risk. Please provide these details. It is unclear whether the drain (coordinates 638748, 262313) will be impeded by the proposed bridge design. The design should not impede the watercourse and allow the drain to flow freely. The drain is likely to be hydraulicly connected to the River Fromus, and this will likely be shown by site-specific hydraulic modelling. Please note, the Flood Map for Planning does not consider climate change projections.		The design of the culverts is being discussed as part of ongoing engagement between National Grid, the Environment Agency and the Internal Drainage Board. Evidence of agreement on these issues will be included in a Statement of Common Ground during the course of the examination.
		Water environment	**Flood risk (Kent and Suffolk)** For any drainage outfalls proposed as part of this development, to ensure there is no interaction between drainage discharge and fluvial flood events, confirmation is required that discharges will be: • discharging at greenfield run-off rate. • discharging to the same watercourse within the catchment. Please note, the local Internal Drainage Board should be consulted on all drainage plans, whilst the Lead Local Flood Authority will provide comments on surface water flooding.	N	All surface water runoff collected from the works areas shall be attenuated and discharged at greenfield runoff rates and will discharge into the same watercourse within the catchment.
		Water environment	**Flood risk (Kent)** A Flood Risk Assessment (FRA) should be submitted which examines all forms of flooding, taking the impact of climate change into account, as well as assess the need for flood storage compensation, and identify any necessary mitigation, which will be secured within the DCO. The FRA should ensure that there is not an unacceptable risk of flooding to the proposed infrastructure or elsewhere.	N	**Application Document 6.8 Flood Risk Assessment** has been prepared that assesses all forms of flooding, accounting for the predicted effects of climate change over the Proposed Project lifetime. Controls, good practice and mitigation measures to manage flood risk, surface water and land drainage are detailed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** and secured through Requirement 6 of Schedule 3 of the draft DCO.
		Terrestrial ecology, water environment	**Fisheries, Biodiversity and Geomorphology (Suffolk)** The drawings submitted show the crossing taking up a larger amount of space. Therefore, an appropriate offset for any biodiversity impacts should be provided.	N	**Application Document 6.9 Water Framework Directive Assessment** includes an appraisal of the River Fromus access crossing. In response to issues outlined in further correspondence, around the design of the proposed River Fromus crossing, regarding the Water Framework Directive and potential impacts upon invertebrates, National

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			A Water Framework Directive Assessment should be submitted, which takes into account the impacts of the proposed bridge over the River Fromus. Please also note our comments in our response letters XA/2024/100083/01-L01 (dated 29 April 2024) and XA/2024/100083/02-L01 (dated 25 June 2024), regarding the River Fromus crossing.		Grid is maintaining ongoing discussions with the Environment Agency, seeking to identify acceptable design solutions to integrate within the DCO application. The mentioned letters were not received during the Statutory consultation period, but National Grid is continuing to pay due regard to this feedback through its ongoing engagement including meetings with the Environment Agency.
		Water environment, legislation and policy inc. permits	**Water quality (Suffolk and Kent)** For surface water drainage from substation areas, the drainage system needs to be capable of containing any firewater that is likely to be produced in the event of a fire. This should ideally align with any fire safety management plans for the site; for instance the provision of an automatic shut-off valve if an automatic deluge system is installed, or manual isolation valves that can be utilised by the Fire and Rescue Service, before they apply firewater or other firefighting agents. Please be aware that discharges to rivers may need a permit. We have previously raised that the Environment Agency's permitting team should be consulted, once drainage locations and routes are decided. Please contact permitting via [redacted]	N	The fire safety management plans will be developed at the detailed design stage of the Proposed Project; however, the drainage system will include isolation values to enable the drainage system to be isolated from the outfall. Should development consent be granted, the appointed Main Works Contractor would engage with the Environment Agency's permitting team to confirm permitting requirements. Contractors will be required to adhere to **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** and develop their own task-specific management plans.
		Water framework directive screening assessment, water environment	**Marine and Water Framework Directive Assessment (Suffolk and Kent)** For coastal and estuarine water bodies, the forthcoming WFD assessment should follow our 'Clearing the Waters for All' guidance document. This will help to ensure consistent and structured assessment of the potential impacts on the ecological and physico chemical aspects of the marine environment All potential impacts of the project on the marine environment should be considered as part of the WFD assessment. However, consideration should be made of: • the project's impacts on sensitive habitats (identified using the Magic Map website) and any other data and information you have available). Intertidal saltmarshes in the vicinity of the STOUR (Kent) water body and the subtidal chalk reefs and kelp beds within the ZOI in the Kent North water body have the potential to be impacted • potential to release sediment-bound contaminants into the water environment should be considered for all WFD water bodies in which sediment disturbance activity is proposed	N	This guidance has been followed in preparing **Application Document 6.9 Water Framework Directive Assessment**. The Assessment has identified and included consideration of the potential for impacts on sensitive habitats within the ZoI, as well as the potential for Project activities to release sediment-bound contaminants into the water environment.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
		Construction – compound areas, onshore mitigation	**Groundwater and contaminated land (Kent)** We note the potential addition of a construction compound in the nearby Source Protection Zone 1 (1.8.45). We look forward to reviewing further details and proposed mitigation measures when appropriate.	N	A Groundwater Risk Assessment has been undertaken as part of the ES which provides a specific assessment for the construction compound within the Source Protection Zone 1. Details are contained in **Application Document 6.3.2.5.B ES Appendix 2.5.B Qualitative Groundwater Risk Assessment**.
		Terrestrial ecology, coordination with other projects	**Biodiversity Net Gain and Local Nature Recovery Strategies** As mentioned in our first response letter, we advise the project team to consider opportunities for linking this project's Biodiversity Net Gain (BNG) with Local Nature Recovery Strategies (LNRS), and any mitigation measures for the affected Water Framework Directive (WFD) waterbodies. In Suffolk, we recommend exploring opportunities for linking BNG with that of other Development Consent Order applications in the area. We note that National Implementation for BNG on Nationally Significant Infrastructure Projects is planned for November 2025. Applicants are therefore encouraged to start considering how BNG will be included in their development proposals, especially those NSIPs likely to submit their DCO application after the implementation date or later. Further information relating to BNG is linked below: • Biodiversity Net Gain – GOV.UK • What you can count towards a development's biodiversity net gain (BNG) – GOV.UK Please note this response does not represent our final view in relation to any future DCO, or any environmental permit applications made to us. Our final views will be based on all relevant information including applications and guidance available at the time of submission.	N	**Application Document 6.9 Water Framework Directive Assessment** sets out the measures that would be delivered by the Proposed Project to enhance the WFD waterbodies that the Proposed Project has interactions with. National Grid is currently developing a strategy to work in partnership with external organisations to deliver more meaningful and targeted BNG (i.e. to benefit protected and notable species listed within local biodiversity action plans and potentially included within incoming local nature recovery strategies (LNRS) and also work towards achieving priorities within the LNRS). This would be ongoing work post consent with aims of developing a partnership with stakeholders such as the Suffolk Wildlife Trust and the National Trust with the intention of funding landscape scale habitat restoration and creation through the purchase of biodiversity units.
		Consultation	**List of Appendices** Appendix A - Suffolk and Kent: Groundwater contamination, water resources and water quality Appendix B - Suffolk and Kent: Fisheries, Biodiversity and Geomorphology Appendix C - Suffolk: Fisheries, Biodiversity and Geomorphology Appendix D - Kent: Fisheries, Biodiversity and Geomorphology Appendix E - Suffolk and Kent: Flood modelling Appendix F - Suffolk: Flood risk	N	National Grid notes this feedback.

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			Appendix G - Suffolk and Kent: Flood risk Appendix H - Suffolk and Kent: Water Framework Directive and Marine Appendix I - Suffolk: Water Framework Directive and Marine Appendix J - Kent: Water Framework Directive and Marine Appendix K - Documents reviewed		
		Water environment, geology and hydrogeology, onshore mitigation	**Appendix A – Suffolk and Kent: Groundwater contamination, water resources and water quality** **Document Reference(s)** **Volume 1, Part 1, Chapter 4: Description of the Proposed Project** **Issue** There are no mitigation measures for unplanned losses of drilling fluid in groundwater. **Impact** Input of hazardous materials to groundwater, is a risk to the Environment and protected species. WFD status of waterbodies may Deteriorate. **Solution** Incident management plan to be included in the Construction Code of Practice (COCP). The principes of the incident management plan will need to be included in the outline COCP. **Update/progress:** 21 February 2024 Hydrogeology Suffolk meeting - Hydrogeological Risk Assessment will include an assessment of the risk of, and mitigation for, potential drilling fluid breakout at trenchless crossings. We await review of these details in the following documents: • Code of Construction Practice • Construction Environmental Management Plan • Hydrogeological Risk Assessment	N	Protocols for dealing within breakouts of drilling fluids during drilling activities are included within **Application Document 7.5.2 Outline Offshore Construction Environmental Management Plan (CEMP) and Application Document 6.3.2.5.B ES Appendix 2.5.B Qualitative Groundwater Risk Assessment**. In addition, commitment GH10 in the CEMP requires the provision of a drilling fluid breakout plan to be developed by the contractor. This mitigation is secured by Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Water environment, geology and hydrogeology, legislation and policy inc. permits	**Document Reference(s)** **Volume 1, Part 2 Suffolk Onshore Scheme, Chapter 6 Geology and Hydrogeology Volume 1, Part 3 Kent Onshore Scheme, Chapter 6 Geology and Hydrogeology**	N	A Groundwater Risk Assessment has been undertaken as part of the ES which details the abstractions located within the study area that National Grid have received information for. The risk assessment also provides an assessment of the potential effects on groundwater from the Proposed Project, including any potential dewatering. Further details are

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			Issue A number of groundwater licences exist within the area of the Kent and Suffolk onshore boundaries, which abstract water. These groundwater licences have not yet been incorporated in the ground water assessments. **Impact** The impacts on groundwater have not been fully assessed. Therefore, the risks to the environment have not all been identified, and this undermines the mitigation strategy of the development. There is a risk that groundwater abstraction (dewatering) will affect the water table, and derogate other lawful groundwater abstractors, or adversely impact surface water features, causing a detrimental impact on protected species **Solution** The Hydrogeological Risk Assessment (HyRA) needs to include an assessment of the impacts of ground water abstraction. It needs to demonstrate that any dewatering is a fully non-consumptive transfer of water with no intervening uses. **Update/progress:** 29 April 2024 Hydrology meeting – We look forward to receiving further information regarding the dewatering strategy. The National Permitting Service will need to be approached regarding permit applications [redacted] We await review of these details in a Hydrogeological Risk Assessment.		contained in **Application Document 6.3.2.5.B ES Appendix 2.5.B Qualitative Groundwater Risk Assessment**.
		Water environment, geology and hydrogeology	**Document Reference(s)** **Volume 1, Part 2 Suffolk Onshore Scheme, Chapter 6 Geology and Hydrogeology Volume 1, Part 3 Kent Onshore Scheme, Chapter 6 Geology and Hydrogeology** **Issue** The report does not yet include details of the extent to which dewatering will take place, and whether the nature of the dewatering will be to pump out from excavations, or to lower the water table by pumping from depth **Impact** There is a risk that groundwater abstraction (dewatering) will affect the water table, and derogate other lawful groundwater abstractors, or adversely impact surface water features, causing a detrimental impact on protected species.	N	**Application Document 6.3.2.5.B ES Appendix 2.5.B Qualitative Groundwater Risk Assessment** has been undertaken as part of the ES which provides an assessment of the potential effects on groundwater from the Proposed Project, including any potential dewatering; the assumption is that any dewatering is likely to be pumping out from excavations. In addition, commitment GH07 of **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** requires any temporary dewatering to be undertaken in accordance with Environment Agency guidance and if required an Abstraction Licence and Environmental Permit (for the discharge) obtained.

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			Solution Include details of the extent to which dewatering will take place, and whether the nature of the dewatering will be to pump out from excavations, or to lower the water table by pumping from depth. **Update/progress:** 29 April 2024 Hydrology meeting – We look forward to receiving further information regarding the dewatering strategy. The National Permitting Service will need to be approached regarding permit applications. We await review of these details in a Hydrogeological Risk Assessment.		
		Water environment, construction – general, onshore mitigation	**Document Reference(s)** **Volume 1, Part 2 Suffolk Onshore Scheme, Chapter 6 Geology and Hydrogeology Volume 1, Part 3 Kent Onshore Scheme, Chapter 6 Geology and Hydrogeology** **Issue** Current mitigation measures for groundwater protection are insufficient. **Impact** Without using the HyRA to propose robust mitigation measures, deterioration of groundwater, in terms of both quality and quantity, is possible **Solution** Where potential risks to groundwater are identified, robust mitigation measures need to be proposed, and Control Measures amended, to confirm that any impacts to groundwater will be remediated. We see W08 and W09 as a last resort and should not be relied upon as the sole means of preventing deterioration of the groundwater; more robust mitigation measures should be in place **Update/progress:** 21 February 2024 Hydrogeology meeting – Stantec advised they would review these mitigation measures. We await review of these details in the following documents: • Code of Construction Practice • Construction Environmental Management Plan • Hydrogeological Risk Assessment	N	The Environmental Statement is supported by a groundwater risk assessment which has been completed since the thematic meeting held on the 21 February 2024, which is included as **Application Document 6.3.2.5.B Appendix 2.5.B Qualitative Groundwater Risk Assessment** and **Application Document 6.3.3.5.B Appendix 3.5.B Qualitative Groundwater Risk Assessment**. The risk assessments conclude that risks to groundwater and groundwater receptors are considered to be at worst low. The risk assessments inform the assessment in the ES which identifies that significant effects on groundwater are considered unlikely. Stantec has also reviewed the mitigation measures and this, together with the findings of the groundwater risk assessment, has informed the commitments that are contained within **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** and includes commitment GH09 which requires further targeted hydrogeological risk assessment to be undertaken following detailed design, in accordance with the groundwater risk assessment. The commitment includes agreeing the nature and scope of any additional mitigation considered to be needed at the time, with the Environment Agency and other stakeholders as appropriate. Pollution prevention measures relating to groundwater (GH02, GH07) are also included within **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**, which are in addition to the commitments W08 and W09. Mitigation is secured in Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).

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		Water environment, geology and hydrogeology	**Document Reference(s)** **Volume 1, Part 2 Suffolk Onshore Scheme, Chapter 6 Geology and Hydrogeology Volume 1, Part 3 Kent Onshore Scheme, Chapter 6 Geology and Hydrogeology** **Issue** Impacts on private water supplies have not been adequality assessed, as no suppliers have been mentioned. **Impact** Without identifying the water suppliers at the appropriate stage, groundwater resources may be put at risk of pollution. **Solution** We would expect the applicant to include all groundwater users in the HyRA. In relation to control measures W08 and W09, any private water supplies should be identified during the HyRA. **Update/progress:** We await review of these details in a Hydrogeological Risk Assessment.	N	A Groundwater Risk Assessment has been undertaken as part of the ES which details the Private Water Supplies National Grid have received information for within the study area of the Proposed Project. See **Application Document 6.3.2.5.B ES Appendix 2.5.B Qualitative Groundwater Risk Assessment**.
		Water environment, construction – general, geology and hydrogeology	**Document Reference(s)** **Volume 1, Part 2 Suffolk Onshore Scheme, Chapter 6 Geology and Hydrogeology Volume 1, Part 3 Kent Onshore Scheme, Chapter 6 Geology and Hydrogeology** **Issue** Measures are required to ensure developers have full oversight of their contractors. Impact Failure to adequately monitor contractors may result in deviation from the Construction Environment Management Plan (CEMP) and Code of Construction Practice (COCP), resulting in increased risk to the environment and protected species. **Solution** We recommend the inclusion of monitoring, reporting, and reviewing procedures, to ensure the project team and principal contractor have sufficient oversight of employed contractors. **Update/progress:** We await review of these details within the CEMP and COCP.	N	National Grid will implement management processes and briefings so that the works are carried out in accordance with current legislation and guidance. This will be achieved by application of well-established work processes that apply the recognised British Standard EN ISO 14001:2015 or equivalent. The contractor will have an Environmental Policy that meets the requirements of ISO 14001 or equivalent, through their internal Business Management System procedures. The policy statement will be displayed on the site notice boards, publicised to all site staff and operatives, and made available to interested parties upon request. Further details are set out in **Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan** which will be developed into a detailed construction environmental management plan in advance of construction commencing. **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Management Practice** provides details of monitoring and reporting procedures.
		Construction – general, water environment, onshore mitigation	**Document Reference(s)** **Volume 2, Part 1, Appendix 1.4A: Outline Code of Construction Practice**	N	**Application Document 7.5.3 Onshore Construction Environmental Management Plan** secures a number of measures for managing runoff generated from rainfall events, in terms of both runoff quality and quantity.

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			Issue Mitigation measures for heavy rainfall events need to be included in the outline CEMP. **Impact** Heavy rainfall events will spread contaminants around the site, which will pose a contamination risk to water resources in the area **Solution** To reduce this risk, we recommend ensuring that the CEMP includes pollution prevention measures that can withstand significant heavy rainfall events. **Update/progress:** 02 April 2024 Hydrology meeting – discussion was held on mitigation measures for heavy rainfall events. We were assured any runoff would be captured sufficiently within the order limits. We await review of these details within the outline COCP.		
		Terrestrial ecology	**Appendix B - Suffolk and Kent: Fisheries, Biodiversity and Geomorphology** **Document Reference(s)** **Volume 1, Part 1, Introduction Chapter 1 Introduction, 1.1.7 Net Gain Commitments** **Issue** Biodiversity enhancements cannot be measured from a baseline using Defra's Biodiversity Calculator, as this does not exist. This is an incorrect term for the biodiversity metric. Impact Confusion will be caused over the incorrect use of the term Solution Enhancements can be measured with the Department for Environment Food and Rural Affairs' (DEFRA) Biodiversity Metric. **Update/progress:** We are yet to discuss this issue.	N	Biodiversity net gain assessment has been undertaken using the statutory biodiversity metric calculation tool, further details are set out in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**.
		Water environment, habitat regulations screening, onshore mitigation	**Document Reference(s)** **Volume 1, Part 1, Introduction Appendix 1.4.F Outline Schedule of Environmental Commitments and Mitigation Measures** **Issue**	N	Any riparian planting would take place in the earliest winter after the creation of the feature to be planted. These details are provided in **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan – Suffolk and Application Document 7.5.7.2 Outline Landscape and Ecological Management Plan – Kent**. These documents take the role of the Habitat Monitoring and Management Plan. The River Condition Assessment has informed **Application Document 6.12 Biodiversity Net Gain Feasibility Report**.

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			We need clarification on when riparian planting will start. **Impact** It is not acceptable to leave river corridors unrestored for 5 years, due to the ecological impacts of the scheme. Solution Replanting of damaged river corridors should occur in the first planting season following decommissioning. **Update/progress:** We are yet to discuss this issue. We would expect to see details pertaining to this within the following documents: • Habitat Monitoring and Management Plan • River Condition Assessment		
		Water environment	**Document Reference(s)** **Volume 1, Part 2 Suffolk Onshore Scheme, Chapter 3 Ecology and Biodiversity Volume 1, Part 3 Kent Onshore Scheme, Chapter 3 Ecology and Biodiversity** **Issue** A river condition assessment is not mentioned in the survey types. **Impact Solution** The condition of the river and riparian area are not understood, and potential impacts may occur that may damage the environment and lower WFD status. Include river condition assessment as a survey type. **Update/progress:** 10 June 2024 River Fromus Crossing meeting - we are aware that a River Condition Assessment is being produced for the River Fromus Crossing. We look forward to reviewing this in due course. Details from the River Condition Assessment will need to inform the WFD Assessment. Please note, a River Condition Assessment will also need to be produced for the River Stour Crossing.	N	A river condition survey has been undertaken for both the Fromus and the Stour. Further details on these surveys are set out in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**. The WFD assessment is contained in **Application Document 6.9 Water Framework Directive Assessment**.
		Terrestrial ecology, water framework directive screening assessment	**Appendix C - Suffolk: Fisheries, Biodiversity and Geomorphology** **Document Reference(s)** **Volume 1, Part 2 Chapter 3: Ecology and Biodiversity** **Issue**	N	National Grid acknowledges the feedback. Inclusion of fisheries data including surveys can be found in **Application Document 6.3.2.2.F ES Appendix 2.2.F Aquatic Ecology Survey Report**. The fisheries data has been included in **Application Document 6.2.4.3 Part 4 Marine Fish and Shellfish Ecology**. The ES can be found in Volume 6 of the DCO Application and the WFD assessment is contained in **Application Document 6.9 Water Framework Directive Assessment**.

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			The ecological baseline is insufficient as it does not incorporate sufficient fisheries data. Without this data it's not possible to identify impact on protected species. **Impact** Without the appropriate fisheries data included in the desk study, there will be no assessment of whether protected fish species will be impacted by the development. Furthermore, there will be no measures proposed to mitigate this impact. There are brook lamprey (Lampetra planeri) and eel (Anguilla anguilla) in the River Fromus, that will be put at risk. Brook lamprey are listed in annexes IIa and Va of the Habitats Directive, Appendix III of the Bern Convention, and as a Long List Species in the UK Biodiversity Action Plan. Maitland (2000) considers this species to be vulnerable. Eel are a critically endangered species and are protected by The Eels (England and Wales) Regulations 2009. **Solution** Include Fisheries data and assess potential impacts to the species identified, including an assessment of potential impacts to eel and brook lamprey. Undertake fish surveys at proposed disturbance sites on the Fromus and Hundred River **Update/progress:** We are aware that surveys for fish species are currently in progress. We look forward to reviewing the surveys in due course. This information will need to be provided in the following documents: • Water Framework Directive Assessment • Habitat Monitoring and Management Plan • Environmental Statement		
		Water environment, terrestrial ecology, legislation and policy inc. permits	**Document Reference(s)** **Volume 1, Part 2 Suffolk Onshore Scheme, Chapter 5 Water Environment** **Issue** The scope of environmental assessments have not been sufficient, as the Alde & Ore waterbody has not been included. **Impact** The Alde & Ore is a WFD surveillance waterbody and has a breeding population of smelt (Osmerus eperlanus) present. Smelt are very sensitive to anthropogenic disturbance. The Environment Agency have a statutory duty to ensure the conservation of smelt and their aquatic environment under the	N	**Application Document 6.9 Water Framework Directive Assessment** has assessed the potential effects on the Alde and Ore WFD waterbody, including consideration of any impact on smelt during construction, operation and maintenance of the Proposed Project. The assessment report was shared with the Environment Agency in December 2024 for review and comments prior to the DCO application submission, comments were received from the Environment Agency and have been addressed within the updated version submitted with the DCO application. National Grid will continue to engage with the Environment Agency on an ongoing basis.

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			Environment Act 1995. Smelt are listed as a Biodiversity Action Plan (BAP) species and are a key indicator species under the WFD. **Solution** The Alde & Ore waterbody needs to be included in assessments. This includes the impacts to Smelt and their migratory pathway, as a result of both the onshore and offshore impacts. **Update/progress:** 04 December 2023 monthly meeting – we were advised that the Alde & Ore WFD waterbody would be included for assessment. We await review of impacts to this waterbody in the Environmental Statement.		
		Water environment, design	**Document Reference(s)** **Volume 1, Part 2 Suffolk Onshore Scheme, Chapter 5 Water Environment** **Issue** We are concerned that the criteria for intended depths of the cables are too rigid, not reflecting local conditions. **Impact** Cables could potentially reach or approach the surface in locations which are still subject, or might be subject, within the lifetime of the project, to active fluvial processes. This would increase the risk of exposure, and therefore have consequences for natural processes. **Solution** Ensure the distance from the bank before rising is tailored to the specific crossing location, considering the potential for future channel movement. This will also help ensure the presence of the cables still allow for future river and floodplain restoration opportunities. **Update/progress:** We need to see detailed plans showing intended depth of cables in relation to main rivers and floodplain.	N	National Grid can confirm that it is not proposing to cross any main rivers in Suffolk. Further details are set out in **Application Document 6.2.2.5 Part 2 Suffolk Chapter 5 Water Environment**.
		Offshore physical environment	**Document Reference(s)** **Volume 1, Part 4 Offshore Scheme, Chapter 2 Physical Environment** **Issue**	N	**Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment** has been updated to reflect the correct Shoreline Management Plan. An initial decommissioning plan would be written once the final route and installation methodology is engineered by the Contractor post submission. This would be in accordance with all applicable legislation,

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			The comments on the Shoreline Management Policy (SMP) are incorrect. The stated maintain existing defences and hold the line where possible, does not apply to the whole frontage from Thorpeness to Orford Ness. The shoreline is divided into management units/areas, to which different policies correspond. Thorpeness (Min 13.3 – PDZ 4) is covered by No Active intervention (NAI) for the first 2 epochs and managed realignment (MR) for epoch 3. Policies for Thorpness Haven property (Alb 14.1 – PDZ 5) and Thorpeness Haven Beach (Alb 14.2 – PDZ 5) are indicated in the table below. SMP – 7 was published in 2010 – but some attributions still refer to former designations, such as Sub-Cell 3C, especially in the PDZ sections, possibly due to older templates being used. **Impact** Not taking into account the right SMP policy could mean that the development is designed in such a way that it's put at increased risk of flooding in the future. **Solution** Ensure that the correct SMP position is reflected into the development proposals. Take account of "Section 8 - Plan Updates" of SMP - 7 (previously SubCell 3C), where changes to PDZ4 and PDZ5 are expressed (sanctioned in 2015). Use "SMP – 7 (formerly SMP2 – Sub-Cell 3C)" to avoid confusion. In addition – Please note SMP Explorer – a map based single portal interface to all SMPs, is due for release in the new year (2024). An output of the recent SMP refresh exercise, this online tool aims to allow easier access to and interrogation of SMP policies and data. **Update/progress:** We need confirmation that the correct Shoreline Management Position has been considered for any works within proximity to the coastline. 28 February 2024 Physical Processes meeting – we expect a decommissioning plan to take account of the correct Shoreline Management Position.		best practice guidance and Shoreline Management Policies at the time of compilation. As part of a condition in the Deemed Marine Licence a written decommissioning plan must be submitted to the MMO for approval no less than six months prior to when decommissioning is due to commence. Any cable protection located within marine protected areas must be removed upon decommissioning, unless a decision is made at the time that it is best to leave it in situ. This is secured through Requirement 14 of Part 2 of Schedule 16 of the draft DCO (**Application Document 3.1**).
		Benthic ecology, fish and shellfish ecology, legislation and policy inc. permits	**Document Reference(s)** **Volume 1, Part 4 Offshore Scheme, Chapter 3 Benthic Ecology, Volume 1, Part 4 Offshore Scheme, Chapter 4 Fish and Shellfish** **Issue** Potential disturbance from project activities has not included an assessment of potential impacts to Smelt. Smelt migrate to sea from the Alde & Ore waterbody as adults to feed, and return to the estuary to spawn. A migratory pathway exists in	N	A full assessment of Smelt has been undertaken within **Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish and Application Document 6.9 Water Framework Directive Assessment**.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			the proposed area of Sea Link's offshore works. The Environment Agency have a statutory duty to ensure the conservation of smelt and their aquatic environment under the Environment Act 1995. Smelt are listed as a BAP species. **Impact** The Alde & Ore is a WFD surveillance waterbody and has a breeding population of smelt present. Smelt are very sensitive to anthropogenic disturbance, and HDD will disrupt the Smelt's migration route, and therefore risk population numbers of this protected species. **Solution** Assess potential impacts to smelt, and their migratory pathway, as a result of both the onshore and offshore elements of the project. This will need to include the construction, operation, and decommissioning phases. An assessment of impacts of HDD on this protected species will need to be provided. This includes providing the depth, and timings of HDD. Please be aware the depth will need to be enough to avoid interference with coastal processes that may in turn affect Smelt. The timing will need to be appropriate to avoid their migratory period, and thereby avoid disruption of the Smelt's migratory route. **Update/progress:** 08 February 2024 Heering and Sandeel – we were advised that the Environmental Statement will include an assessment of the impacts to Smelt. We note that surveys are currently underway for fish species. We would like to review the surveys relating to Smelt in due course. We look forward to reviewing the Environmental Statement.		
		Fish and shellfish ecology, legislation and policy inc. permits	**Document Reference(s)** **Volume 1, Part 4 Offshore Scheme, Chapter 4 Fish and Shellfish, Volume 1, Part 5 Project Wide effects, Chapter 2 Combined Effects of Onshore and Offshore Elements of the Proposed Project** **Issue** Potential cumulative and in combination effects need to be assessed for Smelt and WFD TraC fish deterioration in the Alde & Ore. The Environment Agency have a statutory duty to ensure the conservation of smelt and their aquatic environment under the Environment Act 1995. Smelt are listed as a BAP species.	N	A full assessment of smelt has been undertaken within **Application Document 6.2.4.3 Part 4 Marine Chapter 3 Fish and Shellfish** and **Application Document 6.9 Water Framework Directive Assessment, with no signficant effects concluded**. Assessment of WFD TraC fish populations has been included in **Application Document 6.9 Water Framework Directive Assessment,** concluding no significant impacts. Cumulative impacts of the Offshore Scheme have been presented in **Application Document 6.2.4.11 Part 4 Marine Chapter 11 Inter-Project Cumulative Effects**. Thermal effects have been included in the assessments.

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			Impact Smelt migrate through the proposed project area, and have already been a species identified as being impacted from other NSIP's in the area. The Alde & Ore is a WFD surveillance waterbody and has a breeding population of Smelt present. Smelt are a significant species in the Alde & Ore TraC fish assemblage and are a key indicator species under the WFD. **Solution** Include disturbance effects on this species, this should include potential thermal plume avoidance from cables. Assess the potential for a WFD TraC fish deterioration in the Alde & Ore. **Update/progress:** 08 February 2024 Heering and Sandeel – we were told that the Environmental Statement will include assessment of the impacts to Smelt. We note that surveys are currently underway for fish species. We would like to review the surveys relating to Smelt in due course. We look forward to reviewing the Environmental Statement.		
		Terrestrial ecology, onshore mitigation	**Appendix D - Kent: Fisheries, Biodiversity and Geomorphology** **Document Reference(s)** **Volume 1, Part 1 Introduction Appendix 1.4.F Outline Schedule of Environmental Commitments and Mitigation Measures** **Issue** Current proposals do not include the protection of beaver lodges that are within the Kent footprint of this project. Beavers are protected by law. **Impact** Beaver habitats within the Kent footprint of this project would be threatened. **Solution** Please ensure beaver habitats and their lodges are included in the mitigation measures for this project. **Update/progress:** Please see our response letter KT/2024/131850/01-L01 (dated 24 July 2024).	N	Beavers are covered in the impact assessment but there were no beaver lodges identified in areas where engineering work will be undertaken during beaver surveys of the site. The beaver surveys are reported in **Application Document 6.3.3.2.H ES Appendix 3.2.H Riparian Mammal Survey Report**.

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		Terrestrial ecology	**Document Reference(s)** **Volume 1, Part 3 Kent Onshore Scheme Chapter 3 Ecology and Biodiversity** **Issue** Reference is made to surveys for various aquatic mammals, and identifies in section 3.3.5.37 that otters create “slides”. This point should be made in section 3.3.5.39 for beavers too, as their slides are more numerous, and much more obvious in the project area than those of otters **Impact** Beaver habitats would be detrimentally affected, if not included in the surveys; impacts to their habitats will not be avoided or mitigated. **Solution** Beavers need to be included in the surveys for aquatic mammals. In consideration of the Assessment Criteria – Sensitivity for beavers, please be advised by the surveys completed in 2022 and 2023 by Natural England. **Update/progress:** Please see our response letter KT/2024/131850/01-L01 (dated 24 July 2024).	N	Beaver surveys have been included in the survey programme and beavers are factored into the impact assessment. The beaver surveys are reported in **Application Document 6.3.3.2.H ES Appendix 3.2.H Riparian Mammal Survey Report**.
		Terrestrial ecology	**Document Reference(s)** **Volume 1, Part 3 Kent Onshore Scheme Chapter 3 Ecology and Biodiversity** **Issue** It is suggested that surveys for beavers can take place at any time of the year; this is not the case. **Impact** Surveys carried out at the wrong time of year would give an inaccurate estimate of the beaver population. This would increase the likelihood of beavers being disturbed by the project in all phases. **Solution** Surveys for beavers should take place between December to mid March. **Update/progress:** Please see our response letter KT/2024/131850/01-L01 (dated 24 July 2024).	N	The Eurasian Beaver Handbook (section 7.2) identifies that beaver surveys can be undertaken any time of year although there is more risk of obscuring vegetation at the height of summer. The beaver surveys for the Proposed Project were undertaken in June 2024 and September 2024. In line with the Handbook, these are considered adequate for the assessment. Further details are provided in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity** and **Application Document 6.2.3.2.A Appendix 3.2.A Phase 1 Habitat Survey Report (including Badgers and Important Hedgerows)**.

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		Terrestrial ecology, water framework directive screening assessment	**Document Reference(s)** **Volume 2 Part 3 Kent Onshore Scheme Appendix 3.3.A Phase 1 Habitat Survey Report** **Issue** We have data that shows Otters, Beavers and Water voles within much closer proximities to the project than reported: An otter was seen (Environment Agency record) at TR3340761157. This is less than the 1.7km reported. We have records that Water Voles are found throughout the area. There are publicly available records showing that beavers are much closer than 424km. **Impact** Inaccurate data would mean that the project disturbs habitats of the protected species found in the area. **Solution** Please check and update your records. **Update/progress:** Regarding Beavers, please see our response letter KT/2024/131850/01-L01 (dated 24 July 2024). We await survey data regarding other species above. We look forward to reviewing the surveys in due course. This information will need to be provided in the following documents: • Water Framework Directive Assessment • Habitat Monitoring and Management Plan • Environmental Statement	N	Beaver and other riparian mammal surveys including otters have been undertaken for the Proposed Project and evidence of water vole in particular has been found within the Proposed Project area. These surveys are reported within **Application Document 6.3.3.2.H ES Appendix 3.2.H Riparian Mammal Survey Report**. The ES can be found in Volume 6 of the DCO Application and the WFD assessment is contained in **Application Document 6.9 Water Framework Directive Assessment**. **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan – Suffolk and Application Document 7.5.7.2 Outline Landscape and Ecological Management Plan – Kent** take the role of the Habitat Monitoring and Management Plan.
		Terrestrial ecology, onshore mitigation, water framework directive screening assessment	**Document Reference(s)** **Volume 2 Part 3 Kent Onshore Scheme Appendix 3.3.A Phase 1 Habitat Survey Report** **Issue** A number of fish species have been overlooked in the desk study. We have good anecdotal evidence of Salmon in the Great Stour estuary. Sea Trout in the river to the Normal Tidal Limit, Shad and Sea Lamprey. In addition, eels are present in large numbers. **Impact**	N	The desk study has been updated and a specific aquatic ecology survey (with data) appendix to the ES has been produced (**Application Document 6.3.2.2.F ES Appendix 2.2.F Aquatic Ecology Survey Report**) which details, more fully than the PEIR Phase 1 Report, the desk study regarding fish species and the fish surveys undertaken for the Proposed Project. **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity** has a specific impact assessment section regarding fish and necessary mitigation.

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			Without consideration for these species, appropriate mitigation measures won't be in place, therefore putting their population and habitat at risk. **Solution** Mitigation measures need to be considered to avoid putting these species at risk. For data on fish in the river, please access the National Fish Population Database at Freshwater fish surveys (NFPD) - data.gov.uk.", and contact the Environment Agency fisheries team. **Update/progress:** We note in the "Additional Preliminary Environmental Information" fish surveys are being undertaken (Section 1.8.18), without specifying which fish species. As previously stated, we will make use of more robust datasets to assess potential impacts against fish species. This would involve long-term datasets, collected to a consistent methodology, with sufficient sampling effort to account for interannual variability. We look forward to receiving further information regarding these surveys. This information will need to be provided in the following documents: • Water Framework Directive Assessment • Habitat Monitoring and Management Plan		
		Terrestrial ecology	**Document Reference(s)** **Volume 1 Part 3 Kent Onshore scheme chapter 3 Ecology and Biodiversity** **Issue** Measures to protect Beavers are not sufficient. B03 relates to the risk of animal entrapment and suggests that "a means of escape will be installed into all excavations left open overnight". Should a beaver become entrapped in pits or other parts of the works, more than merely leaving an excavation open will be needed. **Impact** Beaver's may be put at risk if they are trapped, and appropriate measure aren't in place for their safe exit. **Solution** The applicant should consult with Natural England, to consider what licences should be sought, and what equipment needs to be readily available to safely manage such animals. Ramps	N	As a general principle any excavation left open at night near a riparian feature or watercourse would contain any ramps to allow mammal escape, as set out within the **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured via Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**). Displacement of water voles if any are encountered would occur under the supervision of a licenced ecologist under Class Licence CL31[1] in accordance with the relevant legislation, as set out within the **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured via Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**).

[1] Water voles: licence to displace them (CL31) - GOV.UK

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			from works could either be installed, or be available to be placed into works if an animal should become trapped. Whatever measures are adopted by the applicant, they must comply with the legislation that protects beavers, and covers their management. **Update/progress:** Please see our response letter KT/2024/131850/01-L01 (dated 24 July 2024).		
		Terrestrial ecology, habitat regulations screening	**Document Reference(s)** **Volume 1 Part 3 Kent Onshore scheme chapter 3 Ecology and Biodiversity** **Issue** Current suggestions for BNG schemes are not appropriate. Current suggested proposals will be located in areas that will become flooded by the sea, or become intertidal habitat, with up to 10 metres water depth over the next century. **Impact** BNG schemes will be located in areas that will become subtidal, and therefore fails to achieve long term maintenance obligations **Solution** BNG management and monitoring plans will need to consider the Isle of Grain to South Foreland SMP, to ensure they are resilient to rising sea levels. Isle of Grain to South Foreland – South East Coastal Group (secoastalgroup.org.uk) **Update/progress:** We need to see evidence that the Isle of Gain to South Foreland Shoreline Management Plan has been used to inform the location of BNG sites in Kent. Habitat created through BNG should be ensured for at-least 30 years. Please see guidance here This information will need to be provided in the following documents: • Habitat Monitoring and Management Plan	N	This comment relates to an outdated BNG proposal. The current BNG mitigation that is included within the 'BNG offering' for the Proposed Project will not be impacted by sea level rise. Further to this, any proposed habitat creation will be referenced against the Isle of Grain to South Foreland Shoreline Management Plan. For details relating to the Proposed Project's approach to BNG, please refer to **Application Document 6.12 Biodiversity Net Gain Feasibility Report**. At this stage **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk and Application Document 7.5.7.2 Outline Landscape and Ecological Management Plan - Kent** take on the role of the Habitat Monitoring and Management Plan. These Plans do not include the proposals which contribute to 10% Biodiversity Net Gain. However, this information may be included within the detailed Landscape and Ecological Management Plans that are produced prior to construction.
		Habitat regulations screening, terrestrial ecology	**Document Reference(s)** **Volume 1 Part 3 Kent Onshore scheme chapter 3 Ecology and Biodiversity** **Issue**	N	Details relating to the Proposed Project's approach to Biodiversity Net Gain, are set out in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**. At this stage **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk and Application Document 7.5.7.2 Outline Landscape and Ecological Management Plan - Kent** do not include the proposals which contribute to 10% Biodiversity Net Gain. However, this information may be included

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			Habitat management and monitoring plans are not mentioned, in regards to riparian habitat creation for BNG. **Impact** Habitat management and monitoring are integral to effective BNG implementation. Without a habitat management and monitoring plan in place, riparian habitat created for BNG will not be secure for the future. **Solution** Include monitoring and management plans, following this guidance Creating a Habitat Management and Monitoring Plan for Biodiversity Net Gain - Land use: policies and framework (blog.gov.uk) **Update/progress:** We await review of Habitat Management and Monitoring Plans.		within the detailed Landscape and Ecological Management Plan's that are produced prior to construction.
		Construction – general, intra-project cumulative effects, inter-project cumulative effects	**Document Reference(s)** **Volume 1, Part 3 Kent Onshore Scheme, Chapter 13 Kent Onshore Scheme Intra-Project Cumulative Effects** **Volume 2, Part 3 Kent Onshore Scheme, Appendix 3.12.A Kent Onshore Intra Project Cumulative Effects Screening Tables** **Volume 1, Part 4 Offshore Scheme, Chapter 11 Offshore Scheme Intra-Project Cumulative Effects** **Volume 1, Part 4 Offshore Scheme, Chapter 12 Offshore Scheme Inter-Project Cumulative Effects Table 3.1** **Issue** The cumulative and in combination impacts of the Nemo Link project in Kent has not been recognized and considered for assessment, therefore risks to protected species are not fully understood. A previously installed power cable (Nemo Link) runs from the top of the redline landfall area of the Sea Link cable route to the south running through the nature reserve. The Nemo Link cable runs along the top of the lagoon and is buried underneath a chalk bund throughout the length of the nature reserve. The Sea Link cable is shown to cross this cable at the back of the lagoon. **Impact** Heavy plant used to install the Sea Link cable could compact and further damage the salt marsh ridge feature that is in recovery. WFD status would deteriorate, and wetland habitats would be put at risk.	N	Nemo Link has been assessed cumulatively alongside the Proposed Project within the offshore inter-project cumulative effects assessment (**Application Document 6.2.4.11 Part 4 Marine Chapter 11 Inter-Project Cumulative Effects**). No significant cumulative effects were identified from Nemo Link and the Proposed Project across all marine environment topic areas including protected species. In combination/ intra-project cumulative effects generated from the Proposed Project have been considered and assessed within **Application Document 6.2.3.12 Part 3 Kent Chapter 12 Kent Intra-Project Cumulative Effects and Application Document 6.2.4.10 Part 4 Marine Chapter 10 Intra-Project Cumulative Effects**. Within **Application Document 6.9 Water Framework Directive Assessment**, it has been stated that: • Good practice culvert design would be adopted to reduce barrier effects and the cumulative effects of temporary culverting and associated habitat loss would ultimately be reinstated. Gaps in ditch marginal vegetation would either be planted with mature emergent vegetation purchased from nurseries or left to recolonize naturally from the adjacent ditch vegetation. Moreover, the losses documented above are not net losses because there will be habitat creation as part of the Proposed Project and overall the Kent and Suffolk Onshore Schemes will deliver a long-term net increase in wetland habitats; and • Due to the extent of the intertidal in Kent, trench excavation and cable trenching will be present within the intertidal mudflats in Pegwell Bay and the subtidal, with trenchless

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			Solution Sea Link's interaction with Nemo Link needs to be considered for in combination and cumulative effects. Topographic surveys of cable route across saltmarsh/lagoon pre and post drilling are needed, to ensure that the saltmarsh ridge is not reduced in height by the cable installation. There will need to be a preapproved action plan ready to be applied should this occur due to subsidence etc. Please note, the saltmarsh is also a Special Protection Area; Natural England should therefore be consulted on any works relating to it. As the marsh area is a wetland habitat, we would also need to be involved in these discussions. **Update/progress:** We note that an alternative route to access the intertidal area has been found (via the old Hoverport) that avoids further compression/damage of the saltmarsh. Should any heavy plant leave the pad hard standing, the contractor will need to ensure that a suitable temporary ramp structure is provided, to prevent erosion of the crumbling Hoverpad perimeter slope; the Hoverpad was constructed with colliery shale, and contains many metals and other materials, that we do not want released into the bay. We await further details in regards to the construction process within an outline Construction Environment Management Plan, and impact details within the Water Framework Directive Assessment.		techniques, such as HDD, used to bring the HVDC cable onshore and avoid the sensitive saltmarsh habitat. The use of a trenchless technique for the installation of the cable in the transition between the onshore and offshore schemes will completely avoid the saltmarsh and lagoon habitats, with the entry/exit points located 105 m to 140 m seaward from the edge of the saltmarsh which will ensure that the trenchless solution will only move towards the surface beyond the salt marsh habitat. Therefore, there are no impact pathways in relation to the saltmarsh and lagoon habitats and it is not considered necessary to undertake monitoring pre and post drilling. There will also be no vessels or vehicles interacting with the saltmarsh. Therefore, no heavy plant will compact and further damage the salt marsh ridge feature. Topographic surveys post installation are not required as National Grid is avoiding the saltmarsh habitat entirely. The cable route will not go across the saltmarsh area/lagoon as a trenchless solution will be implemented at a minimum of 1.5 m below mean seabed level. The cable will be exiting far enough away from saltmarsh and will break the surface of the seabed within the mudflats. National Grid notes that the salt marsh falls within the part of the SPA and Natural England have been consulted throughout the consultation process. Please refer to **Application Document 5.1 Consultation Report** for further details. At the Kent Landfall, access for suitable vehicles might be possible from the ramps to the north in the former Hoverport site, but it would be tidally restricted and restricted to the unvegetated section of the intertidal area. Access to the vegetated area is likely to be on foot with the equipment being carried by hand. If bentonite drilling fluid cannot be effectively captured in the intertidal area it would disperse naturally. Bentonite flocculates and breaks down when it comes into contact with seawater with the bentonite clay particles dropping out of suspension over time. For fresh/brackish water, bentonite drilling fluid would need to be pumped out in order to be removed. Following clean-up of the frac out, the drill would be restarted to test if the bentonite drilling fluid has sealed the zone. If the zone has not sealed LCM can be pumped, allowed to set, then tested. This process may need to be repeated a number of times. Mitigation in this regard is set out within **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured via Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**). Further construction methodology/processes are outlined within **Application Document 7.5.2 Outline Offshore Construction Environmental Management Plan, Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan**

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					and Application Document 6.9 Water Framework Directive Assessment.
		Construction – general, habitat regulations screening	**Document Reference(s)** **Volume 1, Part 3 Kent Onshore Scheme, Chapter 13 Kent Onshore Scheme Intra-Project Cumulative Effects** **Volume 2, Part 3 Kent Onshore Scheme, Appendix 3.12.A Kent Onshore Intra Project Cumulative Effects Screening Tables** **Volume 1, Part 4 Offshore Scheme, Chapter 11 Offshore Scheme Intra-Project Cumulative Effects** **Volume 1, Part 4 Offshore Scheme, Chapter 12 Offshore Scheme Inter-Project Cumulative Effects Table 3.1** **Issue** It is not stated the exact location where drilling works will place. **Impact** Heavy plant used to install the Sea Link cable could compact and further damage the salt marsh ridge feature that is in recovery. WFD status would deteriorate, and wetland habitats would be put at risk. **Solution** Outline how the saltmarsh and lagoon will be protected. For example: Start directional drilling away from the edge of the salt marsh. Plant and other heavy equipment used for the installation, should move out from the old hoverport pad site, rather than across the saltmarsh, which would further compact the ridge and feature. Ensure that the drilling is deep enough, to safely pass under the existing Nemo Link power cable that runs along the back of the lagoon. Please note, the saltmarsh is also a Special Protection Area; Natural England should therefore be consulted on any works relating to it. As the marsh area is a wetland habitat, we would also need to be involved in these discussions. **Update/progress:** We await details of where drilling works will take place. We have a preference for Horizontal Direction Drilling. We await further details regarding the construction process within an outline Construction Environment Management Plan, and impact details within the Water Framework Directive Assessment.	N	Please refer to **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** for details regarding the construction process. Effects of the Proposed Project's marine elements and landfall are presented in **Application Document 6.9 Water Framework Directive Assessment**. There will be no surface works to any areas of saltmarsh thus avoiding the risk of any harm to, or insufficient recovery of, saltmarsh from disturbance. Cable installation under the saltmarsh would be undertaken using a trenchless construction technique from a compound (K05) approximately 470 m west of the SPA/SAC/Ramsar site. As such there would be no surface works within the terrestrial or saltmarsh parts of the SPA/SAC/Ramsar site. The drill would be approximately 15-18 m below the surface at the saltmarsh. There is thus no potential for significant adverse effects on the saltmarsh. Details are contained in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The commitment to the use of trenchless solutions is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Action (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). The onshore CEMP is contained in **Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan**, and the offshore CEMP in **Application Document 7.5.2 Outline Offshore Construction Environmental Management Plan**. The WFD assessment is contained in **Application Document 6.9 Water Framework Directive Assessment**.

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		Construction – general, water framework directive screening assessment	**Document Reference(s)** **Volume 1, Part 3 Kent Onshore Scheme, Chapter 13 Kent Onshore Scheme Intra-Project Cumulative Effects** **Volume 2, Part 3 Kent Onshore Scheme, Appendix 3.12.A Kent Onshore Intra Project Cumulative Effects Screening Tables** **Volume 1, Part 4 Offshore Scheme, Chapter 11 Offshore Scheme Intra-Project Cumulative Effects** **Volume 1, Part 4 Offshore Scheme, Chapter 12 Offshore Scheme Inter-Project Cumulative Effects Table 3.1** **Issue** The potential for cable laying ships to impact environmental receptors has not been mentioned. **Impact** Heavy plant used to install the Sea Link cable could compact and further damage the salt marsh ridge feature that is in recovery. WFD status would deteriorate, and wetland habitats would be put at risk. **Solution** Assess the impact that cable laying ships will have on the saltmarsh. Please note, the saltmarsh is also a Special Protection Area; Natural England should therefore be consulted on any works relating to it. As the marsh area is a wetland habitat, we would also need to be involved in these discussions. Cable laying ships that are grounded on the lower shore to pull the cable into the intertidal, need to be assessed with regard to their potential full footprint of mud disturbance. This includes the length of the vessels and all possible tidal movements form the anchor point. The habitat pre and post assessment must cover this width. **Update/progress:** The footprint of cable laying ships will need to be assessed if anchored or grounded, to ensure there are no impacts to the saltmarsh. We await further details regarding the construction process within an outline Construction Environment Management Plan, and impact details within the Water Framework Directive Assessment.	N	The potential for the proposed activities associated with the Offshore Scheme, including cable laying and the associated heavy plant and ships, to impact environmental receptors (including saltmarsh) has been assessed within **Application Document 6.9 Water Framework Directive Assessment**. Details of the cable laying construction process are included in **Application Document 6.2.1.4 Part 1 Chapter 4 Description of the Proposed Project**. The Management Plans are as follows: • **Application Document 7.5.2 Outline Offshore Construction Environmental Management Plan;** • **7.5.3 Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan;** • **7.5.3.1 Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice; and** • **7.5.3.2 Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC**).
		Water environment, geology and hydrogeology	**Appendix E - Suffolk and Kent: Flood modelling** **Document Reference(s)** **Volume 1, Part 2 Suffolk Onshore Scheme, Chapter 5 Water Environment**	N	Through engagement with the Environment Agency, it has been agreed that modelling of the River Stour crossing is not required (due to the design of the proposed crossing and as the floodplain is tidal). The Proposed Project does not interact with the River Alde. With regard to the River Fromus, the Proposed Project has developed flood modelling

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			Volume 1, Part 3 Kent Onshore Scheme, Chapter 5 Water Environment **Issue** The suggested modelling approach and assumption is not appropriate. The Environment Agency modelling data is not designed for site-specific Flood Risk Assessment; rather they are designed for strategic flood risk mapping purposes. It is important that third parties check that these models are suitable for their needs, if they are being used in a site specific context. **Impact** Inappropriate modelling will result in key flood risk sources, and associated impacts, being represented inaccurately or missed. This could have implications for any resultant design, and mitigation, which is based on detailed hydraulic modelling data resulting in increased flood risk to the surrounding area. **Solution** It is important to check that any modelling or hydrological data that the Environment Agency holds is suitable for project. Please evaluate the model and hydrological data for the Rivers Alde, Fromus, and Stour. Listed below are some key things to think about, which are also applicable to models for other watercourses: • Hydrological data used in the modelling - Is this still representative? • Climate change allowances - Do these reflect the most recent guidance for fluvial and tidal uplifts? • Model digital terrain model data - Is this based on the best available data for representing the floodplain? Could this be updated to a more recent Lidar dataset? • Model grid resolution - Is this suitable considering the scale and nature of the development? • Model schematisation – is cross section spacing and structure representation sufficient in the location of interest? I In Suffolk, the latest Environment Agency modelling for the River Alde and Fromus was completed by Mott Macdonald in 2020. This is an FM-TUFLOW model with a grid resolution of 8 metres. In Kent, the latest Environment Agency modelling for the Lower River Stour was completed by JBA Consulting in 2010. This resulted in a linked 1D-2D hydrodynamic model with a grid resolution of 10 metres. The climate change		to determine any impacts of the proposed crossing of the river on flood risk. The results are documented in **Application Document 6.8 Flood Risk Assessment**, which will be shared with the Environment Agency.

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			allowances adopted in these models have since been superseded by more recent guidance (UKCP18). Furthermore, there may be more recent Lidar digital terrain model data available for the area of interest (available at environment.data.gov.uk) **Update/progress:** We await review of flood modelling for this project.		
		Water environment, construction - general	**Appendix F - Suffolk: Flood risk** **See Appendix G - Suffolk and Kent: Flood risk** **Appendix G - Suffolk and Kent: Flood risk** **Document Reference(s)** **Volume 1, Part 1, Chapter 4 Description of the Proposed Project** **Issue** We are concerned that local Assets will be adversely affected by proposed works. **Impact** This will increase flood risk. **Solution** Assess the condition and geometry of assets adjacent to the proposed work, to ensure that there is appropriate setback of all infrastructure (above and below ground), and that the proposal does not adversely affect the flood defence (such as damage, settlement, intersection etc). It would be advisable to carry out assessments of the assets, before and after works with remediation, to recognize any defects as they develop. **Update/progress:** There is still a possibility for flood assets to be affected by works within the new development site boundaries. We need to see consideration any works within proximity to flood assets and watercourses within the following documents: • Construction Environmental Management Plan/Code of Construction Practice • Flood Risk Assessment	N	**Application Document 6.8 Flood Risk Assessment** identifies and assesses the effects of Project activities in proximity to watercourses and flood defence assets. To mitigate the potential for adverse effects, several controls and measures have been included in **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice,** including a commitment to monitoring of relevant assets prior to, during and for an agreed period after construction.
		Water environment, construction - general	**Document Reference(s)** **Volume 1, Part 1, Chapter 4 Description of the Proposed Project**	N	Several controls and mitigation measures linked to works in proximity to flood defences have been included in **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**. These include a commitment to monitoring of relevant assets to establish a pre-construction baseline, in addition to monitoring during construction and

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			Issue Vibration and settlement from trenchless construction methods and traffic. **Impact** There is a risk that vibration from construction works, and associated traffic, will damage the stability of flood defence assets and watercourses. **Solution** Trenchless methods, such as Pipe jacking (auger bore), HDD, and micro boring (micro-tunnelling), as well as traffic, need to consider safe vibration limits. Settlement should be assessed post-works, with appropriate remediation if it exceeds agreed thresholds. **Update/progress:** We need to see consideration any works within proximity to flood assets and watercourses within the following documents: • Construction Environmental Management Plan/Code of Construction Practice • Flood Risk Assessment		for an agreed period after construction, so that any impacts due to vibration and/or settlement could be detected and remediated. The flood risk assessment is contained in **Application Document 6.8 Flood Risk Assessment**.
		Water environment, construction - general	**Document Reference(s)** **Volume 1, Part 1, Chapter 4 Description of the Proposed Project** **Issue** Proposed crossing of main rivers will need to adequately assess impact on flood risk. **Impact** Flood risk will increase if proposed crossings aren't adequately assessed. **Solution** Assess possible risks to nearby flood defence assets that will need to be managed e.g., damage from collision, settlement, or vibration. This may depend on the proposed crossing type (if applicable). We would require setback. Note that the crossings may alter hydrology during a flood event. We will require specificity about the type of crossing to be implemented at each proposed crossing position within the crossing schedules. Crossings will need to consider the change in flood risk throughout the lifetime of the development to ensure appropriate design.	N	Several controls and mitigation measures linked to watercourse crossings and associated works have been included in **Application Document CEMP Appendix A Outline Code of Construction Practice** and the effects of these activities are assessed within **Application Document 6.8 Flood Risk Assessment**.

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			Update/progress: Please see our comments regarding the Drawings included in "project update documents" above. Discussions regarding the crossings for the River Fromus and River Stour are on-going. We need to see consideration of the impacts of the crossings and any associated works within the following documents: • Construction Environmental Management Plan/Code of Construction Practice • Flood Risk Assessment		
		Water environment	**Document Reference(s)** **Volume 1, Part 2 Suffolk Onshore Scheme, Chapter 5 Water Environment** **Volume 1, Part 3 Kent Onshore Scheme, Chapter 5 Water Environment** **Issue** We are concerned that the infrastructure proposed will result in loss of floodplain storage volume. **Impact** A loss of floodplain storage volume will increase flood risk on site and elsewhere. **Solution** The developer needs to ensure appropriate design of crossings, and infrastructure within the flood zones, to ensure no net loss of flood storage volume. Any compensation required must be localised, level-for-level, and volume-for-volume. The loss of floodplain storage will depend on the placement of above ground infrastructure. If any infrastructure is proposed to be located outside of Flood Zone 1, then this may alter Flood Zone 2 and 3 extents/depth. This will necessitate a consideration of flood storage compensation. **Update/progress:** Discussions are progressing. We await review of the Flood Risk Assessment and associated modelling.	N	In further discussions with the Environment Agency, details of works within the floodplain of the River Stour were shared and it was agreed that, as the floodplain in this location is tidal, and given the design of the structure, compensation for floodplain storage loss would not be required. The River Fromus crossing has been designed such that there would be no loss of floodplain storage, as detailed in **Application Document 6.8 Flood Risk Assessment**.
		Design, water environment	**Document Reference(s)** **Volume 1, Part 2 Suffolk Onshore Scheme, Chapter 5 Water Environment** **Volume 1, Part 3 Kent Onshore Scheme, Chapter 5 Water Environment**	N	The main rivers within the Proposed Project's zone of influence (River Stour (Kent); River Fromus and the Hundred River (Suffolk) would not be crossed at all by the underground cable route. The only crossings of main rivers would be for access, and clear span bridges are proposed for these crossings. Tributaries of the Hundred River at the proposed landfall would be crossed using trenchless solutions. The commitment to trenchless solutions is contained in **Application Document 7.5.3.2**

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			Issue The developer has not committed to trenchless techniques for crossing main rivers. We are unlikely to accept a trenched method unless exceptional circumstances are demonstrated. **Impact** Trenched methods would have significant adverse effects on the hydrology, geomorphology, and flood risks of the main river. **Solution** Please confirm trenchless crossing techniques will be adopted. We require the developer to commit to trenchless methods for crossing the main river(s). We would need an understanding of the vertical limit of deviation beneath the watercourses and nearby assets. For trenchless methods, we suggest monitoring of settlement with agreed thresholds and associated actions for “undue settlement” which may adversely affect the watercourse or asset. **Update/progress:** We are unable to determine whether trenchless techniques will be used for crossing main rivers.		**CEMP Appendix B Register of Environmental Actions and Commitment (REAC)** which is secured in Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Climate change, water environment	**Document Reference(s)** **Volume 1, Part 2 Suffolk Onshore Scheme, Chapter 5 Water Environment** **Volume 1, Part 3 Kent Onshore Scheme, Chapter 5 Water Environment** **Issue** Climate change has not been adequately considered in the context of flood risk and coastal erosion. The placement of infrastructure does not adequately account for future risks, within the lifetime of the development. **Impact** Above ground infrastructure (AGI) could be within the future flood zones 2 and 3, and below ground infrastructure (BGI) could become exposed due to erosion. **Solution** Factor climate change into the decision making for proximity-based decisions using the latest guidance (https://www.gov.uk/guidance/climate-change) with a design-life of at least 75 years. AGI will need to consider whether it will fall within future flood zones. This may require the developer to carry out their own modelling. For BGI, commit to	N	**Application Document 6.8 Flood Risk Assessment** presents the assessment of flood risk from a wide range of sources, accounting for the predicted effects of climate change over the lifetime of the Proposed Project. Section 4.2 of this document confirms the Proposed Project has agreed with the Environment Agency a design life of 75 years. A staged approach was adopted to identify corridors and preliminary routeing and siting options for the Proposed Project, considering environmental and socioeconomic factors as well as technical and engineering design considerations, and cost. The approach was used to identify ‘on-balance’ preferences for landfalls, converter station sites and potential route corridors within which preliminary alignments could be developed. Each of the options identified for the converter site areas and cable route corridors were appraised in accordance with National Grid’s approach to options appraisal. In addition, in the absence of guidance for specific siting of converter stations, the Horlock Rules were applied. Although these were developed for the siting of substations, they were considered appropriate to use when identifying and appraising converter site Areas. Details of the appraisal process are set out in **Application Document 8.2 Options Selection and Design Evolution Report (October 2023)**. Additional information and clarity regarding the Proposed Project's decommissioning plans have now been outlined in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. As this work is planned decades into the future, it is

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			an appropriate depth of cable below the riverbed, based on a evidence-based justification, which considers a design-life of at-least 75 years (in line with the NPPF) and cumulative rates of erosion. It is suggested that there will be two metres of cover for HVAC at watercourses, and two metres of cover for HVDC at watercourses. Similarly, landfall infrastructure will require an evidence-based justification which accounts for rates of erosion, the SMP, and a commitment to install infrastructure to an appropriate depth. This will ensure that it does not become exposed, due to erosion over the lifetime of the development. Proposed landfall position(s) will need to assess proximity to flood defence assets and watercourses, to ensure adequate setback and appropriate installation methodologies to mitigate risks to assets **Update/progress:** 28 February 2024 landfall meeting – a decommissioning plan for cables will be produced, to ensure any infrastructure isn't left in-situ. In due course, we will request a requirement on the DCO, for a decommissioning plan. Discussions are progressing in regard to flood risk during the developments construction and operation. We await review of the Flood Risk Assessment and associated modelling.		unknown what the exact methodology will be for decommissioning, as this will be based on the best available technology available at the time of decommissioning. No requirement for an Outline Decommissioning Management Plan has been identified at this stage. A written scheme of decommissioning must be submitted for approval by the relevant planning authority at least six months prior to any decommissioning works. This is secured via Requirement 13 of Schedule 3 in the draft DCO (**Application Document 3.1**).
		Water framework directive screening assessment	**Appendix H – Kent and Suffolk: Water Framework Directive and Marine** **Document Reference(s)** **Volume 1, Part 5 Chapter 5 Water Framework Directive Screening Assessment** **Issue** It is unclear from the terminology used whether the applicant is talking about screening or scoping. The title of table 5.5.7 refers to screening of components, but column headers refer to scoping in/out. The reference to activities would suggest they are claiming to be carrying out WFD scoping here. The applicant would need to follow the guidance to decide whether there was a justification to "scope" out any activity for any WFD element. **Impact** We are unable to determine what elements are being screened in, and will be scoped in as part of the next stage of the WFD assessment process. **Solution** Amend the titles of tables 5.5.6, 5.5.7 and 5.5.12 to reflect whether an activity screened is in. Ensure that the proper	N	Clarification on the matter was provided to the Environment Agency during a regular water thematic meeting. Further details are available within **Application Document 6.9 Water Framework Directive Assessment**.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			procedure for WFD assessment is being followed, and justifications are made in accordance with the WFD assessment guidance document “Clearing the waters for all”, Water Framework Directive assessment: estuarine and coastal waters -GOV.UK (www.gov.uk). This guidance indicates which activities can be screened out. All other activities cannot be screened out and must proceed to a WFD scoping stage. WFD scoping forms must be supplied, to indicate whether the activity has been scoped in or out of the need for a further impact assessment stage. **Update/progress:** 04 December 2024 Monthly Meeting - this issue was confirmed as a typo, activities was meant to say “Screened in”.		
		Water framework directive screening assessment, legislation and policy inc. permits	**Appendix I – Suffolk: Water Framework Directive and Marine** **Document Reference(s)** **Volume 1, Part 5 Chapter 5 Water Framework Directive Screening Assessment** **Issue** The Alde & Ore waterbody has been screened out of the WFD assessment. **Impact** The Alde & Ore is a WFD surveillance waterbody and has a breeding population of smelt (Osmerus eperlanus) present. Smelt are very sensitive to anthropogenic disturbance. The Environment Agency has a statutory duty to ensure the conservation of smelt and their aquatic environment under the Environment Act 1995. Smelt are listed as a BAP species and are a key indicator species under the WFD. **Solution** Screen in the Alde & Ore waterbody. Assess potential impacts to smelt and its migratory pathway, as a result of both the onshore and offshore impacts. **Update/progress:** 04 December 2023 monthly meeting – we were advised that the Alde & Ore WFD waterbody would be included for assessment. We await review of impacts on this waterbody within the Water Framework Directive Assessment.	N	**Application Document 6.9 Water Framework Directive Assessment** has assessed the potential effects on the Alde and Ore WFD waterbody. The assessment report was shared with the Environment Agency in December 2024 for review and the comments received have been addressed within the updated report for submission.
		Water framework directive screening	**Document Reference(s)**	N	**Application Document 6.9 Water Framework Directive Assessment** has assessed the potential effects on the WFD TraC fish assemblage in

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
		assessment, legislation and policy inc. permits	**Volume 1, Part 5 Chapter 5 Water Framework Directive Screening Assessment** **Issue** Potential disturbance from offshore activities has not included an assessment of potential impacts to the WFD Transitional and coastal (TraC) fish assemblage in the Alde & Ore waterbody. Smelt are a key indicator species and a significant species in the Alde Ore Transitional Fish Classification Index (TFCI). Smelt migrate to sea from the Alde & Ore as adults to feed and return to the estuary to spawn. A migratory pathway exists in the proposed area. The Environment Agency have a statutory duty to ensure the conservation of smelt and their aquatic environment under the Environment Act 1995. Smelt are listed as a BAP species. **Impact** The Alde & Ore is a WFD surveillance waterbody and has a breeding population of smelt present. Smelt are a significant species in the Alde & Ore TraC fish assemblage and are a key indicator species under the WFD. **Solution** Include the WFD TraC fish assemblage in the Alde & Ore waterbody. This should include an assessment of potential impacts to smelt and its migratory pathway as a result of both the onshore and offshore impacts. **Update/progress:** 08 February 2024 Heering and Sandeel – we were advised that the Environmental Statement will include assessment of the impacts to Smelt. We need confirmation that the TraC fish assemblage will be included in the Water Framework Directive Assessment.		the Alde and Ore waterbody. The assessment report was shared with the EA in December 2024 for review and comments prior to the DCO application submission.
		Water framework directive screening assessment, legislation and policy inc. permits	**Appendix J – Kent: Water Framework Directive and Marine** **Document Reference(s)** **Volume 1, Part 5 Chapter 5 Water Framework Directive Screening Assessment** **Issue** The Kent North WFD waterbody has not been screened in for assessment. The study refers to only two WFD waterbodies being relevant to the “offshore” zone of influence, named Suffolk Coastal (5.5.5.2) and Stour (transitional) (5.5.5.3). It would appear however that the offshore scheme cable corridor passes through Suffolk Coastal, then Kent North (coastal)	N	**Application Document 6.9 Water Framework Directive Assessment** has assessed the potential effects on the Kent North WFD waterbody. The assessment report was shared with the Environment Agency in December 2024 for review and comments prior to the DCO application submission.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			before reaching the Stour transitional waterbody. All three of these waterbodies need to be included in WFD assessments, as activities requiring a marine license (or equivalent DCO) will take place in all of them. **Impact** The Kent North WFD waterbody will be impacted in terms of habitats and water quality. Without screening it in, appropriate mitigations won't be in place to prevent its deterioration. **Solution** Screen in the Kent North Waterbody **Update:** 05 July 2024 WFD Marine Scoping Tables consultation – the Kent North Waterbody will be included for assessment of impacts from the development. We await review of the impacts to this waterbody in the Water Framework Directive Assessment.		
		Other sea users, offshore mitigation	**Document Reference(s)** **Volume 1, Part 4 Offshore Scheme, Chapter 10 Other Sea Users** **Issue** Any offshore or coastal installation/maintenance activity will significantly alter the mobilisation of sediment. **Impact** Mobilisation of sediments can affect bathing water quality, through increased turbidity, which reduces the UV kill rate of bacteria, or though re-animation of bacteria in sediment. This will have an impact on local ecology and protected species, and thereby reduce WFD quality to an unsustainable level. **Solution** The Environmental Statement should consider likely impacts, and risks, to the Designated Bathing Waters from mobilisation of sediments during construction. Controls and mitigation measures to reduce these risks, should be included as either embedded measures, or control and management measures, within their respective documents. **Update/progress:** 1.2.3 of the "Additional Preliminary Environmental Information" states that the following plans will be included as part of the DCO:	N	Impacts to Designated Bathing Waters have been included within **Application Document 6.9 Water Framework Directive Assessment**. Project-specific suspended sediment modelling has been undertaken to inform this assessment. Mitigation measures to minimise disturbance and mobilisation of sediments are set out within the **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured via Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**).

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			• Offshore construction Environmental Management Plan • Offshore Written Scheme of investigation We expect these documents to sufficiently consider the likely impacts, and risks, to the Designated Bathing Waters from mobilisation of sediments during construction. Control and mitigation measure need to also be included.		
		Water framework directive screening assessment, fish and shellfish ecology	**Document Reference(s)** **Volume 1, Part 5 Chapter 5 Water Framework Directive Screening Assessment** **Issue** Works in the marine environment will elevate suspended solids in nearby shellfish waters. **Impact** WFD quality will deteriorate in nearby shellfish waters. **Solution** Construction and maintenance activity should not elevate ambient suspended solids in the shellfish water by more than 30% above baseline levels **Update/progress:** Table 1.3 of the “Additional Preliminary Environmental Information” states that cable trenching works in intertidal area will temporarily increase suspended sediment concentrations during construction, operation and decommissioning, and thus will be scoped back into the EIA, and reported on in the Environmental Statement. We await review of the Environmental Statement and Water Framework Directive Assessment in regard to this matter.	N	Impacts to Shellfish Waters have been included within **Application Document 6.9 Water Framework Directive Assessment**. Project-specific suspended sediment modelling has been undertaken to inform this assessment. Effects relating to an increase in suspended sediment concentrations have been reported and assessed within **Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment** and **Application Document 6.3.4.1.A ES Appendix 4.1.A Suspended Sediment Modelling**.
		Water framework directive screening assessment	**Document Reference(s)** **Volume 1, Part 5 Chapter 5 Water Framework Directive Screening Assessment** **Issue** The cable corridor may cross areas where sediment that will be “disturbed” contains either EQSD chemicals, or CEFAS-list chemicals at concentrations above CEFAS action level 1. **Impact** Risk of WFD waterbody deterioration.	N	Impacts from contaminant resuspension have been included within **Application Document 6.9 Water Framework Directive Assessment**. Project-specific suspended sediment modelling has been undertaken to inform this assessment. The offshore CEMP is contained in **Application Document 7.5.2 Outline Offshore Construction Environmental Management Plan** and the offshore WSI in **Application Document 7.5.5 Outline Offshore Overarching Written Scheme of Investigation (OWSI)**.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			Solution An impact assessment will be required which will need to establish that the contaminants mobilized (albeit most may be only temporarily mobilized) into the water column, will not significantly deteriorate the waterbody, or prevent achievement of WFD water quality objectives. Short term spikes in levels hypothetically may influence the annual averages. However, they may affect relatively small proportions of a waterbody, and both the extent and duration of the impact needs to be considered, when looking at waterbody concentration criteria phrased as annual averages. **Update/progress:** 1.2.3 of the "Additional Preliminary Environmental Information" states that the following plans will be included as part of the DCO: • Offshore construction Environmental Management Plan • Offshore Written Scheme of investigation We expect these documents to contain an impact assessment to establish that the contaminants mobilized (albeit most may be only temporarily mobilized) into the water column, will not significantly deteriorate the waterbody, or prevent achievement of WFD water quality objectives.		
		Consultation	**Appendix K – documents reviewed** We have reviewed the following information: • Additional Preliminary Environmental Information – Executive Summary" dated July 2024 (Version A) • Additional Preliminary Environmental Information" dated 08 July 2024 (Version A) • Environmental Constraint Plans" dated July 2024 (Version A) • Changes to Order Limits Plans" dated July 2024 (Version A) Further Design Drawing" dated July 2024 (Version A)	N	National Grid acknowledges the feedback.

Table 1.11 Forestry Commission

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
08 July 2024	11 August 2024	Landscape and visual, Legislation and policy inc. permits	Thank you for consulting the Forestry Commission on the changes to this proposal. We note the additions and withdrawals of areas to the draft consent order. We would like to highlight that one of the areas added to the order area is an area of lowland mixed deciduous woodland, Fristonmoor Covert at approximate location TM 4072 6144. There is also another area of lowland mixed deciduous woodland that has partially been added to the order area at approximate location TR 3311 6309. These areas do not seem to be within any proposed environmental zones. Lowland Mixed Deciduous woodlands are on the National Forest Inventory and the Priority Habitat Inventory (England). They were recognized under the UK Biodiversity Action Plan as being the most threatened, requiring conservation action. The UK Biodiversity Action Plan has now been superseded but this priority status remains under the Natural Environment & Rural Communities Act 2006. (NERC) Sect 40 “Duty to conserve and enhance biodiversity” and Sect 41 – “List of habitats and species of principle importance in England”.	N	National Grid acknowledges your comment and the status of lowland mixed deciduous woodland as a BAP habitat. Priority habitats including Fristonmoor Covert are considered within **Application Document 6.10 Arboricultural Impact Assessment**.

Table 1.12 GTC Pipelines Ltd

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Design	I can confirm that neither landfall areas, in Suffolk nor Kent, are affecting any existing GTC assets and utility networks. Therefore GTC has no objections to the works.	N	National Grid acknowledges the feedback.

Table 1.13 Harwich Haven Harbour Authority

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Legislation and policy inc. permits, consultation	As the Statutory Harbour Authority and Trust Port, HHA has statutory duties to conserve, protect, regulate, maintain and improve the Haven (see extract 1 below – defined at article 2(1) of our 2000 Order). This includes providing safety of navigation to vessels using the waters within our 150 square mile jurisdiction area (see extract 2 below for our full duties from the 1974 Act). Our jurisdiction covers a 12-mile approach to Harwich Harbour, the River Stour, and parts of the River Orwell. We are responsible for the conservancy of the main navigation channel into the Haven, which requires an ongoing maintenance dredging programme to maintain the depth required to accommodate the very largest and deepest container vessels in operation. We operate a 24/7, 365 day a year service to provide pilotage services to five port operators in the Haven, Port of Felixstowe, Navyard, Harwich International Port, Port of Mistley and the Port of Ipswich. The continuous, and uninterrupted flow, of vessels into the Port of Felixstowe is critical to UK trade, with almost 40% of all containerised goods entering the UK via this gateway. **The largest trade gateway in the UK** In the early Autumn, 2023 we completed a £130m large-scale project to deepen the navigational approach channel into Harwich Harbour to 16.0m below chart datum. The purpose of the project is to accommodate the ever-growing breed of Megamax vessels in operation (400 metres with a draught of 17.3 metres) that call at the Haven ports. With a deeper navigational channel, and new deeper berths at the Port of Felixstowe, we envisage the combined value proposition will attract many more shipping lines to use the Port of Felixstowe and therefore vessels arriving and departing the Haven will increase. The worldwide maritime industry trend for less ship movements but larger vessels carrying equivalent tonnage looks set to continue and, in time, further channel deepening will be required to meet future requirements for UK shipping. The Haven trade gateway is critical to UK PLC and our pilotage services cannot be interrupted. Delayed or missed Megamax arrivals would cause significant cost implications to Harwich Haven Authority. The ports industry is highly competitive and dissatisfied shipping lines are highly likely to look for an alternative port, potentially in Europe, if they do not receive the service standards they require. **Harwich Haven Authority's Trust Port stakeholder values**	N	National Grid acknowledges the feedback.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			As a Trust Port we operate commercially but we do not have shareholders, which allows us to reinvest a percentage of our surplus profits back into the Haven for the benefit of stakeholders. We define a stakeholder as anyone that uses, or has an interest in, the Haven and/or our operations. Harwich Haven Authority acts as a custodian of the Haven, and we have a duty to conserve, protect, regulate, maintain and improve our area of jurisdiction. We understand that regulatory bodies such as Natural England and the Environment Agency will have been included within your consultation and urge that their comments are given due consideration to the extent that they relate to the legally protected and designated areas that exist within the Haven.		
		Coordination with other projects, shipping and navigation, DCO process	Our formal responses to your Further Consultation documentation are as follows: We request that no Restricted Ability to Manoeuvre (RAM) works conducted by the Sea Link project should run concurrently with RAM works already planned by the Five Estuaries and North Falls project developers in the Sunk area. It is our opinion that this would cause an unacceptable level of navigational risk. Therefore, we insist that the Sea Link project liaise with other planned project teams and ourselves to avoid this situation. This requirement for no RAM concurrent works, operations or activity must be written into the DCO.	N	This is addressed via ongoing stakeholder communications and the recommendation in the Navigational Risk Assessment (NRA) (**Application Document 6.3.4.7.A ES Appendix 4.7.A Navigational Risk Assessment**) for enhanced communication planning which is intended to support coordination and alignment of activities and requirements as the Proposed Project progresses. Coordination of operations within the Sunk will be conducted, to avoid concurrent Restricted Ability to Manoeuvre operations with other projects in the Sunk area where possible.
		Shipping and navigation, design	Exclusion zone(s) must not be put in place in the Sunk area or channel that would restrict 24/7/365 vessel access requirements or pilot boarding operations etc. Safety zone(s) will not be able to impede vessel traffic movements within the Sunk area or normal operations such as pilot boarding.	N	National Gird acknowledges this response. National Grid confirms that no exclusion zones would be sought for either installation or operation of the HVDC cable system. Rolling 500 m radius Recommended Restricted Zones (RRZs) promoting safe clearance distances will be in place around operation fleet vessels, to protect both operation fleet vessels (restricted in their ability to manoeuvre) and passing vessels from collision, as standard practice. This would not appear to impact the Pilot boarding station at the Sunk, as the Offshore Scheme is 2 km distant from the Sunk pilot station at all points along the Offshore Scheme Boundary. However, these will nonetheless be in force by a guard vessel at all times during the operation including whilst passing through the Sunk Traffic Separation Scheme. RRZs would be established with communication to stakeholders and advanced notice to all and in liaison with Harwich and Sunk Vessel Traffic Service. This is noted in **Application Document 6.3.4.7.A ES Appendix 4.7.A Navigational Risk Assessment**.
		Shipping and navigation, design, offshore route location	We suggest that no cable joints to be in locations in the Sunk area, due to extra work required in this busy shipping area, leading to increased navigational safety risk.	N	This suggestion has been factored into routeing, and noted in **Application Document 6.3.4.7.A ES Appendix 4.7.A Navigational Risk Assessment** as a mitigation.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			In the Sunk area, cable depth needs to consider that the world's largest vessels may anchor and dredge anchors in emergency scenario. The cable depth must take into account the draught of current and future vessels and future dredging. The DCO should provide for a maximum draught of 20m plus 10% UKC, as such minimum depth required 22m below chart datum. "		National Gird notes this scenario, and this is stated in **Application Document 6.3.4.7.A ES Appendix 4.7.A Navigational Risk Assessment**, which identifies that deep draught vessels are present, and considers the risk of anchoring in detail in the assessment process. Consideration of this issue is given in **Application Document 6.3.4.7.A ES Appendix 4.7.A Navigational Risk Assessment**. **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** should be referred to for specifications on burial depth for the Proposed Project.
		Shipping and navigation, design, offshore route location	Suggest that no project vessels with Restricted Ability to Manoeuvre (RAM) (cable laying, UXO clearance, survey etc) are to operate in the wider Sunk area when visibility below nautical 2 miles. We note the location of the red line development area for the cable route and that this area now passes to the north of both the Storm Buoy and the W1 buoy, and south of the charted Sunk deepwater anchorage. This is as per below image from the General Arrangement Plan – Changes to Order Limits Plan – Sheets 1 & 2 of 3 – Marine. We reiterate that moving the cable route (and/ or associated development) south of the Storm or W1 buoys would not be considered safely achievable and would add an unacceptable level of navigational risk (not ALARP).	N	This is included as an additional risk control measure in **Application Document 6.3.4.7.A ES Appendix 4.7.A Navigational Risk Assessment**. Restricted Ability to Manoeuvre operations in the Sunk area will be avoided where practicable in visibilities of below 2 nautical miles. Through discussion with Harwich Haven Harbour Authority, the route has been refined to a route north of the W1 buoy.
		Shipping and navigation, coordination with other projects, DCO process	There are several other DCO projects that are proposed within the vicinity of the Sea Link project and the Haven. The DCO should therefore reflect the need for works to be coordinated by and with HHA to ensure that there are no risks to navigational safety, particularly when considered along with other projects. We are open to discussing the different mechanisms to achieve this.	N	This is addressed via ongoing stakeholder communications and the recommendation for enhanced communication planning in **Application Document 6.3.4.7.A ES Appendix 4.7.A Navigational Risk Assessment**, which is intended to support coordination and alignment of activities and requirements as the Proposed Project progresses. Simultaneous operations with other offshore projects will be avoided where possible. Where simultaneous operations do occur, the Proposed Project will have project vessel management procedures and planned protocols to minimize disruption and potential risks.
		Consultation	We look forward to discussing these points with you in due course, as well as any additional ones that come out when we've seen the draft application documents.	N	National Grid acknowledges the feedback.

Table 1.14 Health and Safety Executive

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Consultation	I have reviewed the updated S42 notification, and the changes described within the documentation provided as “Project update and targeted consultation (July 2024)” (Sea Link Document library | National Grid Group). The changes can be summarised as some increases/decreases in site boundary, alteration to the cable and maintenance/construction routes and access points. There are also some infrastructure changes which don’t change footprint e.g. increase of the overall maximum height of the converter station, type of pylon. With respect to impact on previous advice: **Will the proposed development fall within any of HSE’s consultation distances?** Previously the proposed DCO application boundary was not within the consultation zones of any major accident hazard sites or major accident hazard pipelines. Changes in the boundary do not impact upon this conclusion (based on “Changes to Order Limits Plans”, Version A, July 2024 available in Sea Link Document library | National Grid Group). **Would Hazardous Substance Consent be needed?** The previous advice was that it was not clear that hazardous substance consent was required. There is no change to the PEIR, nor any mention of hazardous substances within the Project update and targeted consultation (July 2024) (Sea Link Document library | National Grid Group). No change in advice. **Consideration of Risk Assessments** There is no change to the PEIR and no risk assessment produced as part of the project update. No change in advice. In conclusion my response to this notification is that I have “no further comments to make”. **Explosives sites** No comment to make as the proposed development does not fall into any of the safeguarding zones of the nearby HSE Licensed explosives sites. **Electrical Safety** No comment from a planning perspective. During this time, please send any further communication on this project directly to the HSE’s designated email account for NSIP applications at [redacted] . We are currently unable to accept hard copies, as our offices have limited access.	N	National Grid acknowledges the feedback.

Table 1.15 Historic England

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Consultation	Thank you for your letter of the 8th July 2024 inviting comments on the further documentation - Preliminary Environmental Information. This is an addendum to the Preliminary Environmental Information Report (PEIR) and as such this letter of advice should be read in conjunction with our main PIER letter dated 19th December 2023. **Introduction** Historic England is the Government's lead advisor on the historic environment, and we are a non-departmental public body sponsored by, and reporting to the Secretary of State for Culture, Media and Sport. In addition to our responsibilities within the terrestrial landscape, Historic England has responsibility for maritime archaeology in the English area of the UK Territorial Sea. Our primary concern is the identification of known designated and non-designated heritage assets, assessments of their significance, the impacts of the development on that significance and then the scope for mitigation. We are also concerned with the approach to the identification of unknown assets heritage assets. As set out in the letter of Dec 2023 Historic England have been engaged in pre application discussions with the Sea Link Project development team with regards to the preparation of an Environmental Impact Assessment (EIA). The project proposals as set out in the PEIR documents is for reinforcement of the electricity network between Suffolk and Kent via a new, primarily offshore, 2 gigawatt high voltage direct current link.	N	National Grid acknowledges this feedback. Regard has been given to the points raised in this feedback below.
		Cultural heritage	**Historic England Advice** **Previous Advice on PIER** This letter should be read alongside our main letter of advice in relation to the PEI Report dated 19th December 2023. In that letter we set out advice in relation to a number of key areas: • Identifying and assessing significance of the Historic Environment • Built Heritage • Buried Archaeological Remains • Cultural Heritage Assessment	N	Archaeological evaluation trenches have been undertaken to inform the assessment. While the data from the first phase have been included in the assessment, trenching undertaken as Phase 2 will be submitted as a supplementary document. The Phase 1 data has been used to inform the design. Further details are set out in **Application Document 6.3.2.3.F ES Appendix 2.3.F Phase 1 Archaeological Trial Trenching Report (Draft)**. This has included revising the compound locations to avoid physical impacts on some of the most complex areas of archaeology. The geo-archaeological assessment of Minster Marshes has been undertaken and the information has been used to inform the assessment, as well as the mitigation strategy. This will be agreed with heritage stakeholders.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			Supplementary Consultation We are aware the scheme has undergone multiple alterations. Changes to all elements of the scheme mainly concern increase of the overall maximum height of the Minster Converter Station, refinement of the cable routes, changes to construction and maintenance access routes, compounds, and temporary overhead line diversions. The revised scheme also includes additional areas for environmental mitigation and enhancement. The changes to the scheme have resulted in reductions and also some increases to the size of the draft Order Limits. A number of areas has been removed from the scheme. Additional Preliminary Environmental Information document stated that reduction in the area of the draft Order Limits has been informed by feedback received by project team and technical and certain environmental assessments. We understand that to date the archaeological surveys have been limited to review of aerial photographs and geophysical survey. We welcome commitment to undertaking evaluation trenching. However, we must highlight that as the archaeological surveys are still ongoing, the heritage baseline information is not available at this point. Therefore, comprehensive assessment of the level of harm to the historic environment, which should inform decision making, is not possible yet.		
		Cultural heritage	The reduction of the draft Order Limits for cable corridors reduces the flexibility of the scheme to avoid the significant buried archaeological remains which might be identified in course of further intrusive archaeological surveys. We are concerned that changes are being made without a full understanding of the significance and impacts on non-designated heritage assets with archaeological interest. We recommend that results of archaeological assessments inform future changes to the scheme. Regarding areas added to the scheme the potential archaeological impacts would be the same as these identified in our original PEIR advice. The evaluation approaches that were recommended should still be applied to these areas to understand the significance of the buried remains and the magnitude of the potential impacts. It is important to ensure that sufficient information is available in relation to the significance of historic environment to enable appropriate decision making. We have provided specific advice related to Suffolk, Kent and Offshore elements of the project following the order in which	Y	National Grid acknowledges the feedback. The results of the evaluation trenching have been used to inform the final design, and this has resulted in the construction compound west of the A256 being moved to avoid physical impacts, as well as other design changes to avoid sensitive archaeological deposits/features. Further details on the evaluation trenching are set out in **Application Document 6.3.2.3.F ES Appendix 2.3.F Phase 1 Archaeological Trial Trenching Report (Draft)**. Other works to inform the assessment have included a geo-archaeological assessment of Minster Marshes which has examined the potential for impacts to deep sensitive deposits.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			the information is supplied in the Additional Preliminary Environmental Information document.		
		Cultural heritage	**Suffolk Onshore Scheme** Additional PEI document stated in paragraphs 1.7.6-1.7.8 that increased scale of the bridge across the River Fromus could represent new significant effect, not identified previously during PEIR consultation. We agree with this conclusion and recommend that the visual assessment, including visualisations from heritage specific viewpoints, is undertaken to inform the assessment. The paragraph 1.7.36 states that as a result of reductions of the draft Order Limits area the physical impact on heritage assets would be also reduced. The excluded areas include parts of known archaeological site at Gorse Hill, newly identified archaeological site east of Saxmundham, and various other areas along the cable route. The reduction of impact on non-designated heritage assets with archaeological interest is welcome. However, comprehensive baseline archaeological information, informed by results of intrusive surveys, is not available at this point. We must stress that without this information proper assessment of the significance of the assets and magnitude of likely impacts is not possible. The reduction of the draft Order Limits for cable corridors at this stage also reduces the flexibility of the scheme to avoid the significant buried archaeological remains which might be identified in course of further intrusive archaeological surveys. We are concerned that changes are being made without full understanding of the significance and impacts on non-designated heritage assets with archaeological interest. We recommend that the results of the archaeological surveys inform further changes to the project and we would welcome further engagement on this issue.	N	National Grid has maintained ongoing dialogue with Historic England throughout the pre-application process and will continue to do so, with regard to the matters of concern raised in this feedback. Visualisations have been agreed with stakeholders, however, issues encountered with site access has resulted in only summer photography being used for the assessment (see **Application Document 6.4.2.1 Landscape and Visual**). It is proposed that winter photography will be captured in the winter of 2025 with the subsequent visualisations submitted as a supplementary document. The summer visualisations are provided in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**, while the winter visualisations will form part of a supplementary submission. The detailed baseline has now been produced and is based on previously recorded assets as well as geophysical survey, a review of aerial photographs and LiDAR data and evaluation trenching. This data was also used to undertake the assessment of impacts as well as the development of the mitigation strategy. Further details are set out in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**, **Application Document 6.3.2.3.D ES Appendix 2.3.D Geophysical Survey Report**, **Application Document 6.3.2.3.E ES Appendix 2.3.E Aerial Photography and LiDAR Report**, and **Application Document 6.3.2.3.F ES Appendix 2.3.F Archaeological Trail Trenching Report (Draft)**.
		Cultural heritage, onshore mitigation	Paragraph 1.7.42 described proposed impacts on land north of the A1094 which was added to the draft Order Limits. We note that other areas have also been added, most notably in the floodplain of the river Fromus and to the north of Friston. We understand that most of these areas are required for environmental mitigation and improvement measures. We recommend that archaeological surveys and assessment, as described in our previous PEIR advice, are applied to all newly added areas, as necessary. Due to the paleoenvironmental potential, the area of the floodplain might	N	Archaeological evaluation trenches have been undertaken to inform the assessment. While the data from the first phase have been included in the assessment, trenching undertaken as Phase 2 will be submitted as a supplementary document. Further details are set out in **Application Document 6.3.2.3.F ES Appendix 2.3.F Phase 1 Archaeological Trial Trenching Report (Draft)**. A review of Ground Investigation works undertaken as part of the engineering works have been reviewed and they did not identify any clear evidence organic deposits in the Fromus area. However, a more detailed geo-archaeological phase of works may be included in the

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			require additional geoarchaeological assessment to fully understand the significance of any remains. We also recommend that all impacts of environmental mitigation and improvement measures should be properly assessed and understood to enable decision making on their location and any required archaeological mitigation measures. We welcome commitment to supplying this information within Environmental Statement.		mitigation strategy if deemed necessary by the Suffolk County Archaeologist.
		Cultural heritage, landscape and visual	**Kent Onshore Scheme** Additional PEI document stated in paragraph 1.8.7 that due to planned increase of ground levels the height of the converter station and substation would be increased by 2m. The document identified that this change has the potential to affect various landscape and visual receptors. We agree with this conclusion. However, as rendered visualisation of neither original nor changed proposal has been produced, we cannot advise if the changes are exponentially more harmful. We would like to stress, as already highlighted in our initial PEIR advice, the need for information and evidence to enable appropriate assessment of the likely impacts. The paragraph 1.8.34 states that as a result of design changes and reduced footprint of groundworks there would be reduced physical impact on heritage assets. However, it is not clear if any changes have been made in response to results of initial survey which already identified archaeologically sensitive areas. The rationale for changes to the draft Order Limits is not clear, therefore we cannot confirm or deny if the changes are more or less harmful to the non-designated heritage assets with archaeological interest.	N	**Application Document 6.3.3.1.C ES Appendix 3.1.C Landscape Designation and Landscape Character Assessment and Application Document 6.3.3.1.D ES Appendix 3.1.D Visual Amenity Baseline and Assessment** set out an assessment of landscape and visual effects for construction, operation and maintenance. The assessment considers the design set out within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. Further information is given accompanying the ES to understand such changes, including visualisations and an updated Zone of Theoretical Visibility Plan. Viewpoints relating to impacts on the setting of heritage assets have been agreed with stakeholders and are provided to support the assessment. Archaeological evaluation trenching has been undertaken to inform the assessment of potential physical impacts, and this has been used to inform the design with changes including the removal of the temporary compound to the west of the A256 in an area of Bronze Age burials. Other supporting works have included a geo-archaeological assessment with the data used to support the assessment of impacts on possible palaeoenvironmental remains in the area of the Converter Station and Friston Substation. The results of these works are synthesised in **Application Document 6.3.3.3.A ES Appendix 3.3.A Cultural Heritage Baseline Report**, with the full reports provided as appendices.
		Cultural heritage, onshore mitigation	The paragraph 1.8.37 stated that evaluation trenching is being undertaken, and this will provide additional information relating to the significance of the archaeological remains in the area around the Ebbsfleet Lane area to the west of the A256. We welcome this, however the document already identified that additional land take would result in greater loss of archaeological remains which are deemed to be of national importance. It concluded that the residual effect may be significant adverse. We are concerned that the changes to the project have been made without appropriate baseline information and a clear understanding of the archaeological impacts on what could be important non-designated remains. We recommend that the results of the archaeological surveys inform further changes to	Y	The results of the evaluation trenching have provided additional information relating to the character and date of the features on the Ebbsfleet Peninsula. This has resulted in revisions of the design and Order Limits and, as part of this, the temporary construction compound has been moved to avoid physical impacts. Details are contained in **Application Document 6.3.2.3.F ES Appendix 2.3.F Archaeological Trial Trenching Report (Draft)**.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			the project and would welcome further engagement on this issue. Impact of environmental mitigation and improvement measures, described in paragraph 1.8.41, would need to be properly assessed and understood to enable decision making on their location and any required mitigation measures.		
		Marine archaeology	**Offshore Scheme** Additional PEI document stated in paragraph 1.9.2 that the environmental effects of the offshore part of the project are likely to be very similar to those presented in the original PEIR. We are content the majority of the changes have already been presented to Historic England through our post-PEIR engagement with the project team, and the remaining changes do not represent largescale changes to the impacts from the marine component of the scheme. We note from Table 1.3 that additional surveys will be undertaken within the intertidal area of Pegwell Bay and Ramsgate International Hoverport. We welcome the inclusion of these surveys and look forward to hearing more in due course. We further understand from our previous engagement that these new areas have or will be subjected to further marine geophysical survey that will be assessed for marine archaeological receptors. We therefore look forward to further engagement as the project progresses, in order to discuss these proposed changes, and the findings of the archaeological assessments in greater depth. We encourage you to ensure that all of the marine heritage information is included within the ES documentation, to support application for a Development Consent Order.	N	Additional geophysical and geotechnical surveys have been undertaken within the new marine areas that form the updated Order Limits. An additional archaeological walkover survey has been undertaken up to the Mean High-Water mark and across the wider Order Limits at Pegwell Bay, Kent, which includes the intertidal area of the former Ramsgate International Hoverport. The archaeological assessment of the geophysical survey data along with the walkover survey results have been integrated into **Application Document 6.2.4.6 Part 4 Marine Chapter 6 Marine Archaeology** and accompanying **Application Document 6.3.4.6.A ES Appendix 4.6.A Marine Archaeological Technical Report** and **Application Document 7.5.5 Outline Offshore Overarching Written Scheme of Investigation (WSI)** that will be submitted as part of the DCO application. Due to a delay in the completion of the further geotechnical survey, the archaeological assessment will be formally submitted at Deadline 1, but will be provided to Historic England as soon as it is completed to be read in conjunction with the other DCO deliverables. This was confirmed in a meeting with Historic England in December 2024.
		Consultation, DCO process	**Summary** Thank you for sharing the Additional Preliminary Environmental Information and associated documents with Historic England. We have provided comments above both detailed and more generic in nature. Where appropriate we have also made recommendations to improve the final ES and DCO application and we also recommend further engagement with Historic England before the ES is finalised.	N	National Grid acknowledges the feedback.

Table 1.16 Joint Nature Conservation Committee

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Consultation	Sea Link Project, Further Consultation Thank you for your continued inclusion of JNCC in the consultation process of the Sea Link Project. The proposed operations have previously been reviewed by JNCC in earlier consultations (OIA-09260 Non-Statutory Consultation, dated 25 April 2023; OIA-09830 Statutory Consultation, dated 14 December 2023). The advice contained within this minute relates only to the documents provided as part of this further consultation round. Please ensure that you have reviewed our previous guidance for comments relating the original proposed work. General Comments JNCC is not the SNCB for marine operations within territorial waters and therefore we defer to Natural England (NE) on the general environmental impacts of this project. We are joint site managers with NE for the Outer Thames Estuary SPA and the Southern North Sea SAC so we reiterate our request to remain involved in the consultation process so that we may review the project in relation to these two MPAs..	N	National Grid acknowledges the feedback.
		Design, offshore route location	Marine Proposals JNCC note that the changes to the project proposal includes refinements to the cable route, the introduction of additional marine areas for construction vessel manoeuvring and changes to the approach for backfilling marine trenches. However, no further specific details on these changes are provided in the Project Update Documents. For example, we are unaware of where these additional marine areas for construction vessel manoeuvring are located. In the absence of specific details regarding the proposed changes, we refer the Operator to our previous advice on the original PIER (OIA-09830, dated 14 December 2023). If the Operator is making substantial changes to the project proposal that will result in increased environmental impact or impacts to different receptors, we request the specific details of these changes so that we may reassess them.	N	Full details of these changes are presented in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Offshore route location, ornithology, construction - general	Offshore Ornithology Comments During previous consultations, it was raised that we would require greater clarity on the number of vessels present during the construction phase, as each one would be additive in their disturbance effect on red-throated diver. We would like to reiterate this concern following the “introduction of additional marine areas for construction vessel manoeuvring” change to	N	The additional areas for manoeuvering are located at Pegwell Bay and are more than 10 km from the Outer Thames SPA. The remaining offshore route has been refined rather than expanded following design updates which can be found within National Grid’s Sea Link ‘Changes to Order Limits Plan Sheet 3 of 3 Marine’, drawing reference S42_M/IGA/PS/1013 (National Grid, 2024). There has been an overall

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			the marine proposal. The inclusion of additional marine areas and subsequent vessel traffic would likely exacerbate displacement effects on red-throated divers which, as noted in our previous advice, may not be considered “temporary and short-term”. We would like to understand where these additional marine areas are in relation to the Outer Thames Estuary SPA, so that we may judge whether this inclusion will impact features associated with this protected area.		reduction in the order limits within the Outer Thames Estuary (National Grid, 2024). Within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** Tables 4.11 and 4.12 present summaries of the equipment and vessels likely to be used in the landfall and marine cable installation. Final details will only be available after the marine contractor(s) has been appointed.

Table 1.17 Kent Fire & Rescue Service

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Design, consultation	**Applicable Plan Drawings:** **Minster Converter Station** • S42_K/TDD/SS/2002 Issue A-Typical Minster converter station layout plan sheet • S42_K/TDD/PS/2005 Issue A-Typical Minster converter station elevation drawing 1 of 2 • S42_K/TDD/PS/2005 Issue A-Typical Minster converter station elevation drawing 2 of 2 **GIS Substation** • S42_K/TDD/SS/2001 Issue A-Typical Minster 400kv GIS substation overall Layout 1 of 1 • S42_K/TDD/PS/2003 Issue A-Typical 400kV GIS substation elevation drawing 1 of 2 • S42_K/TDD/PS/2003 Issue A-Typical 400kV GIS substation elevation drawing 2 of 2 **Bellmouths, Compounds & Pylon Types** • S42_T/TDD/SS/3002 Issue A-Typical bellmouth arrangement details 1 of 1 • S42_T/TDD/SS/3004 Issue A-OHL and construction works construction compound • S42_T/TDD/SS/3005 Issue A-Typical converter and substation works construction compound • S42_T/TDD/SS/3006 Issue A-Typical OHL pylon detail **Landfall Installation – Pegwell Bay** • S42_T/TDD/SS/1039 Issue A-Indicative horizontal directional drill solution Pegwell Bay • S42_T/TDD/SS/1037 Issue A-Indicative layout of HDD construction compound Pegwell Bay • S42_T/TDD/SS/1040 Issue A-Indicavive direct pipe solution Pegwell Bay **Applicable Technical Information:** • Sea Link Community newsletter July 2024 • Sea Link General Arrangement Plans Version A, July 2024 • Desing Drawings Version A, October 2023	N	National Grid acknowledges these comments.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			• Further Design Drawings Version A, July 2024 • Sea Link Change to Order Limits Plans Version A July 2024 • Sea Link Project Update Document July 2024 • Sea Link Section 47 Notice • Sea Link Section 48 Notice The provided information shows the proposed project (Sea Link) which involves the reinforcement of the electricity transmission network between Suffolk and Kent, predominantly via an offshore 2-gigawatt (GW) high voltage direct current (HVDC) cable between Suffolk and Kent, onshore infrastructure including converter stations, substations, underground and overhead powerlines. Please be aware that the principles discussed within this pre-planning consultation should not be used as precedent for justification for future developments. Each electricity transmission network is unique and should be evaluated on its own merit.		
		Consultation	**Planning Decision** Kent Fire Rescue Service (KFRS) has no authority to approve or decline planning permission for electricity transmission network sites. This decision, in the majority of cases, lies with the Local Authority, or National Infrastructure Planning. KFRS will endeavour to provide consultation during this process, however there is no statutory requirement to do so. Information requested and received will be able to support our observations during planning process, but also provide a basis for design/build stage. For this reason, KFRS would encourage early engagement and continued dialogue throughout the planning stage, design & build and occupation process. Additional information is therefore requested at this stage. **Confidential Information** Information requested by KFRS will be used to both aid in the design process and influence the emergency response at an emergency incident. It is acknowledged that some specific details may be commercially sensitive, however we would request this information is provided in confidence at your early convenience via [redacted]	N	National Grid welcomes the opportunity to engage with the Kent Fire and Rescue Service and will seek to maintain dialogue in order to address matters of concern.
		Design, traffic and transport, consultation	**Additional Information Requested** The following information is requested to be provided to KFRS at your earliest convenience.	N	National Grid acknowledges these comments and will seek to engage with Kent Fire and Rescue Service in order to address the matters of concern.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			Site Access: • It is requested that two alternative access points be provided to the site to account for opposite wind conditions. • Roads/hard standing should be provided to allow access for fire service vehicles in all weather conditions with no extremes of gradient. The road base should be designed to a minimum of 12.5 tonne capacity for a pumping appliance and 14 tonnes for height vehicles. Structures such as bridges should have the full 17-tonne capacity. • Minimum widths of roads should be at least 3.7m between curbs and 3.1m between gateways. Please confirm adequate access for fire service vehicles throughout the site. • Dead ends should be avoided however where these are present and in excess of 20m appropriate turning facilities should be provided for fire service vehicles. • Reasonable provision should be made for access into and within buildings for firefighting personnel to both search and rescue people and fight fire. When in a position to do so please confirm access to buildings for firefighting personnel. 2.		
		Design, legislation and policy inc. permits	**Water supplies:** • It is a requirement that suitable water supplies be provided to the site to allow for firefighting operations in the event of an emergency. Please confirm water supplies. • I note two water tanks are shown on plan drawings for the Minster converter station, water tanks should be sited in a safe area to allow firefighting crews to utilise water supplies within a safe atmosphere. I would also recommend these be sited in separate locations to prevent smoke hindering firefighting operations giving regard to site geography and prevailing wind conditions. • Please confirm specification / details of fire service coupling to the fire water tanks. • Please confirm details of any onsite fire hydrants. Hydrants should be provided within 90 m of an entry point to buildings and not more than 90 m apart designed and installed in accordance with BS 9990, ideally, forming part of a ring main system.	N	National Grid is in discussions with the utility providers on supply availability and connection, therefore, details on the supplies for the site are not yet available. National Grid are aware of limitations in the local water supply which is why water tanks for fire suppression are expected to be required. The location, type and coupling details for the water tanks will all be developed at detailed design and will be shared once available. The information supplied will include the fire strategy document.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			• Please note National guidance document on provision of water for firefighting, published by the Local Government Association and Water UK in January 2007 recommends adequate supply of water should be available for use by the Fire and Rescue Authority in case of fire. For any industrial type of development, the mains network on site should be at least 150 mm nominal diameter capable of delivering a minimum of 20 to 35 litres per second through any single hydrant on the development. • Please confirm details of any fixed fire suppression systems and how the proposed onsite water supplies may correlate to available water supplies for firefighting jets. • When available please provide a detailed fire strategy document together with plan drawings of proposed buildings and plan of the Kent onshore site.		
		Safety, onshore mitigation	**Specific Planning Observations** **Environment:** • Any potential environmental damage must be mitigated against in the event of an emergency response and be supported with a robust emergency response plan. The onus of environmental containment lies solely with the site operator/owner. • Please consider identification of any surrounding communities, sites, and infrastructure that may be impacted resulting from an operational incident. I would like to thank you for the continued engagement throughout the planning process which will help protect the lives and safety of the public and emergency responders.	N	National Grid acknowledges this response. Please refer to **Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan** which provides details relating to the incident procedure and response. It should be noted that in advance of construction, contractors will develop and implement an Incident Response Plan which will detail their response in the event of any incident on site. National Grid are committed to ensuring the health and safety of persons working on projects is maintained in accordance with the Construction (Design and Management) Regulations 2015 and the principles and philosophy behind them. The contractors will prepare a construction phase Safety Health and Environment (SHE) Plan prior to construction works commencing. A construction phase SHE Plan will be prepared by the contractors for each element of the Proposed Project. This commitment is contained in **Application Document 7.5.3 Onshore Construction Environmental Management Plan** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).

Table 1.18 Marine Management Organisation

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Consultation, design	Thank you for your letter dated 09 July 2024, notifying the Marine Management Organisation (MMO) of National Grid Electricity Transmission plc's (NGET) further consultation request following updates to the project design. The MMO acknowledges that the project conducted a consultation on the PEIR in October 2023, with the MMO responding via email on 14 December 2023. Regarding works within the MMO's jurisdiction, it is understood that refinements to the marine HVDC cable route have reduced the offshore cable length by approximately eight kilometres (km). These adjustments allow NGET to avoid areas where sea aggregate is extracted, the Goodwin Sands marine protection area, migrating sands unsuitable for cable protection, and the Harwich deep water channel and SUNK pilot station. The MMO also notes changes to the approach for backfilling marine trenches. An additional PEIR has been produced, prompting further consultation. The MMO has reviewed the provided documents and notes no new impacts beyond those outlined in the original PEIR, with no new proposed works. A full assessment, carried out by the MMO and its advisors, of all impacts will occur upon receipt of the environmental statement.	N	National Grid acknowledges the feedback.
		Legislation and policy inc. permits	**The MMO’s role in Nationally Significant Infrastructure Projects** The MMO was established by the Marine and Coastal Access Act 2009 (the 2009 Act) to make a contribution to sustainable development in the marine area and to promote clean, healthy, safe, productive and biologically diverse oceans and seas. The responsibilities of the MMO include the licensing of construction works, deposits and removals in English inshore and offshore waters and for Welsh and Northern Ireland offshore waters by way of a marine licence1. Inshore waters include any area which is submerged at mean high water spring (MHWS) tide. They also include the waters of every estuary, river or channel where the tide flows at MHWS tide. Waters in areas which are closed permanently or intermittently by a lock or other artificial means against the regular action of the tide are included, where seawater flows into or out from the area. In the case of Nationally Significant Infrastructure Projects (NSIPs), the 2008 Act enables Development Consent Order’s	N	National Grid acknowledges the feedback. National Grid maintains ongoing dialogue with the Marine Management Organisation regarding the DML for works associated with the Proposed Project.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			(DCO) for projects which affect the marine environment to include provisions which deem marine licences2. As a prescribed consultee under the 2008 Act, the MMO advises developers during pre application on those aspects of a project that may have an impact on the marine area or those who use it. In addition to considering the impacts of any construction, deposit or removal within the marine area, this also includes assessing any risks to human health, other legitimate uses of the sea and any potential impacts on the marine environment from terrestrial works. Where a marine licence is deemed within a DCO, the MMO is the delivery body responsible for post-consent monitoring, variation, enforcement and revocation of provisions relating to the marine environment. As such, the MMO has a keen interest in ensuring that provisions drafted in a deemed marine licence (DML) enable the MMO to fulfil these obligations. Further information on licensable activities can be found on the MMO's website3. Further information on the interaction between the Planning Inspectorate and the MMO can be found in our joint advice note4. 1Under Part 4 of the 2009 Act 2Section 149A of the 2008 Act 3https://www.gov.uk/planning-development/marine-licences 4http://infrastructure.planningportal.gov.uk/wp-content/uploads/2013/04/Advice-note-11-v2.pdf		

Table 1.19 Maritime and Coastguard Agency

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Offshore route location, design, shipping and navigation	Thank you for your email dated 8th July 2024 inviting the Maritime and Coastguard Agency (MCA) to comment on the design changes proposed for the Sea Link project following the previous statutory consultation (between 24 October and 18 December 2023). The MCA has an interest in the works associated with the marine environment, and the potential impact on shipping, safe navigation, access to ports and harbours, and any impact on our search and rescue obligations. The MCA has considered the Additional Preliminary Information, the changes to the order limit plans, and considered the potential additional or different environmental effects of the amended proposals. We note the changes to the 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. An Environmental Statement (ES) will be prepared in accordance with the EIA Regulations and will accompany the application for development consent. The information states that the 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. The MCA welcomes the increased distance from the pilot station. We also note that the route still encroaches on at least one aggregate extraction area. The MCA would expect the Navigation Risk Assessment (NRA) to be updated to account for the proposed changes and the potential impact on the Sunk deep water anchorage area to be reassessed to account for the increased proximity. This should be addressed in the ES. We note 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. Again, the MCA would expect this to be reassessed in the NRA. 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	N	The Navigational Risk Assessment has been updated for the new Offshore Scheme route changes (**Application Document 6.3.4.7.A ES Appendix 4.7.A Navigational Risk Assessment**), and assess the changed risks, in particular in relation to the Sunk Pilot Station and Sunk Deep Water Anchorage Area. This has also been noted in **Application Document 6.2.4.7 Part 4 Marine Chapter 7 Shipping and Navigation**. The NRA states that cable burial depth and protection is of particular concern in Pegwell Bay with regards to reduction in under-keel clearance and subsequent effect on navigation. Communication plans will pay particular focus to operations within Pegwell Bay as this is a region of very shallow water and challenging navigation for vessels entering and exiting the River Stour and may also have a high presence of amateur or inexperienced recreational boaters. The NRA notes the risks of rock berm presence with regard to potential reduction in under-keel clearance.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			effects may however be different to those presented in the original PEIR and will be discussed in the ES. Again, this should be reassessed in the NRA.		
		Shipping and navigation, inter-project cumulative effects, legislation and policy	We note that there is a significant amount of traffic along the proposed route which may be impacted during construction. There is also the potential for simultaneous operations with Offshore Renewable Energy Installations, in particular the Five Estuaries and North Falls Offshore Windfarm export cables which will cross Sea Link within the SUNK precautionary area. There are also likely to be works undertaken offshore in relation to Sizewell C. Therefore, a Marine Traffic Management/Navigation Installation Plan will be required on this occasion. Careful management of traffic will be essential while cable laying or trenching operations are in progress, particularly around the W1 buoy towards Sunk Centre as these will affect Pilot boarding operations in the area. The NRA will need to be updated to account for these changes and further consultation must be carried out with interested parties. Due to the proximity to SUNK routeing measures and other navigational features including pilot boarding stations within the Thames estuary we would recommend the applicant to continue engaging with the relevant port authorities within the Thames estuary and capture their feedback within the NRA. The MCA comments detailed at PEIR stage will also need to be addressed in particular with regards to cable burial and any required cable protection measures. Depths throughout the area would need careful management to ensure the safety of navigation is maintained. The NRA should consider and assess the future case traffic including a realistic possibility of deeper vessels calling at the ports within the Thames Estuary, and whether the cable can hinder any such development. We would finally like to remind the applicant of the need to comply with all maritime safety legislation, in particular the COLREGs.	N	The formation of a Communications Protocol and Plan/Navigation Installation Plan (or similar document) is a key recommendation of the NRA (**Application Document 6.3.4.7.A ES Appendix 4.7.A Navigational Risk Assessment**). The NRA also states that simultaneous operations with other offshore projects will be avoided where possible. Where simultaneous operations do occur, the Project will have project vessel management procedures and planned protocols to minimize disruption and potential risks. Communication plans will be established with clear protocols to ensure effective communication and coordination between all relevant shipping and navigation stakeholders, including SHAs (Statutory Harbour Authorities), Competent Harbour Authorities (CHAs, Vessel Traffic Services (VTS), and Traffic Separation Scheme (TSS) operators. This will maintain ongoing awareness and coordination of Offshore Scheme installation fleet activities and awareness of their locations during construction, among all relevant parties. Special attention will be given to the routeing of the installation operation through the Sunk TSS and when in proximity to the Sunk Deep Water anchorage area and the Sunk pilot station, as well as when routeing in proximity to the Tongue anchorages and pilot station. Communication plans will include key stakeholders such as Harwich Haven and Sandwich Port and Haven authorities, in particular on the topic of any expected change in under-keel clearance or anticipated introduction of seabed hazards. Relevant regulatory and planning policy to shipping and navigation has been established within **Application Document 6.2.4.7 Part 4 Marine Chapter 7 Shipping and Navigation**. Compliance with such maritime safety legislation is noted as mitigation measures.

Table 1.20 Ministry of Defence

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Onshore route location, offshore route location, consultation	Thank you for consulting The Ministry of Defence (MOD) regarding the Further Consultation for the Proposed Sea Link Project which is a 2 gigawatt high voltage direct current cable between Suffolk and Kent. My apologies for the time it has taken to formulate this response. The onshore elements show landfalls in Suffolk and Kent and describe onshore infrastructure including converter stations, substations and new underground and overhead electricity lines. At this stage of the project, there is a lack of specific detail for the onshore infrastructure, however location information suggests these are likely to be outside any MOD statutory safeguarded areas. As such the MOD has no concerns in principle to the proposed onshore elements of the project. The MOD requests that it is consulted at future stages of this project in order to carry out safeguarding assessments. With respect to the offshore elements, the route appears to indicate that it crosses an area that contains a of complex of FOST Exercise Areas. These include X5119, Kentish Knock; X5117, Outer Gabbard; X5118, Gunfleet, X5122 and X5123. The location information provided at this stage appears to show the route passing very close to X5122 & X5119, however it has been assessed that the route will have minimal impact on any of these exercise areas. Depending on the final route, any cable installation development scheme would need to take the ongoing use of the areas for defence purposes into account. Please note, there are other defence interests in the locality relating to navigational interests and installations that are not defined in the public domain. The MOD has assessed these based on the location information provided and found that the proposed route will not affect these interests. In summary, at this stage the MOD has no concerns in principle to this proposed project, however, the MOD requests to be included in any consultation at future stages.	N	National Grid acknowledges the feedback. As a prescribed consultee, the MOD will be informed of further progress of the Proposed Project. Five military practice areas, specifically Navy Practice and Exercise Areas (PEXAs) for surface fleet, have been identified in the Study Area; Outer Gabbard, Gunfleet, Kentish Knock, X5122 and X5123. Only one of these zones (Kentish Knock) intersects the Offshore Scheme, covering an area of approximately 0.4 km^2. A historical munitions disposal site (East Swin) has also been identified as present in the Study Area. This site is a disused designated explosives dumping ground located in the eastern part of the Gunfleet (X5118) PEXA and over 5 km from the Offshore Scheme boundary. As outlined in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**, the unexploded ordnance (UXO) risk was assessed as High and Medium risk throughout the Offshore Scheme. **Application Document 6.2.4.9 Part 4 Marine Chapter 9 Other Sea Users** concludes that no significant impacts have been identified for other sea users, no significant residual impacts have been identified as a result of the Offshore Scheme. This includes military activities. Refer to **Application Document 6.2.4.9 Part 4 Marine Chapter 9 Other Sea Users** for further details.

Table 1.21 National Highways

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Traffic and transport, legislation and policy inc. permits	As you may be aware Highways England is a strategic highway company under the provisions of the infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). As such we have responsibilities for managing the SRN in accordance of our licence and in general conformity with the requirements of the Highways Act 1980 and to satisfy the reasonable requirements of road safety. In respect of this proposal, the nearest trunk road is the A12 (Suffolk) A2 (Kent) We consider the impact on our network will be during the construction phases of the development we have yet to see any transport assessment work quantifying what that might be and we would welcome discussions on that sooner rather than latter we suspect the impact will not be significant but have no evidence this is the case yet	N	**Application Document 6.3.3.7.A ES Appendix 3.7.A Transport Assessment Note** has been prepared following consultation with National Highways regarding any potential for effects on the Strategic Road Network during construction. The review demonstrates that there are unlikely to be any effects requiring detailed assessment or mitigation.

Table 1.22 NATS En-Route Safeguarding

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Onshore route location	NATS operates no infrastructure within 10km of the proposal and accordingly has no comments to make on the proposed changes to the application. We do note however, that there is part of the Draft Order Limit that is within 2km of Manston airport. While we are unsure of the exact nature of the planned infrastructure, we understand there is an element of overhead transmission line planned across the River Stour. This location is within 4km of the High Resolution Direction Finding equipment located at Manston Airport. While this equipment is owned and operated by the MOD, NATS does have a vested interest in its safeguarding; accordingly we are copying the Defence Infrastructure team to ensure they have visibility of the application and have the opportunity to comment.	N	National Grid acknowledges this feedback. While overhead lines are proposed in Kent, National Grid has also consulted the MOD who, in their consultation responses, have not raised any concerns about potential interaction with Manston Airport.

Table 1.23 Natural England

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Terrestrial ecology, legislation and policy inc. permits	Natural England has previously commented on this proposal, and our previous advice applies equally to this amendment. The proposed amendments to the original application are unlikely to have significantly different impacts on the natural environment than the original proposal. Should the proposal be amended in a way which significantly affects its impact on the natural environment then, in accordance with Section 4 of the Natural Environment and Rural Communities Act 2006, Natural England should be consulted again.	N	National Grid acknowledges the feedback.

Table 1.24 Network Rail

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Land rights and CPO	I write in respect of the above consultations under Sections 42, 44, 47 and 48 of the Planning Act 2008 (as amended) concerning National Grid's proposed Sea Link Project, which comprises construction of a new converter station within 5km of the proposed Friston substation, to be connected via High Voltage Alternating Current (HVAC) underground cables between the new converter station and the proposed Friston substation. It is considered that the connection will continue via High Voltage Direct Current (HVDC) underground cables from the new converter station to the coast and will join the new offshore HVDC cable at Suffolk Coast. The new HVDC offshore cable will be approximately 130km long and will link with Kent Coast at Pegwell Bay. The connection of the offshore HVDC will then be made with the new proposed converter station within 5km of the existing Richborough Substation and then there will be an approximate 1km HVAC connection made directly onto the overhead line. Having considered all details of the above consultations, I can confirm that Network Rail wishes to make the following comments: Network Rail is a statutory undertaker responsible for maintaining and operating the railway infrastructure as well as all its associated assets and estates. Network Rail owns, operates, maintains, and develops the main rail network. Since Network Rail aims to protect and enhance the railway infrastructure, any proposed development from a third-party developer that is near the railway line or could potentially affect Network Rail's specific assets and/or land interests, will need to be carefully considered.	N	National Grid acknowledges this feedback.
		Consultation, coordination with other projects	**Impact on Infrastructure** National Grid's proposal would involve a significant number of interactions with Network Rail's operational railway. It is strongly advised that National Grid take all potential areas of concern to Network Rail into account in their documentation for consideration at planning. Therefore, it is imperative that Network Rail's Asset Protection teams in both the eastern and southern regions, be consulted directly by National Grid, to ensure that risks to the railway infrastructure are safely managed, due to all construction activities associated with the proposed development.	N	National Grid acknowledges these comments and will seek to maintain an ongoing dialogue with Network Rail regarding asset interfaces and discussion around the agreement of protective provisions to provide assurances for both parties.
		Land rights and CPO, legislation and policy inc. permits	**Investigation and Mitigation** Network Rail would have an interest in understanding the full impact of National Grid's proposed development on all of	N	National Grid acknowledges these comments and will seek to maintain an ongoing dialogue with Network Rail regarding asset interfaces and discussion around the agreement of protective provisions to provide assurances for both parties.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			Network Rail's infrastructure in the vicinity. This further understanding should identify improvements and/or mitigations required to facilitate National Grid's proposed development; as such, these will need to be funded by National Grid to ensure the safe and efficient running of the operational railway. You should be aware from our previous response dated 19/12/2023 that because of the proposed works and their interface with the operational railway, an Asset Protection Agreement/Structures Agreement with Network Rail will be required before proceeding with any design or construction work alongside, above or below Network Rail's Infrastructure. Therefore, we request that National Grid continues to engage with Network Rail's Asset Protection Anglia team ([redacted] and its Asset Protection London South East team ([redacted] Network Rail have their own standard protective provisions, which must be included on the face of the DCO as a minimum. To request a copy of these protective provisions and discuss any other agreements that will need to be entered into with Network Rail, it is recommended that for the Eastern Region, National Grid contact both Natasha Manning and Tony Ridley through each of their respective emails: [redacted] and [redacted] Alternatively, it is recommended that for the Southern Region, National Grid contact both Damian Hajnus and Stephen Sprei through each of their respective emails: [redacted] and [redacted] Several legal and commercial agreements might also need to be entered into, for example, method statements, connection agreements, property agreements as well as any other relevant legal and commercial agreements that are deemed necessary. Please note that this list is not exhaustive and will need to be reviewed once more details of the scheme are discussed between both parties. It should also be acknowledged that any easements required by National Grid would need to go through Network Rail's business and technical clearance processes as well as any other relevant rail industry processes. It must be mentioned that Network Rail reserves its position in relation to any further information received about National Grid's proposed DCO and/or its impacts. Please note that National Grid should be made aware of the likely possibility that they may be responsible for any charges		

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			and/or costs associated with Network Rail in relation to their proposed DCO. Thank you again for providing Network Rail with the opportunity to comment on these Sections 42, 44, 47 and 48 Consultations. I trust that the above comments have been made clear, however, if you do require any further information or have any other queries, please do not hesitate to contact me.		

Table 1.25 Openreach

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Design, consultation	Further to your recent alteration registration passed to our department to assess the impact upon the existing Openreach network, please see our response regarding possible diversionary works only 923340/KJ, we are unable to ascertain if any diversionary works are envisaged based upon the information provided at this stage. Once you have more detailed proposals you will need to submit these as separate alteration registrations for each affected location where the highway or land is being altered and will have an impact upon existing Openreach infrastructure. These would be the following: • Any kerb line alteration to existing Highways • Any new entrances or roads being created. • Any high load routes that may require Openreach overhead cables to be altered etc. • Any new compounds or change of land usage. • Erection of any pylons and change of earth potential to the surrounding area. I am unable to include any extracts from our ordnance survey records. Please read the requirements sections. Each new request needs to be sent to [redacted] I trust this clarifies the situation.	N	National Grid acknowledges these comments and will seek to maintain an ongoing dialogue with Openreach regarding asset interfaces and discussion around the agreement of protective provisions to provide assurances for both parties.
		Land rights and CPO	Thank you for your notification of the above project. Openreach apparatus exists in the area of the proposed works, and your attention is drawn to the attached guidance notes which state our requirements for protecting our network. Openreach apparatus is likely to be affected by the project and diversionary works are likely. We look forward to receiving your detailed plans for the project when available so that we may assess the affect of the project and provide budget costs for any anticipated alterations. Please see the link below for further details about altering the Openreach Network: Changing our existing network | Openreach **Special requirements when working in the vicinity of Openreach apparatus**	N	National Grid acknowledges this feedback. National Grid is engaging with statutory undertakers on an ongoing basis in order to identify and understand asset interfaces with the Proposed Project and requirements for providing necessary safeguards. The technical parameters and requirements outlined in these comments are acknowledged.

- Openreach apparatus means all boxes, cabinets, poles and plant and associated cabling or ducting owned by Openreach – a BT Group Company.
- Entry into all Openreach underground structures by unauthorised personnel is prohibited.
- Work affecting Openreach apparatus whether in the public highway or in private land is normally covered by legislation. The “highway” includes carriageway, verges, footpaths, etc. If your works are likely to affect our apparatus, please ensure you contact our Network Alterations team with your detailed plans, to check what alterations may be required, and an estimate of how much it will cost you.
- Before commencing work or moving heavy plant or equipment over the site you should confirm details of Openreach apparatus within or adjacent to your site, with a representative from our “Dial Before You Dig” service. They can be contacted Monday to Friday between 08:00 and 17:00 and can arrange free on site assistance prior to commencement of works.
- Apparatus maps are available on-line via our Maps-By- Email service. You will need a user ID and password to access the system.
- Where these maps show Openreach apparatus nearby, you must call our “Dial Before You Dig” service before you commence works or movement of plant or equipment onto the site, so any sub-surface apparatus can be located and marked-up. You must ensure that Openreach apparatus is adequately protected from damage and our representative must approve such protective measures.
- You must take particular care in the protection of optical fibre and/or co-axial cabling apparatus.
- You must make every effort to avoid disturbing Openreach apparatus as damage often occurs and is usually very costly to reinstate.
- When excavating, or backfilling around our apparatus, our “Dial Before You Dig” team must be given adequate notice so they can attend site during the works if they deem it necessary. The normal depth of cover for Openreach underground apparatus is 350mm in footways and 600mm in carriageways. This must be maintained, unless you agree alternative protection with our “Dial Before You Dig” representative or Network Alteration Engineers. Where the required depth of cover

cannot be maintained the apparatus may have to be diverted at your cost.

- All excavation adjacent to Openreach apparatus is to be carried out by hand until the extent and location of the apparatus is known. Mechanical borers and/or excavators must not be used within 1 metre (2 metres if it is a pole) without the agreement of an Openreach representative. To prevent any movement of our apparatus during excavation, full shuttering is to be used as directed by our “Dial Before You Dig” representative or our Network Alteration Engineers if the excavation is:
  - deeper than adjacent apparatus
  - within 1 metre of apparatus in stable soil
  - within 5 metres of apparatus in unstable soil
- You must advise our “Dial Before You Dig” representative, well in advance, if you intend using any of the methods in the following list, so that any special protective measures may be arranged:
  - pile driving within 10 metres of our apparatus
  - explosives within 20 metres of our apparatus
  - laser equipment within 10 metres of our apparatus
- Access to Openreach manhole and joint box chambers within the site must be kept clear and unobstructed. Access for vehicles, winches, cable drums and equipment is required by Openreach for the maintenance of our apparatus and must be maintained at all reasonable times.
- You should particularly note that footway type chambers are not suitable for carriageway loading and will need to be protected, or demolished and rebuilt. If our apparatus is likely to be placed at risk, either temporarily or permanently, because of the movement of plant and/or equipment on the site, you must contact our Network Alterations team.
- Where works necessitate a change in level of our frames and covers please contact our Network Alteration team to agree the contractual terms. If you wish to provide recessed frames and covers please ask for a copy of our LN 320 Specification.
- In the event of any damage to our apparatus you must immediately inform Openreach.

Table 1.26 Port of London

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Terrestrial ecology, design, habitat regulations screening	Thank you for your email received on 8 July 2024 regarding the further consultation for the proposed Sea Link project. The consultation material advises that “offshore, the changes include refinements to the cable route, additional marine areas for construction vessel manoeuvring, and changes to the approach for back-filling marine trenches” The PLA is generally supportive of any reduction in the Order Limits offshore as Order Limits should be the minimum necessary to deliver the scheme. The PLA remains concerned about the Order Limits where Sea Link would cross Gridlink. The relevant section from the “Changes to Order Limits Plans” is reproduced below: It is understood that the cable route was adjusted to allow the crossing to be slightly further east, in deeper water, to avoid a reduction in depth in the area of pilot boarding and landing at the NE Spit however the cable could still be buried on the western side, resulting in a crossing with Gridlink, where a minimum 12.5m depth could be compromised. As the PLA has previously explained the PLA needs to safeguard 12.5m in this area for southern access to the port. In order to look at this issue in more detail, it would be useful to have the shapefiles for the whole of the route, this would allow not only the location of the crossing with Gridlink to be interrogated further, but also the other projects that are being brought forward at the same time (Five Estuaries, North Falls, Neuconnect etc) could be looked at in greater detail. As the PLA has previously advised, parties need to work together wherever possible to minimise impacts and to maximise the potential for other projects to come forward in the future. The consultation documents also advise: “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 PLA would expect further details to be provided about the proposed use of rock as trench backfill, including the safeguards that will be in place to ensure that all	N	National Grid has provided the respondent with the GIS shapefiles requested, outlining the Proposed Project Order Limits and proposed route. As indicated in **Application Document 7.10 Coordination Document**, National Grid is engaging with other developers, including with Gridlink during the pre-application stages of project development, with the purpose of sharing information and discussing ways to minimise the significance of effect associated with the planned crossing and safeguarding water depth in this area for southern access to the port. The formation of a Communications Protocol and Plan/Navigation Installation Plan (or similar document) is a key recommendation of the Navigational Risk Assessment (**Application Document 6.3.4.7.A ES Appendix 4.7.A Navigational Risk Assessment**). The NRA also states that simultaneous operations with other offshore projects will be avoided where possible. Where simultaneous operations do occur, the Proposed Project will have project vessel management procedures and planned protocols to minimize disruption and potential risks. Communication plans will be established with clear protocols to ensure effective communication and coordination between all relevant shipping and navigation stakeholders, including SHAs (Statutory Harbour Authorities), Competent Harbour Authorities (CHAs, Vessel Traffic Services (VTS), and Traffic Separation Scheme (TSS) operators. Communication plans will include key stakeholders such as Harwich Haven and Sandwich Port and Haven authorities, in particular on the topic of any expected change in under-keel clearance or anticipated introduction of seabed hazards. Interactions between the Proposed Project and other offshore projects with regards to shipping and navigation, including expected cable crossings, are assessed within **Application Document 6.2.4.11 Part 4 Marine Chapter 11 Offshore Inter-Project Cumulative Effects**. National Grid will maintaining ongoing dialogue with PLA regarding any further matters of concern. For all areas of trench in-fill, the installed rock will not exceed the Original Seabed Level. Rock installation equipment will be performed as far as practicable as a precision installation method through an ROV operated fall-pipe with the aim of enabling construction without excessive misplaced material. Details will be confirmed when a contractor is appointed, however, National Grid will maintain ongoing dialogue with the PLA on this and other matters.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			the fill is placed within the trench and that none ends up being placed/left on top of the surrounding seabed. Given the PLA's experience with other projects, it is recommended that all the relevant environmental information (including any HRA information specifically) is provided upfront. The PLA would reiterate its comment from December 2023 and strongly urge the applicant to continue to engage with the PLA, including when further surveys have been completed, before the route is finalised. Finally, I would be grateful if you could update the contact details that you hold for the PLA. Any paper copies of consultation letters etc should be sent to our main office (Port of London Authority, London River House, Royal Pier Road, Gravesend, Kent, DA12 2BG) addressed to myself and not to our operational base at Denton Wharf. I am also happy to receive correspondence by email if that is easier.		

Table 1.27 Royal Mail Group

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Legislation and policy inc. permits, traffic and transport	**Introduction** Royal Mail and its consultants BNP Paribas Real Estate have reviewed the further consultation material for the above project and wish to submit this response as part of the Project update and targeted consultation (July 2024) to follow up the initial section 42 consultation response submitted by Royal Mail in December 2023. **Royal Mail – relevant information** Under section 35 of the Postal Services Act 2011, Royal Mail has been designated by Ofcom as a provider of the Universal Postal Service. Royal Mail is the only such provider in the United Kingdom. The Act provides that Ofcom's primary regulatory duty is to secure the provision of the Universal Postal Service. Ofcom discharges this duty by imposing regulatory conditions on Royal Mail, requiring it to provide the Universal Postal Service. Royal Mail is under some of the highest specification performance obligations for quality of service in Europe. Its performance of the Universal Service Provider obligations is in the public interest and this should not be affected detrimentally by any statutorily authorised project. Royal Mail's postal sorting and delivery operations rely heavily on road communications. Royal Mail's ability to provide efficient mail collection, sorting and delivery to the public is sensitive to changes in the capacity of the highway network. Royal Mail is a major road user nationally. Disruption to the highway network and traffic delays can have direct consequences on Royal Mail's operations, its ability to meet the Universal Service Obligation and comply with the regulatory regime for postal services thereby presenting a significant risk to Royal Mail's business.	N	National Grid acknowledges the feedback. In Suffolk, the potential impact of the Proposed Project on the local road network is assessed in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. The assessment demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network. Impacts associated with the operational and maintenance phase were scoped out of the assessment on the basis that the vehicle movements associated with this phase will be infrequent and low. In Kent, National Grid has undertaken a complete and full assessment of traffic routes for construction. Details are contained in **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**. The assessment demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network.
		Traffic and transport, design	**Royal Mail position at August 2024** Royal Mail and its advisor BNP Paribas Real Estate have reviewed the Project update and targeted consultation documents as provided on the Sea Link website. Reference the lists and indicative plans below, Royal Mail has 8 operational properties within approximately c.10 km of the proposed DCO boundary: **Suffolk:**	N	National Grid acknowledges the feedback.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			• BE 1627 Leiston Delivery Office, 14 Sizewell Road, Leiston, IP16 4AA (c. 0.5km) • BE 1632 Saxmundham DO/RET/PAR, 48 High Street, Saxmundham, IP17 1AA (c. 0.5km) • BE 2117 Wickham Market PAR, 36 High Street, Wickham Market, IP13 0QS (c. 10km)		
		Traffic and transport, design	**Kent:** • BE 1430 Sandwich DO, 34 King Street, Sandwich, CT13 9AA (c. 1km) • BE 1426 Ramsgate DO, 42 Wilfred Road, Ramsgate, CT11 7RA (c. 3.7km) • BE 1407 Broadstairs DO, 20 The Broadway, Broadstairs, CT10 2AA (c. 5.7km) • BE 4154 Broadstairs PAR, St Peters Park Road, Broadstairs, CT10 2BQ (c. 5.7km) • BE 1424 Margate DO, 12-18 Addington Road, Margate CT9 1NQ (c. 7km)	N	National Grid acknowledges the feedback.
		Inter-project cumulative effects, traffic and transport	**There are other DCOs neighbouring both the Suffolk and Kent onshore elements.** The relevant DCOs in the Suffolk area are: • The Sizewell C Project • East Anglia Two Offshore Wind Farm • LionLink Multi-Purpose Interconnector • Nautilus Interconnector • The relevant DCOs in the Kent area are: • Manston Airport Every day, in exercising its statutory duties Royal Mail vehicles use all of the main roads that may potentially be affected by the construction of Sea Link. Any periods of road disruption / closure, night or day, on or to the roads immediately connected to the scheme or the surrounding highway network will have the potential to impact operations and may consequently disrupt Royal Mail's ability to meet its Universal Obligation service delivery targets. Royal Mail's performance of the Universal Service Provider obligations is in the public interest and should not be affected detrimentally by any statutorily authorised project. Accordingly, Royal Mail seeks to take all reasonable steps to protect its	N	National Grid acknowledges the feedback and as mentioned above, in Suffolk, the potential impact of the Proposed Project on the local road network is assessed in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. The assessment demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network. Impacts associated with the operational and maintenance phase were scoped out of the assessment on the basis that the vehicle movements associated with this phase will be infrequent and low. In Kent, National Grid has undertaken a complete and full assessment of traffic routes for construction. Details are contained in **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**. The assessment demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network. The assessment of inter-cumulative effects considers combined impacts of other proposed developments alongside the Proposed Project. This assessment is contained in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** and **Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects** where further details are provided.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			assets and operational interests from any potentially adverse impacts of proposed development. Royal Mail does not wish to stop or delay Sea Link from being consented and constructed. However, Royal Mail does wish to ensure the protection of its future ability to provide an efficient mail sorting and delivering service to the public from and to the above identified operational facilities in accordance with its statutory obligations.		
		Traffic and transport, construction – general, inter-project cumulative effects	Royal Mail is of the view that the construction phase of this infrastructure proposal has potential to impact on its operational interests. In order to protect Royal Mail's position, it is requested that wording is added to the Suffolk and Kent scheme Construction Traffic Management Plans (CTMPs) to secure the following mitigations: • the CTMPs should include specific requirements that during the construction phase Royal Mail is notified by National Grid Energy Transmission or its contractors at least one month in advance on any proposed road closures / diversions / alternative access arrangements, hours of working; • where road closures / diversions are proposed, National Grid Energy Transmission or its contractors liaise with Royal Mail at least one month in advance to identify and make available alternative highway routes for operational use, where possible; and • cumulative highways impact from other major developments in the Suffolk and Kent onshore areas (including those identified above) is fully addressed by National Grid Energy Transmission. Royal Mail also wishes to reserve its position to submit representations to the future Public Examination, if required.	N	The request for mitigation measures specific to Royal Mail will be considered as part of the post-submission discussions with stakeholders. The relevant management plans in this regard are **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk and Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan - Kent**.

Table 1.28 Southern Water

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Land rights and CPO	**Protection of Southern Water Assets** SWS is the statutory sewerage undertaker for the area of the proposed development. SWS has apparatus and interests in land which is the subject of the proposed application. I enclose a spreadsheet listing the SWS's assets/easements in proximity to the proposed works, including approximate Grid references. You will need to obtain copies of SWS's records to ascertain the full extent of plant affected. Please note: This is sensitive data and should not be placed on the public record. The information and data contained on these drawings are copyright to SWS and are provided as a guide to the approximate position and details of the assets listed in the documents accompanying this letter. SWS accepts no responsibility in the event of inaccuracy. The actual positions and details will need to be determined on site in all cases. Appropriate protective provisions will be required to ensure the protection of SWS's assets and ensure that necessary provisions are in place to ensure that the apparatus can be maintained in perpetuity. Without such provisions the proposed application will have an unacceptable impact on SWS's assets. We look forward to hearing from you in due course, ideally to agree protective provisions in advance of the submission of your application for a Development Consent Order. Correspondence relating to this response should be sent to [redacted] at the above address. The information and data contained on these drawings or supplied by any other means are copyright to Southern Water Services Ltd. and are provided as a guide to the approximated position and details of Southern Water Assets as listed above, but Southern Water Services Ltd. accepts no responsibility in the event of inaccuracy. This information must be treated with caution and the actual positions and details should be determined on site, in all cases. Southern Water Services Ltd. records will not necessarily record the location or show information associated with private sewers which may have become public sewers under the transfer of private sewers. Any sewers shown coloured yellow on the plans may be public highway drainage, culverted watercourses or private sewers	N	National Grid acknowledges these comments and is maintaining ongoing dialogue with Southern Water regarding asset interfaces and discussion around the agreement of protective provisions to provide assurances for both parties.

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			and should be subject to Site Investigation to establish their ownership and function.		

Table 1.29 Suffolk & Essex Coast & Heaths AONB

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Consultation	**A note on nomenclature** Areas of Outstanding Natural Beauty, AONB, were rebranded as National Landscapes in November 2023, although the legal designation (and relevant policy), remains Area of Outstanding Natural Beauty. To reflect this change and the extension to the AONB in 2020, the Suffolk Coast & Heaths AONB Partnership has rebranded to the Suffolk & Essex Coast & Heaths National Landscape Partnership. The term National Landscape is used in this response refers to the legally designated Area of Outstanding Natural Beauty. **A note on this additional consultation response** This Suffolk & Essex Coast & Heaths National Landscape response is submitted by the staff team as it has not been possible to engage with the full Partnership in the timescales made available for the consultation. It draws on discussions with key members of the Partnership and information made available from the Project's website: https://www.nationalgrid.com/the-great-grid upgrade/sea-link including the Project update document (July 2024) and the interactive map. The staff team were disappointed that the interactive map did not appear to have layers containing the National Landscape boundary or other environmental constraints to enable easier assessment of impacts.	N	**Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment** sets out an assessment of landscape effects for construction, operation and maintenance on the Suffolk Coast and Heaths AONB. National Grid had confirmation from the Suffolk & Essex Coast & Heaths National Landscape Partnership that the National Landscape should be referred to as Suffolk Coast and Heaths AONB within the ES application documents. This is how the AONB has been referred to within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual, Application Document 6.3.2.1.B ES Appendix 2.1.B Landscape Baseline and Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment**. National Grid acknowledge the comments made about the interactive map. However, it is important to flag that the map only presents existing and proposed infrastructure, along with other nearby infrastructure project. National Grid's plans have been updated for the DCO application and can be found in **Application Document 2.14.1 Indicative General Arrangements Plans – Suffolk and 2.14.3 Application Document 2.14.3 Indicative General Arrangements Plans – Offshore**.
		Inter-project cumulative effects, coordination with other projects	This response should be read in conjunction with the Partnership's response to the statutory consultation (Oct to Dec 2023) dated 13 December 2023, that outlines the Partnership's position on the proposals. It is worth noting that in the December 2023 response The Partnership considered that the proposals need to be considered in combination with other energy projects in the area. This includes assessment of the in combination impacts on the National Landscape as well as seeking opportunities to co-ordinate with other projects to minimise negative impacts. It considered that there is a risk of public perception of the National Landscape being associated with major energy projects and not the AONB statutory purpose, to conserve and enhance natural beauty. The staff team understands that the changed proposals, where they impact the National Landscape, can be described as:	N	National Grid is coordinating with other developers of large scale infrastructure projects in Suffolk, noting that other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are contained in **Application Document 7.10 Coordination Document**. The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with the LionLink and Nautilus projects in Suffolk where it is feasible. The assessment of inter-cumulative effects with these other proposed developments is also considered in the ES within the **Application Document 6.2.13 Part 2 Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** and has assessed the potential for inter-project cumulative effects on National Landscapes.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			• Onshore, an alteration to the cable route north of Aldeburgh, various changes to construction and maintenance access routes, compounds, and additional land for environmental mitigation and enhancement. • Offshore, changes to the cable route, additional marine areas for construction vessel manoeuvring, and changes to the approach for backfilling marine trenches.		
		Legislation and policy inc. permits	**A note on policy** As outlined in the Partnership response of 2023, the staff team consider that the proposals should conform to all relevant local and national policies. Of note is the strengthening duty placed on statutory authorities, that National Grid as a statutory undertaker is, in section 245 of the Levelling Up and Regeneration Act (2023). This strengthened duty requires statutory authorities to 'seek to further the purpose' of AONBs (that purpose being to conserve and enhance natural beauty)' in their decision making. Although guidance has yet to be published, interim opinion suggests that this duty is an active one and that it is the staff team's understanding that National Grid is required to demonstrate how it is meeting this strengthened duty.	N	The duty to "*seek to further the purpose of conserving and enhancing the natural beauty*" of AONBs is addressed in **Application Document 7.1 Planning Statement**. This duty is reflected specifically in the Overarching National Policy Statement for Energy (NPS) EN-1, against which the Proposed Project is assessed. Paragraphs 5.10.7 and 5.10.8 of EN-1 remind applicants of "*the duty to seek to further the purposes of nationally designated landscapes*" and state that "*the Secretary of State should be satisfied that measures which seek to further the purposes of the designation are sufficient, appropriate and proportionate to the type and scale of the development*". **Application Document 7.1 Planning Statement** sets out in detail how the Proposed Project complies with the duty to seek to further the purposes nationally designated landscapes set out in paragraphs 5.10.7 and 5.10.8 of NPS EN-1, in line with Section 245 of the Levelling Up and Regeneration Act 2023.
		Coordination with other projects, onshore mitigation	**The revised proposals** Revised route through the National Landscape. While there may be some benefits to a reduced area within the 'red line' the staff team consider it necessary for the proposals to: • Consider or further consider opportunities for co-ordination with other projects that are connecting in this area to minimise the area of the National Landscape impacted. • Avoid areas of mitigation for other energy projects within the National Landscape.	N	National Grid is coordinating with other developers of large scale infrastructure projects, noting that other projects are outside the control of National Grid. National Grid has set out details of how the Proposed Project has coordinated with other projects as part of its DCO application. Further details are contained in **Application Document 7.10 Coordination Document**. The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with the LionLink and Nautilus projects in Suffolk where it is feasible. The assessment of inter-cumulative effects with these other proposed developments is also considered in the ES within **Application Document 6.2.13 Part 2 Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** and has assessed the potential for inter-project cumulative effects on National Landscapes. During the development of the Proposed Project, National Grid reviewed areas of land that had been set aside for mitigation for other energy projects (Sizewell C) within the National Landscape and designed the Proposed Project to avoid these. Details are contained in **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022)**.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
		Design, onshore route location	• Consider that where the draft order limits for the underground cable route have been reduced this could have a restriction on the ability of the scheme to micro site the cables avoiding areas of unknown value (for example unrecorded important wildlife or heritage interests that become apparent when more detailed alignment work is undertaken).	N	The refinements to the design of the Proposed Project are informed by better understanding of the area within the Order Limits, arising from ongoing survey work and consultation with Land Owners. Ecology, archaeology and geotechnical surveys have been undertaken to inform the corridor selected. Sections where the corridor has been narrowed only occur in areas where constraints have been identified that require the narrowing.
		Construction – compound areas	• Consider any changes to construction compounds in or within the setting of the National Landscape impacts on defined AONB characteristic, for example tranquillity and light.	N	**Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment** sets out an assessment of landscape effects for construction, operation and maintenance on the Suffolk Coast and Heaths AONB, including potential effects from lighting and on tranquillity.
		Inter-project cumulative effects, construction - general	• Consider the impacts on the National Landscape from additional marine areas for construction vessel manoeuvring. The National Landscape staff team consider an assessment of what this means for impacts on the AONB should be undertaken for example if further impacts are likely and to what magnitude, have impact on factors including (but not necessarily limited to): landscape quality, scenic quality, relative wildness, and relative tranquillity.	N	**Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment** sets out an assessment of landscape significant effects for construction, operation and maintenance on the Suffolk Coast and Heaths AONB. This includes an assessment on Natural Beauty Indicators identified within the Suffolk Coast and Heaths AONB and Special Qualities Indicators published by Suffolk and Essex Coast and Heaths National Landscape Partnership in 2016 and considers additional marine areas for construction vessel manoeuvring.
		Coordination with other projects, landfall location	• Consider facilitating infrastructure at the landfall in co-ordination with other projects using a similar landfall site to demonstrate the strengthened duty in Levelling Up and Regeneration Act (2023) and demonstrating a commitment to the mitigation hierarchy to reduce impacts on designated sites.	N	National Grid is coordinating with other developers of large scale infrastructure projects in Suffolk, noting that other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are set out in **Application Document 7.10 Coordination Document**. The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure projects in Suffolk where it is feasible. The assessment of inter-cumulative effects with these other proposed developments is also considered in the ES within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. National Grid is exploring approaches to coordination in consenting and delivery with other projects where opportunities are available, including the colocation of infrastructure where it can be demonstrated that this will support reductions in cumulative impacts. However, National Grid has no control over the timescales of other projects, all of which need to submit planning applications through the DCO process and gain planning permission for their individual assets in order to be installed. National Grid is working closely with other developers to minimise the disruption caused by the Proposed Project, and where possible will look to provide a coordinated programme of works. However, this will depend on the programme of the other projects. The Proposed Project is a NSIP

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					and therefore its programme cannot be delayed. National Grid has a OFGEM Licence condition to deliver the Proposed Project. The strengthened duty to "*seek to further the purpose of conserving and enhancing the natural beauty*" of AONBs that was introduced by the Levelling Up and Regeneration Act (2023) is addressed in **Application Document 7.1 Planning Statement**.
		Terrestrial ecology, landscape and visual	• That the 10% Biodiversity Net Gain that is proposed must be achieved through additional measures and not count any habitat creation or enhancement primarily to mitigate landscape and visual impacts .	N	In the absence of guidance specific to Biodiversity Net Gain and NSIPs, the assessment undertaken for the Proposed Project has followed an approach modified for NSIPs that has been accepted by Natural England on other NSIPs. The Biodiversity Net Gain delivery on site does include the landscaping proposed around converter stations. Details are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**. Habitat creation and enhancement measures can be included within the Biodiversity Net Gain delivery and is not listed on the 'What can count towards BNG' guidance on the .gov website. https://www.gov.uk/guidance/what-you-can-count-towards-a-developments-biodiversity-net-gain-bng

Table 1.30 Suffolk Constabulary

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	DCO process, onshore mitigation, consultation	**Introduction** Suffolk Constabulary (SC) are the relevant Police Authority and a 'Prescribed Consultee' in this Development Consent Order (DCO) process, pursuant to The Infrastructure Planning (Applications: Prescribed Forms & Procedure) Regulations 2009. This Technical Note therefore responds to National Grid's consultation letter to the Suffolk Police & Crime Commissioner dated 5 July 2024, in relation to the Sea Link Project. SC has reviewed the Project Update Document (July 2024) and background consultation documents incorporating the Preliminary Environmental Information Report (PEIR) from an operational perspective, and a summary of the principal areas of interest and concern for inclusion within the Environmental Statement (ES) or in an accompanying Technical Assessment, are outlined below. • Scoping & Assessment Work – is required to identify the likely effects (impacts) of Abnormal Indivisible Loads (AIL's), HGV traffic generation, the construction workforce & plant/ machinery/material storage on SC's operations; • Scheme Design, Mitigation & Management Measures – are required to avoid, reduce & mitigate the likely Project impact on SC's operations during the construction phase of the development; • Suitable DCO Requirements &/or Heads of Terms of Agreement via a Section 106 planning obligation – are required to secure funding & new police facilities provision, as necessary, to increase the capacity & maintain service levels delivered by SC's estate, vehicle fleet & staff assets to mitigate & manage the construction phase impacts arising; • Suitable Terms of Reference, Membership & Communications Strategy for a Transport, Community Safety & Cohesion Working Group – are required to inform & assist the management of the construction phase of the Project, enabling a coordinated response from SC & its blue light partners; SC together with its blue light partners is therefore keen to work with National Grid to address these points at an early	N	National Grid will seek to engage with the Constabulary and other blue light services in order to discuss concerns raised here and wider issues relating to the Proposed Project and to agree DCO requirements and related side agreements. Seven AIL movements will be required for the Saxmundham Converter Station transformers, which will either be routed via the B1121 Main Road or from the Snape Road Access (via Leiston). No AIL movements are required for the Friston Substation element of the project. The cable delivery drums may meet the AIL requirements depending on the detailed design and proposed section length to be used on the project, the number of cable drum movements will be defined at detailed design stage but it is assumed that approximately 40 vehicles will be required (22 for the HVDC and 18 for the HVAC). Further details are provided within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan**. The exact dimensions and weights of the AILs will be provided at detailed design and coordinated through the AIL movement planning procedure set out by the council. It is anticipated that the transformer AIL movements will be in the order of 350T whilst the cable drums would be approximate 80-100T. **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan** has been prepared, taking account of the local road network and future planned works forming part of the future baseline within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. An assessment of construction traffic (including HGVs and construction worker vehicles) during the peak construction phase is also carried out within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. The proposed construction compounds will accommodate the construction plant/ machinery and material storage will be accommodated within the proposed construction compounds; again, further details of these are set out within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan**. Details of roles and responsibilities during the construction phase of the Proposed Project including the Environmental Manager, Environmental Clerk of Works, Permits and Consents Manager, Works Supervisor and Technical Specialist Advisors are set out within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan**. A Transport Co-ordinator will be appointed by the Applicant to implement, manage, and develop the Detailed CTMTP at the appropriate time/ stage. The Transport Co-ordinator will take responsibility for implementing the Detailed CTMTP and will liaise as appropriate with local transport and traffic groups, local planning authorities and the local highway authority. A Communication Strategy will also be developed by National Grid in consultation with the Primary Contractor.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			stage, and agree/ secure suitable mitigation and management measures as part of the DCO process. SC is routinely involved with Nationally Significant Infrastructure Projects (NSIP's) affecting the County, and has successfully engaged with NSIP promoters to ensure that its operational capacity and resources are maintained. This in turn has enabled NSIP's which draw down on SC's resources to be delivered with greater certainty, and within defined timelines, due to the increased operational capacity provided to SC by the DCO mitigation funding processes. With this in mind, it is noted that National Grid has not yet liaised with SC at previous non – statutory/ statutory consultation stages of the Project, and early engagement with SC through the EIA preparation process is therefore now requested. SC's operational capacity and service resource position is outlined below - in the context of the Sea Link Project. Construction phase impacts arising from the Sea Link Project would be policed primarily by the Halesworth Community Policing Team (CPT) impacted upon by the development, with support from specialist officers supporting the CPT linked to the Countywide police teams. The CPT and its supporting specialist officers are operating at capacity, and any additional demand for police, community safety and cohesion resources arising from the Project would require mitigation funding.		National Grid is continuing to seek to engage with the Suffolk Constabulary and other relevant blue light services prior to submission of the DCO in order to discuss and understand any matters of concern that they may have as a result of the construction or operational phases of the Proposed Project. Furthermore, National Grid will seek to establish an ongoing dialogue to discuss the terms that will be necessary to develop actions to be implemented to secure mutually acceptable outcomes.
		Design	**Sea Link Project – Proposed Scheme Overview** The Project proposes to reinforce the electricity transmission network between the proposed Friston Substation in Suffolk and the existing Richborough to Canterbury 400kV overhead line in Kent, with a new 2-gigawatt (GW) high voltage direct current (HVDC) link. The reinforcement would be approximately 133 km in length, incorporating a HVDC offshore transmission link, with both HVDC and High Voltage Alternating Current (HVAC) onshore elements. SC's is interested in the Suffolk Onshore Scheme comprising: • A connection from the existing transmission network via the proposed 400kV Friston Substation, including the substation compound buildings, services, fencing, parking & access road; • 1.9 km underground HVAC cable between the proposed Friston substation & a new converter	N	National Grid acknowledges the feedback. **Application Document 6.2.1.4 Part 1 Chapter 4 Description of the Proposed Project** contains details relating to the Proposed Project Design.

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			station near Saxmundham, with the cable routed south of the B1119 & north of the B1121; • A 2 GW high voltage direct current (HVDC) converter station up to 26 m in height plus external equipment, sited south of the B1119 near Saxmundham, • Approximately 10 km of underground HVDC cable between the new converter station near Saxmundham, routed south of Great Wood & north of the A1094 then north of the Old Broom & Eight Acre Coverts crossing the B1122 Leiston Road – connecting with a transition joint bay approximately 900 m inshore from landfall; • A landfall on the Suffolk coast between Aldeburgh & Thorpeness;		
		Construction – general, timescales / programme	An overview of the construction phase programme for the Project is outlined below. **Construction Phase** The PEIR (Table 1.4.11: Indicative Construction Programme) envisages a 5-year construction phase, with the Suffolk and Kent Onshore works and all Offshore works generally running concurrently, starting in Q3 2026 and finishing in Q3 2031. A construction workforce of approximately 414 is envisaged in Suffolk, increasing to 454 with co-location (where additional cable ducts are provided to serve other projects) with an additional Peak Offshore Scheme workforce of 250. Construction working hours comprising - Monday to Friday 0700 hrs – 1900 hrs, and 0700 hrs – 1700 hrs on Saturdays, Sundays and Bank Holidays. 24-hour working would take place where necessitated by construction activities which cannot be safely stopped, activities necessary in emergencies where there is a risk to persons, the delivery of electricity and property, marine works and survey works.	N	Details relating to the Proposed Project Design are outlined in **Application Document 6.2.1.4 Part 1 Chapter 4 Description of the Proposed Project**.
		Construction – general, design	The main Suffolk Onshore, including landfall, construction activities are outlined below: • Enabling works, including vegetation clearance, the establishment of construction compounds, widening of existing accesses & new accesses to the public highway, top soil stripping, formation of access tracks, watercourse culverting, watercourse bridging, drainage & construction works area fencing;	N	National Grid acknowledges this feedback. Details relating to the Proposed Project design are set out in **Application Document 6.2.1.4 Part 1 Chapter 4 Description of the Proposed Project**.

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			• Substation & Converter Station construction involving: – overhead Line (OHL) work➢ building works; – earthworks; – civil engineering works; – building works; – cable installation; – provision/installation of permanent services; – mechanical & electrical works; – commissioning/energisation works; – reinstatement & landscaping works; • Overhead HVAC Connection involving; – topsoil stripping, temporary drainage installation; – excavation & disposal of arisings for pad & chimney foundations; – installation of pylon foundations; – layout, assembly & erection of steelwork for the pylons; – installation of insulator strings/ fittings/protection prior to stringing of conductors, including scaffolding – use of 8-ton conductor drums envisaged; – establishment of machine sites for conductor stringing – sites to sit on Equipotential Zones (mat of linked conducting metal panels) to protect personnel from the effects of potential differences arising whilst lowering, raising or restringing overhead line conductors; – conductor sagging/ clamping & damper installation & spacer installation; – reinstatement works – including the removal of construction equipment, soil restoration, removal of access tracks/ construction compounds & reinstatement of ground; – use of 250-ton mobile cranes to erect the overhead line structures; – removal of existing overhead lines & provision of temporary towers/ masts to keep the		

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

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			steel work, drum cabling, construction materials & cement		
		Onshore mitigation	**Potential Impacts on Suffolk Constabulary's Service Capacity** Principal Areas of Project Interest & Concern - Information for Inclusion within Scope of the Environmental Statement &/or in a Technical Assessment & related Mitigation & Management Measures Suffolk Constabulary's principal areas of Project interest and concern which are likely to significantly impact on its service/ operational capacity and resources, requiring assessment within the ES and/or within an accompanying Technical Assessment, along with appropriate mitigation and management measures are outlined below.	N	There are no likely significant effects identified on police resources as a result of the Proposed Project. National Grid continues to seek engagement with the Constabulary and other blue light services. The construction vehicle routing has been designed to minimise impacts across the highway network, as set out within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**. The traffic and transport assessment within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** does not identify any significant impacts on the highway network during the construction phase with the proposed embedded mitigation and control and management measures in place. Impacts associated with the operational and maintenance phase were scoped out of the assessment on the basis that the vehicle movements associated with this phase will be infrequent and low.
		Traffic and transport, construction - general	**Highways, Traffic, Transport & Abnormal Indivisible Loads (AIL's)** It is evident from the consultation documents, including the Preliminary Environmental Information Report (PEIR) that a major level of construction activity is envisaged, as outlined above. The PEIR (Volume 1, Part 2 Suffolk Onshore Scheme, Chapter 8 Traffic & Transport) considers the location of construction access points and traffic routes, and forecasts the level of traffic (including HGV's) during peak construction periods, including the likely impact on the local highway network and highway users (receptors). The primary construction routes to /from the Sea Link Project (SP) would include journeys from the A12 to the western construction/maintenance access, either north or south of Saxmundham via the B1121. Construction vehicles would use the B1119, A1094, B1069 and Leiston Road, with the B1069/ Leiston Road routes being accessible from the A1094 via a junction with the A12 to the west, to access SP in the east.	N	The comments are noted and acknowledged. With regard to the primary construction routes to and from the Proposed Project, the option to take access from the B1121 south of Saxmundham has been selected. With regard to construction access roads, forecast flows for each of these links has been provided in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**.
		Traffic and transport, Construction - general	Secondary access routes are also likely to be required for construction access as follows: • Rendham Road, Mill Road & Chantry Road (Saxmundham); • B1121 from Church Hill to A1069 Aldeburgh Road junction;	N	As stated in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**, a number of secondary construction access routes will also be used by construction vehicles, although these will be limited to light goods vehicles where possible and controlled through the Detailed Construction Traffic Management and Travel Plan (CTMTP). These routes are illustrated in **Application Document 6.4.1.4 Description of the Proposed Project** on Figure 6.4.1.4.19 Suffolk Onshore Scheme Traffic Routes during Construction and Operation and Figure 6.4.2.7.2 Heavy Goods Vehicle (HGV) Routing Plan.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			• Unnamed lane between B1121 & B1119 via Moor Farm/ Redhouse Barn; • B1119 from access point S-BM08 to the west to the junction with Grove Road & then towards access point S-BM05 & S-BM06, & subsequently the B1121 Saxmundham Road junction to the south; • Snape Road & Sloe Lane; • Access track west of B1122 Leiston Road, north of Warren Hill.		
		Traffic and transport, construction - general	The forecast HGV trip attraction/ distribution is summarised below for the period 0700 1900 hours during the peak construction phase in 2029: • B1069 (Snape Road) – 94 arrivals + 94 departures = 188 HGV movements; • A1094 (between the A12 & B1069) - 96 arrivals + 96 departures = 192 HGV movements; • B1121 (Aldeburgh Road) – 42 arrivals + 42 departures = 84 HGV movements; • B1121 Main Road (North & South Options) – 65 arrivals + 65 departures = 130 HGV movements; • B1119 (East) – 32 arrivals + 32 departures = 64 HGV movements.	N	All of the forecast traffic flows have been reviewed and updated within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**.
		Traffic and transport, construction - general	Transformer and Cable Drum deliveries would require the use of Articulated Indivisible Loads (AIL's) with transit via the A12 to the destination access points utilising the A1094, B1122, B1069 and B1121 on both principal and local roads. AIL transit would necessitate the closure of these roads during such deliveries, requiring a Temporary Traffic Order from the Highway Authority. AIL deliveries would also incorporate 'hazardous loads' including the transport of oil for the transformers, and gases to be used in the Gas Insulated Switchgear. The highways, traffic, transport and AIL effects arising over the 5 - year construction phase and likely impact upon SC's service/ operational capacity and resources, therefore needs to be determined, and included within the scope of the ES, and/or within a Technical Assessment accompanying an application for a DCO. Once this information is presented and assessed, any necessary mitigation and management measures ought to be	N	Duly noted. The Abnormal Load route is set out in the ES within **Application Document 6.4.2.7 Traffic and Transport** in Figure 6.4.2.7.3 Abnormal Load Routing Plan. The matter of AILs has been discussed at thematic meetings with Suffolk County Council Highways. The assessment of the potential impacts of traffic from the Proposed Project is contained in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. This considers the full five-year construction period and demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network, with the mitigation identified within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**. Details on the likely routes to be used by abnormal loads and the constraints along these routes are contained within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**. It is expected that the contractor will review all access constraints in more detail at a later stage and carry out any additional assessments (including structural assessments) where necessary. Alternative routes or temporary works will also be used if necessary. These measures will be secured as part

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			secured and implemented through DCO Requirements, and/or through a Section 106 planning obligation as part of any DCO Approval.		of the Detailed Construction Traffic Management and Travel Plan which would be prepared post-consent. National Grid is continuing to seek to engage with the Suffolk Constabulary and other relevant blue light services prior to submission of the DCO in order to discuss and understand any matters of concern that they may have as a result of the construction or operational phases of the Proposed Project. Furthermore, National Grid will seek to establish an ongoing dialogue to discuss the terms that will be necessary to develop actions to be implemented to secure mutually acceptable outcomes.
		Traffic and transport, construction – general, onshore mitigation	**Abnormal Indivisible Loads** SC does not have a dedicated AIL Team and the resourcing of AIL's is managed on an 'overtime basis'. AIL movements through Suffolk are therefore required to book a 'police escort' in advance, and AIL's are then scheduled - subject to the county-wide demand and SC's resource capacity at a given point in time. The ES/ Technical Assessment should undertake impact modelling of AIL's to determine capacity v demand (along with the duration period) where developer funding for dedicated police capacity is usually required to enable movements to be scheduled with certainty. Increased use of the Suffolk Road network by HGV and light traffic requires the 'AIL escort guidance' and 'risk factors' to be reviewed, particularly where a sustained increase in HGV movements on local roads is influenced by a major construction project destination. If AIL (and any additional low loader) movements are likely to breach double white lines and/or require traffic to be redirected, this service can only be managed by the police. At this stage it is envisaged that developer mitigation funding for a 'Dedicated Police AIL Team' is likely to be required, which would provide the Project with capacity to schedule AIL movements to suit the construction programme.	N	Duly noted. The matter of AILs have been discussed at thematic meetings with Suffolk County Council Highways. The majority of construction vehicles accessing the Site will fall into the 'normal' size category, defined as a vehicle not classed as an abnormal load (i.e. cars, transit vans and HGVs). Nonetheless, it is expected that seven AIL movements will be required for the Saxmundham Converter Station transformers, which will either be routed via the B1121 Main Road or from the Snape Road Access (via Leiston). No AIL movements are required for the Friston Substation element of the project. The cable delivery drums may meet the AIL requirements depending on the detailed design and proposed section length to be used on the project, the number of cable drum movements will be defined at detailed design stage, but it is assumed that approximately 40 vehicles will be required (22 for the HVDC and 18 for the HVAC). A specialised haulage service will be employed to allow AILs to be transported, with the necessary escort, permits and traffic management in place. The relevant contractor will consult with the relevant highway authority to ensure the correct permits are obtained. The timing of AIL movements will also be agreed with the relevant highway authority when the permits are obtained. The police will also be given advanced notification under the Road Vehicle Authorisation of Special Types Order 2003, which will be submitted at least ten weeks before the scheduled move. Further details are provided within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**.
		Traffic and transport, construction - general	**Additional Roads Policing Capacity** The highways and transport effects arising, including the increased use of Suffolk's principal and local road network by construction phase HGV's/ LGV's, the requirement for temporary diversion of traffic due to road closures and route diversions are likely to significantly impact on SC's service/ operational capacity and resources. The ES/Technical Assessment should undertake traffic modelling to enable SC to determine the need for any increase	N	National Grid acknowledges the feedback. Any closures would only be attributed to abnormal loads which would be agreed in advance with the local authority. **Application Document 6.2.2.7 Part 2 Chapter 7 Traffic and Transport** includes an assessment of road safety and hazardous/large loads during the construction phase, based on Personal Injury Accident data obtained from Suffolk County Council. Collision rates have been calculated based on road links to provide a comparison with national road safety statistics provided within Road Casualties Great Britain (Department for Transport, 2024). The construction vehicle routing has been designed to

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			in Roads Policing, to manage safety on the road network, and minimise the likelihood of any incidents and accidents. Any increase in Road Traffic Collisions (RTC's) has the potential to lead to road closures and diversions which would impact on SC's roads policing capacity and the local community. Proposed 'Control Measures' such as the preparation of a Construction Traffic Management Plan (CTMP) are welcomed, and SC would wish to be consulted by, and liaise with, National Grid in relation to this matter.		minimise impacts across the highway network, as set out within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**. The traffic and transport assessment within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** does not identify any significant impacts on the highway network (including for road safety or as a result of hazardous/large loads) during the construction phase with the proposed embedded mitigation and control and management measures in place. National Grid is continuing to seek to engage with the Suffolk Constabulary and other relevant blue light services prior to submission of the DCO in order to discuss and understand any matters of concern that they may have as a result of the construction or operational phases of the Proposed Project. Furthermore, National Grid will seek to establish an ongoing dialogue to discuss the terms that will be necessary to develop actions to be implemented to secure mutually acceptable outcomes.
		Safety, onshore mitigation, DCO process	**Population Increase - Community Safety, Cohesion & Policing Effects** It is evident from the consultation documents including the PEIR that an extensive 5-year construction programme is needed to deliver the Sea Link Project, and consequently, a significant number of construction workers c. 414-454 x FTE's in Suffolk (and up to 250 offshore workers) are required to implement the large scale, wide ranging and specialised components of the scheme. Evidence from SC's Crime Information System - Athena & Storm statistical database, indicates that population increase would give rise to an increase in crime and incidents against the person (e.g. violence, sexual, burglary, vehicle theft & criminal damage) insofar as the construction workers and their families would be the victims of such crime, with an increased impact on police capacity and resources. The community safety, cohesion and policing effects arising from the population increase linked to construction workers, is therefore likely to impact on SC's service/ operational capacity and resources. This includes the potential for increased crime and disorder arising against the person, and associated with the local evening economies. This would need to be determined and included within the scope of the ES, and/or within a Technical Assessment accompanying an application for a DCO. Once this information is presented and assessed, any necessary mitigation and management measures ought to be secured and implemented through DCO Requirements, and/or	N	**Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism** indicates that with regard to employment on the Proposed Project, the Chapter estimates around 30% of the construction staff will be sourced from the surrounding area based on benchmarks against similar energy infrastructure schemes. Further information can be supplied regarding employment opportunities following the appointment of a main contractor. National Grid has considered the potential for population change given the introduction of construction workers and has concluded in both the socio-economic and health & wellbeing assessments that there are no likely significant effects identified on police resources as a result of the Proposed Project. Therefore, the impact on police resources is not a topic that will make a significant impact on the conclusions of either the socio-economic or health and wellbeing assessment. National Grid is seeking to engage further with the Constabulary and other emergency services.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			through a Section 106 planning obligation as part of any DCO Approval.		
		Construction - general	**Workforce Modelling** Information to determine the nature of the construction workforce, their home origin and location of any temporary accommodation would need to be included within the scope of the ES/Technical Assessment, and the following analysis is required: • Overall numbers of FTE & PTE construction workers; • Numbers of construction workers disaggregated by month & year over the construction phase; • Home origin of construction workers & numbers (proportion) from outside of Suffolk; • Accommodation arrangements for non-locally based construction workers & their families – including provision of any temporary project accommodation on site, & the likely take up of holiday let, hotel & bed & breakfast accommodation locally.	N	**Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism** provides an assessment of the impact of construction workers on local accommodation. The staff required during the construction of the Proposed Project would vary throughout time. It is anticipated that the peak workforce for the Suffolk Onshore Scheme would be approximately 327, but there would be an average of 86 FTE required on site per annum over the construction period. It is estimated that 30% of construction staff would be sourced from the workforce residing within a 60-minute drive time of the study area. This would be subject to labour availability and take-up at the time of construction; however, it is considered to be a reasonable assumption on which to base this assessment, based on professional experience and benchmarking against other comparable renewable energy projects. In terms of local accommodation capacity, in a worst-case scenario where all 327 peak workers require accommodation during peak demand in July, all of Suffolk Onshore Scheme's construction workers could be accommodated within a 60-minute drive time of the Order Limits. **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** contains further details (e.g. the number of construction workers associated with each access) and includes an assessment of the traffic and transport impacts of the construction workforce during the peak period of construction. Please also refer to **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** for details relating to the Proposed Project construction methodology including construction workforce details.
		Construction – general, safety	**Theft – Plant, Machinery & Material Storage** The construction phases of development lead to an increase in the incidence of criminal activity, such as property-based theft and vandalism, which is a fact acknowledged by the Chartered Institute of Building in its publication(s) on ‘Crime in the Construction Industry’. Information, including a schedule of the plant, machinery and materials to be stored at construction compounds, and elsewhere, and the security measures to be employed (including crime reporting procedures - to SC) is required, and would need to be included within the scope of the ES/Technical Assessment. Any theft incidents would lead to an increased impact on police capacity and resources.	N	Please refer to **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** which outlines the construction methodology required for the Proposed Project. Further details relating to the construction plant required on site are presented within **Application Document 6.3.1.4.B ES Appendix 1.4.B Construction Plant Schedule**. There are no significant effects identified on Suffolk Constabulary.
		DCO process	**Joint Working - Blue Light Partners** **Transport, Community Safety & Cohesion Working Group** In light of the above, SC recommends that appropriate Terms of Reference, Membership and Communications Strategy for a	N	National Grid will continue to seek to engage with the Suffolk Constabulary and other relevant blue light services prior to submission of the DCO in order to discuss and understand any matters of concern that they may have as a result of the construction or operational phases of the Proposed Project. Furthermore, National Grid will seek to establish

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			Transport, Community Safety & Cohesion Working Group, is established at an early stage in the DCO preparation process, and in advance of the Examination. This would help to inform and assist the management of relevant aspects of the Project requiring a coordinated response from 'blue light partners'.		an ongoing dialogue to discuss the terms that will be necessary to develop actions to be implemented to secure mutually acceptable outcomes.
		Onshore mitigation, intra-project cumulative effects, DCO process	**Conclusions** Suffolk Constabulary welcomes the opportunity to respond to the Sea Link Project (incorporating Update) statutory consultation stage, and following review of the documentation notes that it is currently deficient in its scope of assessment concerning the potential Project impacts on SC, as outlined above. SC consider that the Project is likely to give rise to significant effects on its service/ operational capacity and resources, which ought to be assessed in order to determine appropriate mitigation and management measures. The Project is therefore considered to adversely affect SC's ability to maintain and deliver the current levels of service to the local community, including its statutory duties. Identified impacts arising from the Project should be addressed by employing appropriate mitigation and management measures, to be secured and implemented through DCO requirements and/or a Section 106 planning obligation, as part of any Development Consent Order approval. Making Suffolk a safer place to live, work, travel and invest This approach ought to be reflected in a Statement of Common Ground to clarify the position reached and inform the Examination process. The measures ought to include a process to assist SC and its blue light partners to plan for and implement coordinated responses to construction phase impacts and incidents - to ensure current, and sustainable, levels of community safety, cohesion and policing are maintained in the local area. It is also relevant to note that there is a 'combined impact' arising on SC's operational capacity/ resources arising from other NSIP's affecting the County, including the National Grid Norwich to Tilbury Project. This reinforces the need for appropriate mitigation and management measures to be agreed, and secured, in relation to the Sea Link Project at an early stage as outlined above.	N	There are no likely significant effects identified on police resources as a result of the Proposed Project, and therefore impact on police resources is not a topic that has been scoped into the EIA. However, **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism** considers the impact of the Proposed Project on community facilities, including police stations. The baseline conditions outline that there are no police stations within 500 m of the Suffolk Onshore Scheme Order Limits. The nearest police station is Saxmundham Police Station, located approximately 770 m to the west of the Suffolk Onshore Scheme Order Limits. As 500 m is the distance threshold beyond which it is considered that changes to accessibility and severance on community assets would be unlikely, based on the Design Manual for Roads and Bridges (DMRB) LA 112, the Proposed Project is not anticipated to impact police stations. National Grid will seek to engage with the Suffolk Constabulary and other relevant blue light services prior to submission of the DCO in order to discuss and understand any matters of concern that they may have as a result of the construction or operational phases of the Proposed Project. Furthermore, National Grid will seek to establish an ongoing dialogue to discuss the terms that will be necessary to develop actions to be implemented to secure mutually acceptable outcomes. Cumulative impacts are assessed in **Application Document 6.2.2.13 Suffolk Part 2 Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.

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			61. We trust this is of assistance and look forward to working with National Grid to satisfactorily address the points raised.		

Table 1.31 Suffolk Local Access Forum

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Consultation	Despite our request in our previous letter sent in December 2023 (copy attached as APPENDIX), asking SLAF to be formally consulted at the next stage this did not happen, and so as no formal public consultation open days were held, we found trying to tease out information relating the treatment of public rights of way from the many on-line documents not helpful. We feel that not treating such an important issue to its own section within the PEIR documents and detailing how temporary and permanent diversions would be handled in each case would be beneficial. The points made in our previous response still stand.	N	National Grid has identified Suffolk Local Access Forum as a consultee and this feedback in response to the consultation is acknowledged. Nonetheless, National Grid will review contact information to ensure that the SLAF is notified separately from the County Council for future project notifications. National Grid is rigorously assessing the Proposed Project's impact on footpaths adhering to the "mitigation hierarchy" by avoiding, minimising, restoring, and offsetting impacts. It acknowledges that there will be a temporary disruption to footpaths during the construction phase. Where National Grid has a temporary impact on a PRoW during construction, mitigation measures will be put in place. Where there is a permanent impact on a footpath, a suitable diversion will be provided. The proposed PRoW closures and diversions are assessed within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. No significant impacts are expected, following the mitigation set out within **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**. Furthermore, masterplanning is being undertaken in order to ensure effective coordination takes place with regard to the impacts on PRoW. These have been designed and co-ordinated with other projects in this area (e.g. LionLink) to minimise additional journey distances, re-join existing routes and improve route connectivity. The permanent diversions have been embedded into the master planning of the Proposed Project (including in consideration of temporary construction compounds) to fully consider the long-term future of the site and to avoid the need for subsequent diversions, The colocation illustrative masterplan information can be found within **Application Document 7.10 Coordination Document**.
		Walking, cycling and horse-riders	We are concerned that the Draft Order Line has been tightened up in several places which therefore restricts the opportunity to provide meaningful temporary or permanent diversions to public rights of way impacted by cable joint bays, link boxes, the construction of the convertor station and the width needed to be soil stripped for the installation of cable ducts.	N	The order limits have been designed in order to accommodate all diversions identified as required as a result of the proposals. The mitigation measures specific to public rights of way are set out within **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan - Suffolk**.
		Timescales/programme, coordination with other projects	SLAF is particularly concerned about the land removed from the Draft Order line in the Saxmundham to Friston section as we understand that although the Lion Link interconnector scheme seeks to approach the Friston sub-station from the north it also requires cable ducting from there to an additional convertor station adjacent to the one that you are proposing at Saxmundham. It would make sense that even if these schemes have different timetables, collaboration at an early stage (which seemed to have been suggested in your original	N	National Grid is coordinating with other developers of large scale infrastructure projects in Suffolk, noting that other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are set out in **Application Document 7.10 Coordination Document**. National Grid is working closely with NGV to minimise the disruption caused by the Proposed Project, and where possible will look to provide a co-ordinated programme of works; this, however, will depend on the

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			consultation), would obliviate the need for unnecessary temporary or permanent rights of way diversions for haul roads or cable trenching.		programme of the other projects. The Proposed Project is a NSIP and therefore its programme cannot be delayed; National Grid has an OFGEM Licence condition to deliver the Proposed Project. The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with the LionLink and Nautilus projects in Suffolk where it is feasible. The assessment of inter-cumulative effects with these other proposed developments is considered in the ES within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
		Walking, cycling and horse-riders, coordination with other projects	Public Rights of Way represent a great resource in Suffolk, providing green access for local communities as well as visitors. Any disruption of the network, albeit only temporary, could have adverse consequences to the county's social, physical, mental wellbeing a well as its economy, so it is important that consideration should be given to ensuring mitigation measures are put in place to minimise the effect on the wider landscape due to changes in the views and the impact of construction traffic. If this is not possible then other forms of compensation would be required. This is particularly important where the impact is on locally promoted circular routes and named longer distance paths. We would expect that any green spaces created within or adjacent to the Draft Order Line would be designated as Open Access Land for public use.	N	Walking and cycling routes have been identified using the Suffolk Definitive Map and Statement of PRoW (as well as other route maps) which collectively show PRoW, the King Charles III England Coast Path and other routes such as the Suffolk Coast Path, Sandlings Walk and Regional Cycle Route 42. Whilst numerous other tracks and paths pass through the Order Limits, the status of these including whether these are categorised as permissive paths is not specified. This is potentially because access to these is at the discretion of landowners and permission to use these could be withdrawn by the landowner at any time. National Grid is only aware of one permissive path which passes through the Order Limits for the Suffolk Onshore Scheme, which crosses PRoW E-103/006/0 circa 1 km to the north of Aldeburgh, between the B1122 Leiston Road and Thorpe Road. **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism** presents a full socio-economic assessment of effects, including direct and severance effects on PRoW and recreational routes. The assessment concludes that there are no significant effects on PRoW and recreational routes as a result of the Proposed Project and therefore no additional mitigation is required. The proposed management and mitigation relating to PRoW and the KCIIIECP is set out within **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**. The traffic and transport assessment within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** does not identify any significant impacts on PRoW in terms of diversions and closures, with the proposed embedded mitigation and control and management measures in place. For information on potential effects arising from the Suffolk Onshore Scheme on views from recreational receptors along long distance paths, **Application Document 6.3.2.1.D ES Appendix 2.1.D Visual Amenity Baseline and Assessment** should be referred to. Opportunities for recreational access have been developed using public consultation and stakeholder feedback as part of the iterative design process. This has included the provision of permissive access land surrounding the Saxmundham Converter Station, as shown on **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan -**

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
					Suffolk. This would be further developed at the detail design stage should the Suffolk Onshore Scheme be consented.
		Community benefits/ enhancements	As this is a long-term project that could take several years to implement if the DCO is confirmed we would expect some sort of Community Fund to be put in place to compensate the affected areas which could be used for community and green access improvements. There would also be benefits in appointing a liaison person who could work with local communities as well as the local authority as the work progresses, to ensure that any temporary diversions are in place and signed off by the relevant officer.	N	National Grid acknowledges these comments about community benefits and supports the delivery of community benefits associated with transmission infrastructure. National Grid already has a number of established programmes which deliver this, however, the future approach for the Proposed Project will be determined by the outcome of the Government's consultation on the provision of community benefits associated with transmission infrastructure.
		Coordination with other projects, inter-project cumulative effects, walking, cycling and horse-riders	With the other proposed NSIP's such as Lion Link and Nautilus likely to progressing though various consultation stages to DCO in the next two years, and then possible Inquiry, it would seem sensible for all parties involved to get together, particularly over the issue of rights of way, so that an already diverted route does not have to be disturbed again. As this and other schemes could be being built during the same period as Sizewell C, the impact of construction traffic on a small area of Suffolk will have a significant impact on both local and visitors' enjoyment of the area through its rights of way network. SLAF would hope that the above points will be taken on board.	N	The potential for impact on PRoW from multiple projects is outside of the scope of the Proposed Project DCO. However, masterplanning is being undertaken in order to ensure effective coordination takes place with regard to the impacts on PRoW. For example, the Order Limits in the vicinity of Saxmundham Converter Station is crossed by two PRoW running north-south (PRoW E-491/005/0) and east-west (PRoW E-491/006/0). Whilst PRoW diversions are required, these have been designed and co-ordinated with other projects in this area (e.g. LionLink) to minimise additional journey distances, re-join existing routes and improve route connectivity. The permanent diversions have been embedded into the master planning of the Proposed Project (including in consideration of temporary construction compounds), to fully consider the long-term future of the site and to avoid the need for subsequent diversions. Land has also been safeguarded so that new PRoW routes can be provided by other projects when these come forward to enhance the network/ open access across the countryside, which is an approach welcomed by Suffolk County Council. Therefore, the Proposed Project is designed to minimise adverse or repeated impacts on the PRoW network and to provide benefits to the public. **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan - Suffolk** has been prepared which provides details of public right of way closures and diversions. This Plan is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).

Table 1.32 The Coal Authority (also landowner)

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Consultation	The Coal Authority is a non-departmental public body sponsored by the Department for Energy Security and Net Zero. As a statutory consultee, the Coal Authority has a duty to respond to planning applications and development plans in order to protect the public and the environment in mining areas. We have reviewed the site location plan provided and can confirm that the site falls within the Coal Authority's defined Development Low Risk Area. On this basis we have no specific comments to make. However, in the interest of public safety, it is requested that the Coal Authority's Standing Advice note is drawn to the applicant's attention, where relevant.	N	National Grid acknowledges the feedback.

Table 1.33 The Crown Estate

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Land rights and CPO, consultation	The Crown Estate deals with the vast majority of instances where property may be deemed subject to escheat throughout England, Wales and Northern Ireland. This firm acts on behalf of The Crown Estate in relation to such matters. Please note that it must be ascertained beyond any reasonable doubt that any property may be deemed subject to escheat before The Crown Estate will consider dealing with it. There are a number of ways by which property may become subject to escheat, the most common of which are set out below: • Where the Treasury Solicitor, a Trustee in Bankruptcy or a Liquidator disclaims freehold property; • When a foreign company which owned freehold land in England, Wales and Northern Ireland ceases to exist; or • When an Industrial and Provident Society or a Friendly Society ceases to exist. An initial check of our records, and those of our client, has not disclosed any information in respect of the property to which you refer. However, in some cases we rely on notification from enquirers to become aware of such property. Consequently, and due to size of the area, we are unable to confirm that there is no escheat property within the areas outlined on the maps. If you have any evidence to suggest that the land you refer to may have become subject to escheat, then we would be grateful if you could supply us with this so we can investigate the matter further. We would similarly appreciate details such as a list of title numbers or similar description of land if you believe there to be any specific interests of The Crown Estate affected by your proposals that may allow us to conduct a more specific check of our records.	N	The Proposed Project is principally an offshore scheme, therefore will involve considerable seabed interaction. It appears that this response may have overlooked this matter, however, National Grid will engage with the Crown Estate on an ongoing basis in order to identify and seek resolution to any issues arising, including the relevance of any property land or property deemed escheat. National Grid has, and continues to, engage with the Crown Estate in relation to the sea bed lease and any other relevant areas of Crown land within the Proposed Project.

Table 1.34 The Disabled Persons Transport Advisory Committee

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Consultation	The Disabled Persons Transport Advisory Committee (DPTAC) is an expert body that advises the government on the transport needs of disabled people. Unfortunately, DPTAC cannot respond to your query. Please contact the Department for Transport (DfT) directly, you can do so here: https://www.smartsurvey.co.uk/s/contact-department-for-transport/	N	National Grid acknowledges the feedback.

Table 1.35 Trinity House

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Shipping and navigation	Trinity House is the General Lighthouse Authority for England, Wales, the Channel Islands and Gibraltar with powers principally derived from the Merchant Shipping Act 1995, as amended. The role of Trinity House as a General Lighthouse Authority (GLA) under the Act includes the superintendence and management of all lighthouses, buoys and beacons within its area of jurisdiction. We would like to thank the project for supplying the shape files for the updated order limits and apologise for not responding earlier with comments on the Navigational Risk Assessment (NRA) and PEIR Vol1 Part 4 Chapter 8 Shipping and Navigation. Trinity House (TH) provides Aids to Navigation (AtoN) within, or close to, the order limits and would request that the project formally discusses any planned interaction with these. We try to maintain a safe margin between any of our AtoN and cables to allow for them moving off of station due to weather or other reasons. Our main concerns are around the Sunk W1 buoy, Sunk Centre Buoy, and Gull Buoy, as these lie within the order limits and are significant marks in the area. We note the project identifies AtoN in Sec 4.8.7.12 of PEIR Vol1 Part4 Chapter 8. The proposed order limits in Pegwell Bay and approaches to Ramsgate may also contain AtoN provide by the Statutory Harbour Authorities or other parties such as Royal Thanet Yacht Club. If these are likely to be affected by the project the relevant authorities should be consulted so that they can fulfil their obligations to inform TH of any changes. Similarly, there are beacons in the vicinity of the proposed order limits to the North of Aldeburgh. If these are affected by the project the owners of the beacons and TH should be consulted. We especially note one charted beacon which is an Environment Agency asset.	N	Aids to Navigation which have the potential to be affected by the Offshore Scheme are identified within **Application Document 6.2.4.7 Part 4 Marine Chapter 7 Shipping and Navigation**. The need for robust communication protocols and plans between key stakeholders including those noted by Trinity House, is highlighted as a key mitigation measure in this chapter. The potential risk of disruption to Aids to Navigation is addressed via ongoing stakeholder communications and the recommendation for enhanced communication planning in **Application Document 6.3.4.7.A ES Appendix 4.7.A Navigational Risk Assessment** which is intended to support coordination and alignment of activities and requirements as the project progresses.
		Shipping and navigation, offshore route location, offshore mitigation	TH also has concerns over any significant depth reduction created by the cable lay or any additional cable protection used along the route or where the cable crosses other infrastructure. Where there is a depth reduction which could affect safe navigation, we would request early discussions on the mitigation which, as the project notes, could include AtoN. In some parts of the project limits, the 5% reduction as per Maritime and Coastguard guidance may not be appropriate. We are grateful that the project is discussing this with all parties including the ports and harbours.	N	National Grid notes these requests and suggestions. The formation of a Communications Protocol and Plan/Navigation Installation Plan (or similar document) is a key recommendation of **Application Document 6.3.4.7.A ES Appendix 4.7.A Navigational Risk Assessment**. Ongoing stakeholder communications and the recommendation for enhanced communication planning is intended to support coordination and alignment of activities and requirements as the project progresses, and address these concerns. Trinity House approval shall be sought for the use of any AtoN as mitigation.

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			The use of AtoN as mitigation for exposed cable is recognised in numerous places throughout the documentation and consultation with TH before any of these are deployed is also noted. TH do not always consider buoys suitable mitigation for exposed cables as they would need to be placed very close to the cable to be effective and could create an additional hazard for surface navigation so discussions on this matter, if identified, will be required. With reference to the SEA Link Changes to Order Limits Plans Version A July 2024 we primarily note the changes around the Sunk W1 buoy and the Sunk Deep-Water Anchorage. In our opinion moving the order limits, and potential cable lay, closer to the anchorage should be reflected in the NRA and relevant parties consulted further on the outcome. We note the comment in the Additional Preliminary Environmental Information “The additional rock emplacement being proposed to backfill the marine cable trench should not overtop the top of the trench,..”. As this could be used in areas around the Sunk, we consider this should be a defined requirement to avoid any additional depth reductions in those areas. TH requests early dialogue on any interact the project anticipates with our AtoN within the order limits and the potential use of AtoN as mitigation during the project. The Sunk Precautionary Areas are extremely busy shipping routes. TH recommends that there is a coordinated plan for controlling the projects vessels during the surveying and construction periods. This should be devised in consultation with the Ports, Pilots and other parties with an interest in the area. We would also request that we have an early opportunity to review the draft Development Consent Order and Marine Licence so that any issues may be addressed before the examination period. We look forward to continued involvement as the project progresses.		The Navigational Risk Assessment also assesses the updated planned cable route with respect to the increased proximity to the Sunk Deep Water Anchorage Area. Anticipated reductions in water depth greater than 5% will be discussed with the Maritime and Coastguard Agency and other relevant stakeholders such as Statutory Harbour Authorities and Competent Harbour Authorities.

2. Section 17 Section 42(1)(b) Targeted Consultation Comments and National Grid's Response

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Table 1.1 Aldeburgh Town Council

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Needs case, inter-project cumulative effects	Aldeburgh Town Council (ATC) welcomes the opportunity to respond to the current proposed changes to the NGET SeaLink project. Our interest in, and overall position on, the SeaLink project is unchanged since our last submission, as a landowner, and local elected governmental body representing its residents, visitors, businesses and groups. ATC is supportive of wind generated renewable energy however it remains strongly opposed to these specific proposals. Whilst noting the alterations made in this current limited consultation, ATC firmly remains opposed to the principle and detail of this project. Please refer back to our response in December 2023 (Appendix A). [ref in H.1] ATC recognises that this project with landfall (exit to sea) and cable runs within our parish boundary represents significant and serious harm to our tourism offer and vital economy, our way of life and the health and well-being of individuals. ATC supports Saxmundham Town Council, Benhall and Friston Parish Councils and other potentially affected areas in their concerns. ATC firmly concurs with other Town and Parish Councils, that more sustainable solutions exist, and is appalled by these altered plans that threaten parts of Benhall and Saxmundham so substantially. As well as continue to threaten the hamlet of Friston. ATC concur with the responses from the Aldeburgh Museum and Aldeburgh Society. ATC also concurs with Suffolk County Council and East Suffolk (District) Council objections, especially access, working hours and works to the bridge over the river Fromas.	N	National Grid acknowledges the opposition to the Proposed Project. A complete assessment of socio-economics effects has been undertaken which assesses the impacts of the Proposed Project on the following receptors: • the local economic environment (including employment generation, Gross Value Added (GVA), and multiplier effects); • users of recreational routes and Public Rights of Way (PRoW); and • residential properties, local businesses, visitor attractions, community facilities, open space and development land. This is set out in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-economics, Recreation and Tourism** and concludes that there are no anticipated significant effects as a result of the Proposed Project. Amenity effects arising as a result of changes to air quality, noise, vibration, visuals and transport are covered and assessed within **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing**. National Grid acknowledges the Council's concurrence with Suffolk County Council and East Suffolk Council objections. An assessment of the impacts of site access is contained in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. The amended working hours are intended to ensure that the Proposed Project can be delivered within the timescales required. Shortening working hours would potentially extend the working programme and put at risk the delivery of the Proposed Project by 2030. Since publication of the PEIR within Statutory consultation, the proposed construction working hours have changed. The change of these hours has been consulted on as part of the Targeted consultation. Further details relating to the proposed construction working hours and any associated restrictions, are set out in **Application Document 6.2.1.4 Part 1 Chapter 4 Description of the Proposed Project**. The draft DCO (**Application Document 3.1**) sets out the construction working hours which will be secured by requirement to control the core working hours for onshore construction work. The requirement lists those operations which may take place outside the core working hours. The bridge over the River Fromus has been considered in several chapters of the ES: **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual, Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity, Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage, Application Document 6.2.2.7 Part 2 Suffolk Traffic and Transport**

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					and Application Document 6.2.2.4 Part 2 Suffolk Chapter 4 Water Environment.
		Alternative solutions, inter-project cumulative effects	ATC continues to call for a review to be undertaken of this project in the wider context of East Anglian energy production, at Central Government level. ATC reiterates this is required specifically in this case on the grounds that: • The cumulative impact with other Energy projects proposed for the region has not been fully considered.	N	National Grid is coordinating with other developers of large scale infrastructure projects, noting that other projects are outside the control of National Grid. National Grid has set out details of how the Proposed Project has coordinated with other projects as part of its DCO application. Further details are set out in **Application Document 7.10 Coordination Document**. The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with other projects where it is feasible. The assessment of inter-cumulative effects which assesses combined impacts with other proposed developments alongside the Proposed Project is presented within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects and Application Document 6.2.3.13 Part 3 Kent Onshore Scheme Chapter 13 Inter-Project Cumulative Effects**.
		Coordination with other projects	• That the Lion Link project's findings, unequivocally ruling out Aldeburgh as a potential landfall site apply to this project also, and require to be accepted in SeaLink's case.	N	National Grid has followed a rigorous assessment process to choose the locations of the landfalls at each end of the Proposed Project and they understand the concerns that are stated in your response. The Proposed Project's impacts are recognised and National Grid will adhere to the "mitigation hierarchy" by avoiding, minimising, restoring, and offsetting impacts. Details of the development of the Proposed Project, the selection of options and the choice of the preferred sites are contained in the following documents: • **Application Document 6.2.1.3 Part 1 Introduction Main Alternatives Considered** • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The benefits to co-location with other projects are recognised because if infrastructure can be sited in one location it reduces the difficulties associated with finding additional locations for other projects in the surrounding area, taking into account landscape designations and other sensitive receptors. National Grid is maintaining ongoing dialogue with National Grid Ventures regarding the possibility of co-locating new infrastructure. However, these are separate projects being promoted by

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					different developers and working to different timescales for delivery. National Grid Electricity Transmission is committed to coordinating consenting and delivery with other projects where opportunities are available, including the co-location of infrastructure where it can be demonstrated that this will support reductions in cumulative impacts. Further details are contained in **Application Document 7.1 Coordination Document**). Landfall location and the onward terrestrial cable routes are influenced by factors affecting the offshore route of sub-sea cables.
		Socio-economics, recreation and tourism	• ATC continues to contest the PIER findings relating to disruption to the livelihood of thousands dependent on tourism by the disturbance caused by the construction of this project. ATC considers these findings appear to trivialise the importance of the National Landscape and its setting in the path of this project.	N	**Application Document 6.2.2.10 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism** considers the impacts of the Proposed Project. While the assessment concludes that there are no anticipated significant effects as a result of the Proposed Project, this is not intended to trivialise the Town Council's concerns. National Grid acknowledges the role of tourism in the economy of the local area. Efforts have been made to ensure that the design of the Proposed Project is compliant with the purpose of National Landscapes, which is to 'to conserve and enhance the beauty of the area'. As such, no above ground infrastructure will be constructed within the National Landscape, while careful consideration has been given to the ways in which development outside of the designation may affect its setting. Following construction, the HVDC cable route, including farmland, will be fully reinstated subject to the powers in the DCO.
		Traffic and transport	• The local arterial infrastructure consisting of the single carriageway A12, connected to Aldeburgh by one 'A' road, the A1094, access to the town by the only other road the B1122 which is joined by the extremely narrow B1353 (both B roads serving Aldeburgh combine) at Aldringham results in vehicular access to the town being heavily constrained to the point of potential loss of life if impeded.	N	The description of the local road network is noted and understood. A full assessment of road safety based on the collision record obtained from Suffolk County Council is set out in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. Further details of the collision record are also provided within the Transport Assessment Note which forms **Application Document 6.3.2.7.A ES Appendix 2.7.A Transport Assessment Note** and supports the traffic and transport chapter of the ES. Details of construction vehicle routing are set out in **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**. There are no proposals to impede access routes to Aldeburgh from the A12.
		Water environment	Separately and most importantly, ATC continues to question the viability of this project route being constructed through the RSPB North Warren Reserve, without significant damage to the aquafers that supply the many bore holes essential for food production, contributing to food security by local farms. These water sources also interrelate to the Reserve's habitat and if damaged would present a nationally significant environmental loss.	N	**Application Document 6.3.2.5.B ES Appendix 2.5.B Qualitative Groundwater Risk Assessment** has been undertaken as part of the ES which provides an assessment of the potential effects on groundwater from the Proposed Project. Impacts on the RSPB Reserve, as well as ecology generally, from the Suffolk landfall are assessed in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity** and its appendices. The assessment of impacts on the RSPB reserve has been discussed at length with Natural England, East Suffolk Council, Suffolk County Council and with the RSPB. Significant effects on the RSPB reserve are to be avoided through the use of trenchless methods to cross the reserve at a sufficient depth that there will be no interaction with surface ecology. They are also to be addressed through use of noise fencing

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					and some seasonal restrictions on when certain works are to be undertaken.
		Needs case, landfall location	ATC remains to be convinced that the findings within https://www.nationalgrid.com/document/152411/download: are of sufficient depth to fulfil the criteria. We would politely request access to further in-depth information in this regard that ATC assumes has been commissioned, in order for our team to be able to examine and be confident in its viability. The unsuitability of Aldeburgh for a landfall is an agreed position by the NG LionLink project and stated in submissions to the SeaLink project by ESC and SCC. For example: ESC.“The landfall option …is located at the seaside town of Aldeburgh just across the road from the well-known sand and shingle beach. The site is within the Suffolk Coast and Heaths AONB and defined Heritage Coast and therefore during the construction phase the works will likely give rise to significant adverse effects on local designated landscape character and visual amenity. In addition to the high landscape importance of the area, Aldeburgh is also considered of great cultural significance, once home of the composer Benjamin Britten, inspirational to other famous artists and writers and at the centre of the internationally acclaimed Aldeburgh Festival. The town is a hugely popular tourist and visitor destination with the area heavily used year-round as a walking route between Aldeburgh and Thorpeness. In addition to the designated landscape, the landfall area of search critically includes sites designated for their nature conservation value.. The site is located within part of the Leiston-Aldeburgh Site of Special Scientific Interest (SSSI), which is part of the North Warren RSPB Reserve. The Haven, Aldeburgh Local Nature Reserve (LNR) is located immediately to the south-east of the landfall option. The site is also likely to support a range of protected and/or UK Priority species associated with the habitat types present. The use of this area as a landfall is likely to result in damage and/or destruction of habitats and potential disturbance of species for which the SSSI is designated.... See also ESC-Response-to-Sea-Link-Statutory-Consultation.pdf (eastsuffolk.gov.uk) SCC. “Having reviewed the information provided by the applicant and considered the options in this consultation, SCC considers the site unacceptable due to its prominent location adjacent to and overlooking the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB) and other protected sites. The site is highly constrained as it is set in	N	**Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment and Application Document 6.3.2.1.D ES Appendix 2.1.D Visual Amenity Baseline and Assessment** set out an assessment of landscape and visual effects for construction, operation and maintenance, including a consideration of the Suffolk Coast and Heaths Area of Outstanding Natural Beauty / Suffolk Heritage Coast and the cultural significance of the area where appropriate to landscape character. The assessment considers the design set out within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. Impacts on Leiston-Aldeburgh SSSI and Sandlings SPA, as well as ecology generally, from the Suffolk landfall are assessed in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity** and its appendices. The assessment of impacts on the SSSI and SPA has been discussed at length with Natural England, East Suffolk Council and Suffolk County Council. Significant effects on the SSSI and SPA are to be avoided through the use of trenchless methods to cross the SSSI, at a sufficient depth that there will be no interaction with surface ecology. They are also to be addressed through use of noise fencing and some seasonal restrictions on when certain works are to be undertaken.

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			gently rolling countryside within the setting of, and on two sides adjacent to the AONB, on the outskirts of Aldeburgh, to the north of Hazlewood Hall. It is wholly within the Estate Sandlands landscape of the Suffolk Landscape Character Assessment (LCA). It is typical of that landscape, consisting of regular late enclosure fields, plantation woodlands and coverts, characteristic of that landscape type…" See: sea-link-scc-response-non-statutory-consultation.pdf (suffolk.gov.uk) While accepting the premiss that where the energy is being created is not where it is needed and that the current transmission network requires to be reinforced for the benefit of the country, ATC does not agree that this application and the current changes are acceptable.		
		Onshore route location, onshore environmental impact	The following is our detailed response to the changes proposed: **Permanent infrastructure** ATC rejects the proposal routing and siting option for on-shore infrastructure. Specifically in this consultation we object to the proposal that NGET should apply to build a substation at Friston, (should the proposed new substation not be built). The location of substation then drives the location of Convertor station (within 5km). We reject the proposal to build a new Convertor station at Saxmundham which is a key market town and vital rail link. The siting of cable runs between this infrastructure and proposed landfall between Aldeburgh and Thorpeness remain intrusive and of detrimental impact to the environment and our economy of this rural coastal area, which is based on tourism.	N	National Grid has engaged with other project developers, seeking to identify opportunities for co-ordination whilst maintaining its obligations to facilitate network connection agreements by providing the required network reinforcement. Details can be found in **Application Document 7.10 Coordination Document**. In doing so, National Grid acknowledges the respondent's concerns about the potential impacts of the Proposed Project and is committed to developing a project that takes account of the feedback received during the course of consultation to avoid or minimise as far as possible and to mitigate the significant effects of the construction and operation phases. The proposed Friston Substation is located to the north of the village of Friston and to the south of the existing 4ZW and 4ZX overhead lines and centered on Grid Reference TM4130961290 as illustrated on **Application Document 2.14.1 Indicative General Arrangement Plans - Suffolk**. Friston Substation already benefits from development consent granted to Scottish Power Renewables (SPR), pursuant to 'The East Anglia ONE North Offshore Wind Farm Order 2022' and 'The East Anglia TWO Offshore Wind Farm Order 2022'. Given that these consents have yet to be implemented, the Friston Substation is included in the Proposed Project to achieve a comprehensive consenting position. Details of the Proposed Project Friston Substation can be found within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. Should the proposed Friston Substation be installed under the current consent secured by SPR, the works required for the Proposed Project would be limited to the installation of new GIS bays and additional switch gear, cable sealing ends and associated outdoor structures, cable connections and bus bars, all within the boundary of the substation, and the routing of the HVAC cables to the substation. This is illustrated indicatively in red on DCO/S/DE/SS/1200 of **Application Document 2.13.1 Design and Layout Drawings**.

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					Please note that the environmental effects of both scenarios outlined above have been assessed within the Environmental Statement (ES), in some instances the worst case scenario only is assessed. Further details are set out in the specific environmental topic chapters for the detailed assessments.
		Construction – general, timescales / programme, landfall location, onshore route location	**Construction and Maintenance work** We welcome the alteration to the HVDC cable route north of Aldeburgh, moving construction activity further away from residential properties, but believe this still does not remove the damaging impact to the area - as the landfall point remains unchanged as within the National Landscapes, RSPB North Warren land (with environmental receptors and flood risk) albeit with a slight reduction to the draft order limits for the construction compound.	N	The effects of the Suffolk Onshore Scheme on the Suffolk Coast and Heaths AONB is detailed within the Landscape and Visual Impact Assessment, specifically within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan – Suffolk**. Impacts on the RSPB Reserve, as well as ecology generally, from the Suffolk landfall are assessed in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity** and its appendices. The assessment of impacts on the RSPB reserve has been discussed at length with Natural England, East Suffolk Council and Suffolk County Council and with RSPB. Significant effects on the RSPB reserve are to be avoided through the use of trenchless methods to cross the reserve, at a sufficient depth that there will be no interaction with surface ecology. They are also to be addressed through use of noise fencing and some seasonal restrictions on when certain works are to be undertaken.
		Traffic and transport	ATC appreciates that in general, 'Vehicle movements per day' relates to total, or over-all numbers involved in the project rather than per location / zone. ATC would request best estimates of the daily HGVs, LGVs, and 'site-based' staff vehicles that are predicted to enter and thus affect ATCs' boundary/area at any period in time. This should include vehicle movements to and from compounds and access roads as well as public roads.	N	**Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport and Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk** set out the parameters for the assessment of all vehicle trips within the study area, and the management measures for the control of trips made during working hours. **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** includes the assessment of the Proposed Project and other projects.
		Traffic and transport	The increase in traffic associated with construction (in combination with other NSIPs projects proposed for the same timeline/ geographic area) would be both dangerous on rural roads/lanes and cause harm to the environment and wildlife. Routes include use of designated 'quiet lanes'. The risk of harm from dust, noise, air pollution, in a rural residential area is high, with significant light pollution in an area of dark skies.	N	Figure 1.4.19 Suffolk Onshore Scheme Traffic Routes during Construction and Operation clarifies the routes that are proposed for use. **Application Document 7.5.1.1 Construction Traffic Management and Travel Plan** set out the management measures for the control of trips made during working hours. The consideration of cumulative effects as a result of committed developments is set out within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** based on **Application Document 6.3.1.5.C ES Appendix 1.5.C Inter-Project Cumulative Effects Short List**, which includes more than 25 developments including Sizewell C Nuclear Power Station, East Anglia ONE North Offshore Windfarm and East Anglia TWO Offshore Windfarm. No significant effects were identified in terms of health and wellbeing. During construction, contractors will be required to adhere to **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** and develop their own task-specific management plans. These plans will help control and management of potential impacts such as dust, noise and light.

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		Timescales/programme	Working hours, including 7am-5pm on bank holidays and Sundays is unacceptable and would have a detrimental impact on enjoyment of the countryside vital for health and well-being and negatively impact the perception of tranquillity that this area is known for, as part of our year-round, vital tourism offer. Should this project proceed we request that specific working hour would be in consultation with ATC, SCC and ESC and the DMO, and that very occasionally, specifically important peak times / periods were ruled out due to tourism spend Nbeing so vital to the Town and direct area. The tourism offer here, built up over many years of public and private investment is a year round offer, so we note that it may not be possible to reduce harm and mitigate or compensate for loss of income and permanent damage to this economy. We request that the developer takes this into its cost/benefit assessment.	N	National Grid acknowledges these concerns. The amended working hours are intended to ensure that the Proposed Project can be delivered within the timescales required. Shortening working hours would potentially extend the working programme and put at risk the delivery of the Proposed Project by 2030. To give National Grid the flexibility to deliver the construction programme on time and incorporate standard industry working patterns, it has identified a need to include 7am to 5pm working on Sundays and bank holidays within the core working hours. The proposed construction core working hours (unless otherwise approved by the relevant Local Planning Authority) for all terrestrial works in Suffolk and Kent are: • Monday – Friday: 0700 to 1900; and • Saturday, Sunday and Bank Holidays: 0700 to 1700. Whilst this change gives National Grid the flexibility to carry out works when and where needed, it does not expect construction activity to take place on every Sunday or bank holiday. There will be restrictions on the type of activity that can occur on these days and these will be secured via Requirement 7 of Schedule 3 of the draft DCO (**Application Document 3.1**). The restrictions include limiting HGV and percussive piling activities. Further details of this mitigation are set out within the **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured via Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Details relating to the proposed construction working hours and any associated restrictions are contained in **Application Document 6.2.1.4 Part 1 Chapter 4 Description of the Proposed Project**. **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism** presents a full socio-economic assessment of effects, including economic impacts and direct and severance effects on sensitive local businesses, visitor attractions and tourism assets. The assessment has concluded that there are no likely significant residual effects in relation to the Suffolk Onshore Scheme on tourism receptors during construction, operation and maintenance and decommissioning with the proposed mitigation in place. National Grid is maintaining ongoing dialogue with the District and County Council and will seek to address the issue of working hours in the course of thematic meetings.
		Traffic and transport	NGET admit there are engineering challenges associated with the construction of a larger bridge crossing (up to 6m) over the River Fromus, and we believe if built this would remain an unacceptable route for both construction and maintenance.	N	The location of new infrastructure has been informed by careful consideration of the locational requirements, constraints and extensive survey work to understand the details of the areas in which development would take place. National Grid will work with relevant stakeholders to find acceptable engineering solutions to challenges that are identified. The Proposed Project's impacts are recognised and National Grid will

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					adhere to the "mitigation hierarchy" by avoiding, minimising, restoring, and offsetting impacts. Either of the bridge options being considered shall be designed to enable construction, operation, maintenance and demolition traffic to use them.
		Onshore mitigation, community benefits / enhancements	**Mitigation, enhancements and approach to biodiversity net gain** Current proposals are not adequate to mitigate the harm that the project acknowledges it will cause. The approach to biodiversity net gain (with small addition of new acid grassland near Aldeburgh, and along the banks of the Fromus is minimal. The proposals do not include any legacy improvements or local employment opportunities. It is not sufficient to prevent the actual or perceived damage to the tourism industry. The subject of community benefit, should mitigation not remove all harm, is still under review and not agreed, but would need to be substantial.	N	National Grid is developing a strategy to work in partnership with external organisations to deliver more meaningful and targeted Biodiversity Net Gain (i.e. to benefit protected and notable species listed within local biodiversity action plans and potentially included within incoming local nature recovery strategies (LNRS) and also work towards achieving priorities within the LNRS). This would be ongoing work post consent with the aim of developing a partnership with stakeholders such as the Suffolk Wildlife Trust and the National Trust with the intention of funding landscape scale habitat restoration and creation through the purchase of “biodiversity” units. Further detail relating to the environmental enhancement work associated with the Proposed Project is set out in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**.
		Coordination with other projects	**Strategy for coordination** The current proposals are for co-location not coordination which implies a significant reduction in order limits to the footprint required, and to the associated infrastructure. For example, doing works to cable runs sequential in time, or located adjacently does not significantly reduce the negative impact, in fact this may either elongate the time frame and/or focus into one smaller area, so the magnitude of harm is potentially greater. True coordination should be via a robust and cohesive, strategic plan for the whole of the UK power needs incorporating the latest technology to achieve an overall better legacy outcome. This may be more expensive for NG (private company) shareholders and take slightly longer to achieve but we believe the pace of development would then be able to be escalated, with the right solution and still meet net zero carbon targets. ATC reiterates that proposing that additional NSIP projects utilise the capacity of the proposed onshore structures as discussed is equally unacceptable. The substation at Friston has only been consented for use by SPR EA1N and EA2. This area should not become an energy Hub by stealth, each project must be consulted on and examined in its own right, and the cumulative impact of these projects should be robustly considered, and if approved, with appropriate mitigation and if negative impacts cannot be mitigated with significant compensation, as per NSIP planning regime.	N	National Grid's remit is to transmit electricity from the points of generation to where it is needed. It is coordinating with other developers of large scale infrastructure projects in Suffolk, noting that other projects are outside the control of National Grid and due to the different timescales of these projects, coordination in the manner reflected in this comment is not possible. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are set out in **Application Document 7.10 Coordination Document**. National Grid is working closely with National Grid Ventures (NGV) to minimise the disruption caused by the Proposed Project, and where possible will look to provide a co-ordinated programme of works; this, however, will depend on the of the other projects. The Proposed Project is of national significance and therefore its programme cannot be delayed; National Grid has an OFGEM Licence condition to deliver the Proposed Project. Given the different points of origin, the Proposed Project and Lion Link approach the Suffolk coast from different directions and therefore each has to negotiate different challenges within the marine environment that affect the landfall options. As with the onshore environment, the offshore route has been sited to avoid sensitive receptors in the marine environment wherever possible. Onshore, the Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with projects in Suffolk where it is feasible (**Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** contains details of the interplay between Friston Substation and SPRs Orders. The assessment of inter-cumulative effects with other proposed

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			ATC would also welcome reconfirmation from which ever body within NG can fulfil this, that according to information in the public domain, currently 'Lionlink does not intend to land at Aldeburgh but still intends joining at Saxmundham'. If this is the case and the unacceptable co-location proposal continues, ATC would ask for further information and continued engagement as plans emerge.		developments, including East Anglia ONE North and East Anglia TWO, is considered in the ES within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
		Needs case, alternative solutions	**Other matters** NGET in its introduction to this consultation, states that Sea Link is needed 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' because the existing network is not capable of doing this on the 400KV line in the 'Leiston' area. This proves that the connection point offer (based on existing capacity to connect onto the grid) made to other NSIP energy projects planned for the area is false. With the lifetime extension to Sizewell B, the Great Galloper, and Gabbard wind projects, and the proposed new twin reactor Sizewell C, there is no capacity here on the grid, and it is extremely unlikely that there will be any need for additional power to be brought ashore on the East Suffolk coast. An off-shore 'mesh' connection (with spider leg on-shore connections to brown field sites) could be achieved if the Government and the Developers accepted and addressed the need for this more advanced technology and resolved the supply chain availability issues.	N	National Grid acknowledges these comments, however, National Grid as a national infrastructure provider is seeking to deliver the Government's policies regarding net zero by 2050, while the Proposed Project is designed to meet specific network reinforcement needs arising from grid connection agreements that National Grid must fulfil by 2030. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. Therefore, delivery outside of this area would not fulfil the network reinforcement requirement that the Proposed Project is intended to provide. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. Much of what is expressed here is related to Government policy which is not within National Grid's remit.
		Alternative solutions, DCO process, consultation	**In conclusion** We believe that other solutions exist where the energy generated off our coast could be connected out at sea with on-shore infrastructure located on UK brownfield sites (for landfall, convertor stations and substation) closer to where the	N	National Grid acknowledges these comments. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network.

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			power is needed. These options are more sustainable, and would avoid highly damaging environmental, economic and social impacts while still enabling the UK to meet its net zero carbon targets, and provide value to consumers. We would request that there is a pause of both consented and in consultation projects, for an urgent strategic review to enable a real legacy for the UK of a coordinated and future proofed solution, which is less negatively damaging that the current proposals. ATC would very much welcome specific and DIRECT engagement with the relevant team from SeaLink in order to properly understand the implications of the changes to this application, prior to the next stage in the process should it proceed, which we believe may be 1st quarter 2025. We requested a meeting with you during this consultation at which you could address the whole Council and members of the public, which you sadly declined. ATC would like to issue an invitation to representatives of the NGET SeaLink project to attend a formal meeting with Councillors, at your earliest convenience. We would like to reiterate the concerns raised in our last submission. the current proposals from SeaLink are diametrically opposed to the continued existnce of Aldeburgh as a year round destination town with an economy reliant on tourism and leisure		It is recognised that In Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. Likewise, in developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. A complete assessment of potential significant environmental effects has been undertaken. This is set out in Volume 6 of the DCO application. National Grid has, and will continue to, conduct an extensive programme of engagement with local communities and elected representatives, including Parish Councils. This approach meets, and exceeds, the requirements for local engagement set out by the Planning Act 2008. Attending meetings with local representatives is one of several ways National Grid engages with local communities and National Grid endeavours, where possible, to meet with Parish Councils to discuss concerns. While this may not always be possible, National Grid met with ATC on 24/07/2024 to discuss the changes proposed in the Targeted consultation. During the Targeted consultation, National Grid published consultation materials that explained the changes made to the proposals. These materials also outlined the numerous ways that local communities and stakeholders could engage with the consultation. These included four webinars, a pre-recorded webinar available on the project website, materials placed at 12 information points and uploaded to the project website, and the provision of email and freephone information line for individuals to ask questions and provide their feedback.

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		Needs case	**Appendix B: Aldeburgh Town Council National Strategy Infrastructure Projects Statement** **National Strategic Infrastructure Projects Statement** Aldeburgh Town Council is in favour of clean energy, reduction in fossil fuels and energy security. Aldeburgh Town Council recognises the important part to be played in this endeavour by renewables, such as solar and wind energy, and nuclear, which is a low carbon generator and producing predictable, continuous energy output regardless of weather conditions. The development of these projects has the potential to affect our town and its residents in many ways, some not yet envisaged. It is therefore important that Councillors remain well informed at all times on all developments as they occur and are best placed to engage with the issues and applicants in a timely, impartial and professional manner. Aldeburgh Town Council has a Working Group which examines in detail all the energy projects which currently stand to affect us and our neighbours along the East Anglian coastline. The Working Group has three main objectives. Firstly, and principally, the Working Group is tasked with ensuring that it swiftly identifies plans generated by the energy projects which could negatively affect the town and our important AONB. The Working Group will analyse the issues that arise and challenge robustly and appropriately. Secondly, the Working Group will ensure that Aldeburgh Town Council identifies and supports potential opportunities for its residents to benefit from the associated employment, training and education, and supply chain opportunities that these projects are certain to give rise to. Thirdly, the Working Group will ensure that the town and its residents benefit from any mitigation measures which are proposed by the companies responsible for the energy projects. Aldeburgh Town Council understands that Aldeburgh residents will want to be kept abreast of important developments in the energy projects that affect the area and will want to understand how they can feedback to the companies involved. To facilitate this, Aldeburgh Town Council will respond to any changes implemented and will provide a regularly updated overview of the projects and their current stages which will be posted on its website, together with regularly reviewed options on the opportunities for public engagement.	N	National Grid acknowledges these comments.

Table 1.2 Babergh and Mid Suffolk Councils

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Consultaiton	Please refer to comments previously made Babergh and Mid Suffolk District Councils.	N	National Grid acknowledges the Council's comment. National Grid received correspondence from Babergh and Mid Suffolk District Councils dated April 2023 regarding the Proposed Project. This letter (sent by email) was received outside of any of National Grid's consultation periods and is considered to be on-going engagement. In their correspondence, the Councils acknowledged the national importance of strategic energy infrastructure and stated a preference for a coordinated, offshore approach to the delivery of transmission reinforcement, together with the need for appropriate management of construction activities to effectively minimise and mitigate harm to Suffolk's communities and environment. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that In Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. National Grid has engaged with other project developers seeking to identify opportunities for co-ordination whilst maintaining obligations to facilitate network connection agreements by providing the required network reinforcement. If converter stations are not co-located, then it will be necessary to find locations for up to two other converter station sites in the surrounding area which meet the requirements for the connection agreements, whilst taking into account landscape designations and other sensitive receptors. National Grid as part of its submission has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and local communities (**Application Document 7.10 Coordination Document**).

Table 1.3 Benahll & Sternfield Parish Council

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Needs case, alternative solutions	**Overarching View** Benhall & Sternfield Parish Council (PC) acknowledge that the Sea Link project has been granted Nationally Significant Infrastructure Project (NSIP) by the Government, on the basis that it is necessary for the transmission of energy from the windfarms off the Suffolk coast, where it is produced, to the southeast of England, where it is to be consumed. However, granting of NSIP does not confer upon National Grid the right to industrialise and despoil vast areas of the Suffolk countryside, when there are alternative ways in which the objectives of Sea Link can be achieved. Bringing the electricity onshore at Aldeburgh for conversion at Saxmundham before it is then transmitted via Friston to Kent constitutes a £1.8 billion diversion (Suffolk Energy Action Solutions). East Suffolk is not a suitable site for development of a major connection hub, and instead, the UK should be looking to develop a strategic offshore grid with conversion at brown field sites close to demand, in keeping with what our neighbours on the other side of the North Sea are doing. Therefore, the PC must OPPOSE the current proposals for Sea Link. Notwithstanding the above, the PC has examined the 'Further Consultation' documents, and responds as below.	N	National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. Therefore, delivery outside of this area would not fulfil the network reinforcement requirement that the Proposed Project is intended to provide. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Consultation	**Introduction** In the previous consultation, Sea Link referred to the proposed accesses as Option 1 (via Redhouse Farm), Option 2 (from B1121, north of Saxmundham), and Option 3 (from B1121, south of Saxmundham). In the latest consultation, Sea Link refers to these options as 'southern, 'northern', and 'western'. In the PC's previous response Option 3 was referred to as 'southern', referring to its relationship to Saxmundham. This renaming by Sea Link creates confusion, and for clarification the previous comments by the PC to the southern access apply to the option that Sea Link now call western. All comments below will refer to access options by Sea Link's revised nomenclature. This response should be read in conjunction to that made by the PC to the statutory consultation in December 2023.	N	National Grid acknowledges the Parish Council's comments.
		Traffic and transport, design	**Access to Converter Station**	N	The proposals for access to the Converter Station have been set out and described within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport and Application Document 7.5.1.1 Outline**

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			In response to the non-statutory consultation in December 2022, the PC commented that the appropriateness of significant development must depend on suitable access. At that t ime Sea Link did not disclose any plans or options for accessing the Wood Farm site, or, indeed, any other site. The documents for the statutory consultation in December 2023 showed three access options. During the consultation Sea Link informed the PC verbally that, since publication of the documents, they had discounted the southern access, and the permanent access would be western or northern. The PC restricted their comments to assessing the impact that the western option would have on their community, highlighting the significant safety concerns that would arise from pursuing this access. Sea Link have now discounted the northern access, in favour of a modified western access.		**Construction Traffic and Travel Plan - Suffolk**. This includes continued access to the Wood Farm site.
		Traffic and transport	The modified western access is significantly more damaging to the Fromus valley, the setting of Hurts Hall, and creates flooding concerns. Had this been so shown in December 2023, the PC would have expressed a strong objection at that time. What is now shown is not a suitable access, but if this is the only access available, then the Wood Farm site for the converter station is clearly inappropriate.	N	With regard to the specific effects identified here, the potential for impacts on the setting of heritage assets was discussed with key stakeholders including Suffolk County Council and Historic England and, as part of this procedure, a list of assets to be fully assessed was agreed. The assessment of landscape impacts is contained within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual** and the impacts on cultural heritage in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**. It is acknowledged that there will be some residual localised impacts arising from the Proposed Project, however, National Grid has considered the important viewpoints identified within the Neighbourhood Plan and these have informed the assessment of Volume 6 of the DCO application., alongside engagement with the Town Council and the local planning authority. This has also informed the proposed mitigation plans, including proposed woodland on the western edge of the Converter Station site. Mitigation planting along the permanent access route has also been developed in collaboration with the cultural heritage team. A Flood Risk Assessment (FRA) has been produced, and is contained within **Application Document 6.8 Flood Risk Assessment**. The FRA documents the assessment undertaken to understand whether the Proposed Project is likely to be at risk of flooding or is likely to increase flood risk elsewhere in accordance with the requirements set out in relevant national policy. National Grid has also engaged extensively with environmental stakeholders in order to understand wider potential impacts and is seeking to address this in line with the mitigation hierarchy by avoiding, minimising, restoring, and offsetting impacts.
		Traffic and transport	Further, the PC response in December 2023 itemised critical safety concerns should the western access option be pursued. Sea Link have not included these in the recent documents as an integral part of the western access, although verbal	N	An assessment of highway safety is included within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. The assessment is set out in Table 8-42 and the relevant road link is assessed as having a negligible effect.

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			acknowledgement was made at a webinar. Unless mitigation is accepted at this stage and the necessary land included within the boundaries to be depicted on the Development Consent Order application, there can be no assurance of delivery, and the proposed access route along the B1121 from the A12 to the western access point would inherently be unsafe. Sea Link must acknowledge that the very significant volume of HGVs that their proposals will generate will present a real danger to the well being of vulnerable road users (pedestrians and cyclists), and deliver appropriate mitigation.		
		Coordination with other projects, timescales / programme, traffic and transport	Since the Statutory Consultation in December 2023, National Grid (NG) have confirmed that the Wood Farm site will be shared with Lion Link and Nautilus. Whilst NG have not published details of how these projects will overlap in terms of delivery programme, there was inference at a webinar that there would be overlap, and the peak traffic figures given for Sea Link are likely to be exceeded when traffic figures for all three projects are aggregated, even if the peaks are not coincidental. In addition, Sea Link have confirmed their intention to apply for consent to construct the Sub Station at Friston, should Scottish Power not deliver in time. This will create further traffic at the western access. Therefore, the traffic along the B1121 from the A12 to the access point is likely to be significantly higher than that stated for just Sea Link, and a higher figure should be assumed when designing the access and associated mitigation. The full impact should be considered from the outset; it would be folly to have to add further mitigation as successive projects started.	N	It is acknowledged that the Proposed Project will be under construction alongside other schemes in the area which have been considered in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** for each discipline, including Traffic and Transport. This chapter is based on **Application Document 6.3.1.5.C ES Appendix 1.5.C Inter-Project Cumulative Effects Short List**, which includes more than 25 developments including LionLink. It should be noted that an assessment of Nautilus has not been undertaken, as this project will no longer be connecting in East Suffolk. Therefore, only two connector schemes (the Proposed Project and LionLink) now need to be considered in terms of potential cumulative effects. National Grid has set out details of how it has coordinated with other projects as part of its DCO application in **Application Document 7.1 Coordination Document**. In terms of Friston Substation, **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** assesses the traffic flows for the construction of Friston Substation on the basis that this is constructed as part of the Proposed Project. Should Friston Substation be construction as part of another project (i.e. SPR), then the construction traffic flows for the Proposed Project would be less than those assessed within the ES. As such, a robust approach has been taken.
		Walking, cycling and horse-riders, construction - general	The PC has been working closely with East Suffolk Council (ESC) to develop a safe route between Benhall and Saxmundham as part of the roll out of ESC's Cycling, Walking and Wheeling Strategy. The key reason for the urgent need for this route is the serious negative impact of the HGV/LGV traffic movements for NG Sea Link construction. Delivery of mitigation should be consistent with the aims of this policy. Whilst it is acknowledged that Sea Link have deleted the southern access via Redhouse Farm, a new access via Hill Farm, leaving the B1121, The Street, Sternfield, at the very same point is now shown. The intended use of this access is somewhat unclear, but any use will generate traffic along the B1121 through Sternfield. We must reiterate that the B1121 through Sternfield is in no way suitable for further HGV traffic. The farm traffic generated by Redhouse Farm and the packing station at Hill Farm cause congestion along this substandard B	N	The proposed access at the B1121 near to Red House Christmas Tree Farm is scheduled to be a Permanent Monitoring Access. As such, the access would not be intensively used. The proposed permanent routes which will be used during the operational and maintenance phase are contained in **Application Document 6.4.1.4 Description of the Proposed Project**. Further details relating to the operational and maintenance phase are contained in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.

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			class road, where a car and a lorry cannot safely pass. This access should be deleted, since no amount of rhetoric will convince anyone that it will not generate HGV traffic.		
		Timescales / programme, construction - general	**Working Hours** The proposal to extend working hours to Sundays and Bank Holidays shows contempt for the local community. Sea Link make vague suggestions that the type of work allowed on Sundays may be restricted, but not in a way that is sufficiently convincing to acknowledge that the community will be spared the daily nuisance from construction noise and activity for just one day a week.	N	National Grid acknowledges these concerns. To give National Grid the flexibility to deliver the construction programme on time and incorporate standard industry working patterns, it has identified a need to include 7am to 5pm working on Sundays and bank holidays within the core working hours. The proposed construction core working hours (unless otherwise approved by the relevant Local Planning Authority) for all terrestrial works in Suffolk and Kent are: • Monday – Friday: 0700 to 1900; and • Saturday, Sunday and Bank Holidays: 0700 to 1700. Whilst this change gives National Grid the flexibility to carry out works when and where needed, it does not expect construction activity to take place on every Sunday or bank holiday. There will be restrictions on the type of activity that can occur on these days. Works on Sundays and Bank Holidays will be limited and only carried out to provide added flexibility to the programme. HGVs on Sundays and public holidays will be limited to a maximum of 30 HGV deliveries per day. It is also expected that there will be up to 50% fewer LGV and staff vehicle movements on Sundays and Bank Holidays than the number of movements anticipated to be experienced on weekdays and Saturdays. The assessment of the Saturday lunchtime peak (12pm-1pm) within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** is considered to offer a robust assessment of the weekend period when higher levels of construction vehicle movements are expected than compared to Sundays and Bank Holidays. **Application Document 6.2.2.7 Part 2 Chapter 7 Traffic and Transport** and **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk** set out the parameters for the assessment of extended working hours, and the management measures for the control of trips made during working hours. **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** describes how the Proposed Project would typically be constructed and installed. **Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan and Application Document 7.5.2 Outline Offshore Construction Environmental Management Plan** have been produced. This includes outline Code of Construction Practice (**Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**). The technical chapters within the Parts 2-5 have taken account of the control and management measures which are set out in the outline code.
		Coordination with other projects, DCO process	**Site Masterplan**	N	National Grid is coordinating with other developers of large scale infrastructure projects in Suffolk, noting that other projects are outside the control of National Grid. National Grid has set out details of how it

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			It is now clear that Lion Link and Nautilus will be sharing the Wood Farm site. Therefore, consulting on just Sea Link, without developing a masterplan for the whole site, in terms of layout, aggregated traffic, drainage, footpath management and programme, is disingenuous. Sea Link talk of coordination with others, but see it only from their perspective, and fail to show empathy with the local community, who need to see the full picture before making their assessment of impact. All projects that are to be sited at Wood Farm should be submitted for DCO concurrently, such that their combined and full impact can be assessed and considered by the public and the Planning Inspectorate in a single hearing.		has coordinated with other projects as part of its DCO application. Further details are set out in **Application Document 7.10 Coordination Document**. The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with Nautilus and LionLink in Suffolk where it is feasible. The assessment of inter-cumulative effects with Nautilus, LionLink and other proposed developments is also considered in the ES within the **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
		Water environment, converter station location	**Drainage** The PC notes that an attenuation pond is shown south of the converter site, and no water is to be pumped into the adjacent agricultural reservoir. It is presumed that this pond is only for the Sea Link works. The PC expressed concern in the previous response about the potential impact on downstream properties if the site drainage measures proved to be inadequate, particularly for the concentrated rain events that are becoming characteristic of our weather. Therefore, the PC would expect that drainage measures are designed with a comfortable safety margin.	N	Drainage measures serving the operation of the Proposed Project are designed to accommodate runoff generated during the 1% annual change rainstorm, uplifted for the predicted effects of climate change on rainfall intensity in accordance with latest Environment Agency guidelines, in addition to a freeboard/additional margin of safety.
		Consultation	**Summary** The modified western access is damaging to the Fromus valley, adversely affects the setting of Hurts Hall, and creates flooding concerns. As such it is not a suitable access location. If the western access is pursued, directing traffic through Benhall, mitigation must be an integral part of the design and ensured by any necessary land being included within the red line on the DCO application. Mitigation should be consistent with the ESC's Cycling, Walking and Wheeling Strategy. Traffic figures used to assess impact should be those from the aggregated works, not just Sea Link. No traffic should be directed along the B1121 through Sternfield, and the access via Hill Farm deleted from the proposals. Working hours should respect the need for the local community to have some respite from the nuisance of construction activity, and as such should not be extended to include Sundays and Bank Holidays.	N	National Grid acknowledges the feedback. Please refer to the rows above where regard has been provided to the feedback received.

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			A masterplan for the site should be shared with consultees such that the full impact can be understood, and responded to appropriately. Site drainage is an on-going concern, and the design must address the concerns of concentrated rain events and downstream watercourse management. All projects to be sited at Wood Farm should be the subject of a single DCO.		

Table 1.4 Campsea Ash Parish Council

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Needs case	Campsea Ashe PC is reiterating its opposition to the project, as previously outlined in our November 2023 submission. We feel that those issues stated have neither been adressed nor adequately mitigated. This proposal, together with the seven other major energy projects (SZA/B/C works, EA1, EA2, Nautilus & Lion Link) coinciding within the next 15 years, is wholly inappropriate to our agricultural and recreational 'Heritage Coast', encompassing important SSI's and AONB's.	N	Major developments that have the potential to overlap temporally with the Proposed Project have been identified (including Sizewell C, Sizewell A, East Anglia ONE North, East Anglia TWO, Nautilus and Lion Link) and any potential inter-project cumulative effects resulting from the interaction between these developments and the Proposed Project have been assessed within the **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. Cumulative effects in relation to agriculture, recreation, cultural heritage and designated sites have been addressed within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
		Landscape and visual	In particular: • The scale of the proposed buildings (26-28m height) will create a major impact in the vicinity of the proposed sites.	N	National Grid acknowledges this response. **Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment and Application Document 6.3.2.1.D ES Appendix 2.1.D Visual Amenity Baseline and Assessment** set out an assessment of landscape and visual effects for construction, operation and maintenance. The assessment considers the design set out within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Traffic and transport	• The impact of building works with the associated vehicle/HGV movements will create major impact beyond the immediate area, especially with other major projects being build at the same time.	N	As set out in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**, the traffic flows for the construction of Friston Substation are included within the assessment. Therefore, if the Substation is constructed as part of another project, the flows associated with the Proposed Project would be less than those assessed within the ES. Notwithstanding the above, the application is solely for the Proposed Project and traffic flows attributed to other projects will be supplied at the relevant time. Furthermore, the consideration of cumulative effects as a result of committed developments is set out within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** which includes construction vehicle trips associated with both East Anglia ONE North Offshore Windfarm and East Anglia TWO Offshore Windfarm.
		Socio-economic, recreation and tourism	• The economic benefit – such as for Saxmundham – are hugely negligible, yet the negative impacts of, congestion, noise and loss of trade to tourism orientated businesses will be felt strongly.	N	**Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism** presents a full socio-economic assessment of effects, including economic impacts and direct and severance effects on sensitive local businesses, visitor attractions and tourism assets. The assessment of effects concludes that there are no anticipated significant effects on PRoW, recreational routes and tourism as a result of the Proposed Project.
		Water environment, noise and vibration	• We are concerned about the (& initially ommission of) actual infrastructure elements required at the Saxmundham/Friston converter/sub stations or the understated environmental impacts in the area, including noise and flooding issues	N	Details are set out in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**, which includes detailed information relating to the proposed Saxmundham Converter Station. The runoff from the non-permeable areas of the Converter Station site (buildings, internal roads, car parks and external

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					access roads) would discharge into a proposed permanent attenuation pond which would ultimately outfall to an existing watercourse as shown in **Application Document 2.14.1 Indicative General Arrangement Plans - Suffolk**. Landscape proposals for the Saxmundham Converter Station are shown in **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan – Suffolk**. It is also proposed to include a permissive right of way along the new access to enhance the connectivity of existing PRoW in the area as shown in **Application Document 2.7.1 Access, Rights of Way and Public Rights of Navigation Plans - Suffolk**. The details included within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** of the Saxmundham Converter Station have been used to inform the technical environmental assessments contained within Volume 6 Environmental Statement Part 2 – Suffolk Onshore Scheme. Please refer to the relevant technical environmental chapters for the assessment of impacts associated with the proposed Saxmundham Converter Station which include **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration and Application Document 6.8 Flood Risk Assessment** which provide further information on the issues raised.
		Inter-project cumulative effects	During consultation for Sizewell C, EA1N/EA2 and Friston, CA PC had always expressed utmost concern regarding the cumulative impacts these projects would create for this rural environment. This remains one of our main objection to these projects and was also mentioned in the Examining Authority (ExA) comments, stating impacts would be 'substantially adverse'	N	Major developments that have the potential to overlap temporally with the Proposed Project have been identified (including Sizewell C, Sizewell A, East Anglia ONE North, East Anglia TWO, Nautilus and Lion Link) and any potential inter-project cumulative effects resulting from the interaction between these developments and the Proposed Project have been assessed within the **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. Both scenarios for the Friston substation have been assessed within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
		Traffic and transport	We reiterate the traffic issues as outlined before. CA PC has become very concerned about cumulative traffic impacts in the area and has spent resources in attempting to understand the impacts the energy projects, together with an ambitious Local Plan, will have on its area. The PC has concluded that traffic generated by these projects will majorly impact its residents because of several factors: • Insufficient road infrastructure in place to cater for these projects, especially with all energy projects most likely cumulating within a 6 year window, creating in excess of 800 extra HGV journeys a day • The impact of increased subcontractor vehicle movements has not been assessed as	N	The assessment set out within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** considers traffic flows associated with the construction phase for the Suffolk Onshore Scheme. This assesses the traffic flows for the construction of Friston Substation on the basis that this is constructed as part of the Proposed Project. Should Friston Substation be construction as part of another project (i.e. by SPR), then the construction traffic flows for the Proposed Project would be less than those assessed within the ES. As such, a robust approach has been taken. National Grid will consider ways of minimising the impacts of an influx of workers during the construction phase of the Proposed Project. Potential measures may include car sharing and it is noted that Sizewell C is looking to utilise a park and ride scheme. Nonetheless, **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network,

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			• Alternative route usage, pre-dominantly by local road users, to avoid other heavily impacted roads has equally not been assessed for all the planned energy projects. • The Rendlesham located Bentwaters Industrial Estate has currently no development limit associated to its size. It is assumed that sub contractors will increasingly try and use/locate to this Estate, even though it is widely acknowledged, that the road infrastructure is already insufficient for an operation of current size (see WSP traffic report 2018/19, produced for the ESC Local Plan 2020).		with the mitigation identified within **Application Document Outline Construction Traffic Management and Travel Plan - Suffolk**.
		Alternative solutions, needs case	Campsea Ashe PC supports renewable energy solutions and the neccessity of building a grid that is fit for future generations. However, like most affected neighbouring PC's, we oppose all onshore elements of Sea Link (and Lion Link & Nautilus). These projects do not generate renewable energy nor improve energy security, they create no long term employment but will cause widespread environmental damage and pose a further risk to the local tourism industry, a key part of the local economy. Further more, with the feasible option of a Modular Off-shore Grid (MOG) solution, already employed by our European neighbours, it seems not logical to pursue an option that would create such massive impacts in such a small geographical area. We have noted, that all MP's of the East Anglian region as well as OFGEM are in support of the Modular Off-shore Grid solution, a solution that would spare the industrialisation of the heritage coast and would utilise brownfield sites along the eastern/southern coast.	N	National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. Therefore, delivery outside of this area would not fulfil the network reinforcement requirement that the Proposed Project is intended to provide. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct

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					current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. National Grid have listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised these impacts onshore and offshore where possible.
		Community benefits / enhancements	Importantly, there are no discernible community benefits, other than those seeming to mean some vaguely defined payments to local authorities, which we feel is inadequate to the scale of impact this industrialisation of our region will create. The MOG solution would retain economical benefits to areas that do need them most, ie the Suffolk/Norfolk and Essex ports of Lowestoft, Great Yarmouth and Felixstowe/Harwich, whilst the impacts felt by the local tourist economy around Suffolk Coastal estimates to be affected by the planned works to the tune of £40m/year, with obvious impacts on local employment etc.. The workforce to cater for the planned energy projects would to a large extend depend upon 'imported' specialist, as the pool of local construction workers is already being stretched with an heavy building programme in the region. Other support workers would need to be recruited away from other local businesses, which would struggle to retain workers (at current regional wage levels) as previous SizwellB works had demonstrated.	N	National Grid supports the delivery of community benefits associated with transmission infrastructure, and already has a number of established programmes which deliver this. National Grid are waiting for the Government's position on the provision of community benefits associated with transmission infrastructure. This will determine their future approach. National Grid is working to understand local and regional aspirations and priorities in relation to community benefits. They welcome the suggestions for delivering community benefits and as the Proposed Project progresses; they will work with stakeholders and local communities to further inform this. During the construction phase of the Proposed Project, **Application Document 6.2.2.10 Part 2 Chapter 10 Socio-Economics, Recreation and Tourism** estimates around 30% of the construction staff to be sourced from the surrounding area, based on benchmarks against similar energy infrastructure schemes. The staff required during the construction of the proposed works would vary throughout time. It is anticipated that the peak workforce for the Suffolk Onshore Scheme would be approximately 327. Please also refer to **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** for details relating to the Proposed Project construction methodology including construction workforce details.
		Needs case, alternative solutions	As stated above, Campsea Ashe PC is fully supportive of renewable alternative energy creation. However, with a feasible and more logical MOG alternative energy infrastructure being possible, we are opposed to the land based options proposed in the Sea Link consultation.	N	National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that In Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK

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					coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide.

Table 1.5 Cliffsend Parish Council

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Landfall location	This document is the unanimous response of Cliffsend Parish Council and the residents of Cliffsend who have made their views known to the Council. It is in response to the National Grid (NG) consultation for the period of 8 July to 11 August 2024. It focusses on the main changes to National Grid's proposals that impact directly on Cliffsend. That is, the proposed two new Construction and Maintenance compounds in Cliffsend, and the increased size of the draft order limits in Pegwell Bay. We recognise the need to increase the electricity transmission and distribution infrastructure for the UK and the need to reduce our reliance on fossil fuels. However, we maintain that it is important that this need is met by the most appropriate proposals and solutions. Notwithstanding the Council's and residents' strong response that Pegwell Bay is the wrong landfall site for the SeaLink cable, our response to the parts of the consultation mentioned above are as follows:	N	National Grid acknowledges the feedback. Please refer to the rows below where regard has been had to the feedback provided.
		Construction – compound areas, design	**The proposed Construction and Maintenance (C&M) compounds** Two new C&M compounds have been identified in the latest NG proposals. One is located on the former hovercraft base and the other is immediately adjacent to Sandwich Road, at the junction with Cliffsend Road. In addition, there is a proposed draft order limit linking the two sites. We note that chapter 4, page 27, of the Project Update Document (July 2024) states that both compounds are proposed. However, on the Sealink webinar of 23/7/24, it was stated that only one of the sites would be needed. Question 1 - please clarify, one or both? We refer to Cllr Chapman's email of 10/7/24 and your reply of 16/7/24 (copies attached below, for ease of reference). It states that the compounds may be required. However, other information implies that they will be required. Question 2 – please clarify, may or will? Your email of 16/7/24 states that if the compounds are required, they "would be used in the event that inspection (survey), mitigation or repair activities would be required in inner Pegwell Bay after the cable was installed." Question 3 – please confirm that the C&M compounds are for maintenance & repair only after the cable is installed. Question 4 – what are your planned dates and timescales for this? (i.e. cable installed date, which would be the earliest date for constructing these compounds, and your latest	N	Only one of the compounds shown on the plans will be needed and following feedback and conversations with the landowner this has now been moved further towards the A299. In relation to Q2 and Q3, a construction compound will be required (**Application Document 2.14.2 Indicative General Arrangement Plans – Kent**). The timescales for the works (Q4) will be during the overall construction period between 2027 and 2030. At present, National Grid cannot provide exact dates. The compound referenced in Q5 will be installed for the lifetime of the construction not the lifetime of the asset. Regarding Question 6, typical construction compound layouts were provided as part of the statutory consultation plans and can be found in **Application Document 2.14.2 Indicative General Arrangement Plans - Kent**. The Sandwich Road compound is smaller than the typical layouts at 67 m wide and up to 160 m long. Information in the Proposed Project is contained in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of Proposed Project**. There is no planned closure of the paths or road (Q7); there may be some local management of traffic or pedestrians to allow plant and equipment to cross. An outline PRoW Management Plan has been prepared for Suffolk as part of the DCO application. This has been developed in consultation with the relevant local planning authorities and provides details on PRoW diversions, closures and management during the construction, operation and decommissioning phases. See **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**.

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			expected/planned date for them to be removed and the site reinstated.) We note that the compounds would "not be extant for the lifespan of the Sea Link" (ref: your email of 16/7/24). However, it is not clear whether the lifespan of SeaLink refers to the construction period (NG plan for 4 years) or the lifespan of the cable – which will be many decades. Question 5 – please clarify. The sizes of the C&M compounds are not clear. Your interactive map states 7.2M, but with no units. The land referencing documentation sent to residents shows the Sandwich Road compound as circa 111m by 64m (using the scaling indicated on the A3 map). Question 6 – please give the dimensions of each compound. We note the proposed draft order limit linking the 2 compounds. That draft order cuts across the England Coast Path, the public footpath and national cycle route between Ramsgate and Cliffsend, and other popular walking routes to the Viking Ship, National Nature Reserve and Pegwell Bay Country Park. Question 7 – what impact will this proposed draft order have on pedestrian and/or cyclist access?		This Plan is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Construction – compound areas	We note, and are concerned, that the proposed draft order limit extends approximately half-way across Sandwich Road. Why is this necessary? What is the significance of this and what would this allow you to do in that half of the road? For example - could you make it one-way at that point (even temporarily)? Are you proposing a Traffic Regulation Order? We assume you have consulted KCC Highways on this. We would appreciate you sending us a copy of their response. Please do not reply by saying you may not use the full capability of the order. We would like to know the full extent and capability of the order for which you will be applying. Question 8 – multiple questions as in this paragraph, please.	N	There is no intent to undertake any work within the highway, therefore the inclusion of a single lane from the highway is intended only to give scope for any remedial works (i.e. re-surfacing) in the event that the condition surveys identify that work is required. The Sandwich Road compound is proposed as an option to be used during construction, as well as if required for maintenance or repair purposes during the operational phase. A transport thematic meeting was held with Kent County Council (KCC), Thanet District Council (TDC) and Dover District Council (DDC) to provide a summary of this design change. **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** includes an assessment of construction traffic associated with the Proposed Project including construction vehicles associated with the access and compound on Sandwich Road. This Chapter concludes that no significant effects are expected on the highway network during the construction phase as a result of construction traffic. Management and mitigation measures relating to construction vehicle routes and compounds are set out within **Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan - Kent**. Traffic Regulation Orders (TROs) are not being sought on Sandwich Road as the existing accesses are proposed to be used negating the need to construct new accesses. Street works powers may be required to facilitate any remedial works should the pre and post construction phase condition surveys identify any works are required. These would be agreed with Kent Highways as required.
		Construction – compound areas	We note the proposed use of the compounds includes vehicles, plant and machinery (ref: your email of 16/7/24).	N	**Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan - Kent** sets out the management measures for the control of construction traffic, with measures specific to

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			These vehicles will be entering and leaving the compounds on a regular basis. Question 9 – how will safety for walkers and cyclists be assured?		PRoW set out within **Application Document 7.5.9.2 Outline Public Rights of Way Management Plan - Kent**. These Plans are secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Construction – compound areas	There is much to be learned from the work conducted by Southern Water (SW) contractors in recent years, when substantial lengths of new sewer pipes were installed along Sandwich Road and towards their waste treatment site off Jutes Lane. Southern Water used the former hovercraft base as their operational base for a period of approximately 2 years. However, their base was positioned approx. 60m north-west of your own proposal, immediately adjacent to Pegwell Road, as shown on your interactive map. Not only did this provide easier access for vehicles and easier/less obtrusive fencing for their compound, but it also had less detrimental impact on the wildlife in Pegwell Bay. Your own proposed compound is much closer to the water's edge and the consequential disturbance of birds, seals and other wildlife in the Bay. If a C&M compound is absolutely necessary on that site, then we maintain that the same position and size as Southern Water would cause less harm. Question 10 – if it is necessary, why can't the former hovercraft base compound be similar in size and position to that used by Southern Water?	N	In response to feedback received at Targeted consultation and engagement with stakeholders, it has become apparent that the hoverport is no longer suitable for a compound due to protected species and the state of the ground conditions. Therefore, National Grid is no longer proposing to use the hoverport site as a construction compound.
		Construction – compound areas, intra-project cumulative effects	Now considering the proposed C&M compound off Sandwich Road - we maintain this is not a suitable site. There are several reasons for this: • Sandwich Road is used by vehicles travelling between Ramsgate and Sandwich, particularly in the morning and late afternoon. Any obstruction would cause congestion. • The proposed site is at the junction of Sandwich Road and Cliffsend Road. This would constitute an unnecessary hazard and an unacceptable road safety risk. There is an additional safety risk is for pedestrians and cyclists as the draft order limit cuts across a popular and frequently used public footpath and national cycleway. • The site is Grade 1 agricultural land. • The land is lower than the adjacent roads. It is significantly lower than the road to the former hovercraft base, which has safety railings and crash barriers on that edge as a result. Therefore, it is not accessible from there. No other access points are shown as possible. In short – this proposed C&M site is not accessible to vehicles or machinery.	Y	The Sandwich Road compound has been relocated to the north side of the road, closer to the A299, thereby resolving some of the concerns raised. This is proposed as an option to be used during construction, as well as if required for maintenance or repair purposes during the operational phase. **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** provides further information relating to the proposed construction compounds. The indicative locations of the construction compounds for the Kent Onshore Scheme are illustrated on **Application Document 2.14.2 General Arrangement Plans - Kent**. On the basis of the above, the comments regarding differences in land levels is no longer an issue. A transport thematic meeting was held with Kent County Council, Thanet District Council and Dover District Council to provide a summary of this design change. **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** includes an assessment of construction traffic associated with the Proposed Project including construction vehicles associated with the access and compound on Sandwich Road. This Chapter concludes that no significant effects are expected on the highway network during the construction phase as a result of construction traffic. Management and mitigation measures relating to construction vehicle routes and compounds are set out within **Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan - Kent**.

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			• The proposed compound is sited on top of a major pressurised sewer pipe junction. The siting of heavy machinery and vehicles would constitute a significant risk, with major consequences to public health should any of the sewer infrastructure be damaged. • There are residents' properties opposite, who are concerned about noise, dust and pollution, vibrations, loss of privacy, and light pollution during the hours of darkness (especially security floodlighting). We note that you propose 7-day week working, including Sundays and bank holidays, as you consider necessary. In summary, we strongly object to this site being used as a C&M compound as the harm would clearly outweigh the benefits. Question 11 – in view of these points, please confirm that you will not be using the site off Sandwich Road as a C&M compound, or any other base for the SeaLink project.		The impacts associated with construction activities on nearby residential properties has been assessed within the ES. Impacts relating to air quality, including dust from the construction phase are assessed within **Application Document 6.2.3.8 Part 3 Kent Chapter 8 Air Quality**. Impacts relating to noise and vibration are assessed within **Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise & Vibration**. Visual impacts are assessed within **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**. Impacts relating to human health have been assessed within **Application Document 6.2.3.11 Part 3 Kent Chapter 11 Health and Wellbeing**. Therefore, please refer to these detailed technical assessments which report the outcomes of the assessment. Please also note that a variety of mitigation measures will be employed during the construction phase to minimise and reduce impacts to residential receptors. Mitigation is listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions** (REAC) which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). The development of an Outline Soil Management Plan (SMP) is committed to and has been produced in line with best practice guidance including the Defra Construction Code of Practice. Individual SMPs have been produced for Kent and contain measures informed by the site specific information. The outline SMP includes the requirements for on-going supervision and monitoring as well as the required competencies to be held by the responsible parties. Where agricultural land is to be returned to productive use the handling methodologies will outline the methods to minimise potential function loss as far as is practicable. Please refer to **Application Document 7.5.10.2 Outline Soil Management Plan – Kent** which accompanies the DCO application and will be developed into the SMP for the Proposed Project in advance of construction.
		Design, consultation	**The increased size of the draft order limits in Pegwell Bay** We note that the size (width) of the proposed draft order limit in Pegwell Bay has more than doubled to be approximately one kilometre wide. Question 12 – why? We can find no detailed information for your proposed activities and/or presence in this area. Question 13 – please tell us the maximum use and presence (e.g. ships, platforms etc) you will be applying for, and for what period of time.	N	The increase in the Order Limits within Pegwell Bay is to allow for sufficient area for the provision of anchorage during installation of the cable. Any vessel or barge used during construction would need to be anchored securely which could entail the positioning of concrete anchor points. The Order Limits are wide due to the potential need for a tracked vehicle to place the anchor points, the need to manually place the anchors and to give flexibility on anchorage positions. **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** contains further details, although full details will be available regarding the amount of infrastructure once the Main Contractor has been appointed.
		Consultation	Annex – copy of emails – 10/7/24 from Cliffsend Parish Council (Cllr Chapman) and 16/7/24 reply from National Grid: - From: [redacted] <[redacted] Sent: Wednesday, July 10, 2024 12:41 PM	N	National Grid acknowledges this feedback and provided a response on 16 July 2024 which clarified the information provided to the Parish Council, offering the opportunity to have a briefing over teams and confirming that slots were still available. Details of general webinars were also reiterated, confirming that these were on 16 and 22 July 2024, with details of how to sign-up for these.

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			To: '[redacted] <[redacted] Subject: 2 questions please Dear Sealink, I am the vice-chair of Cliffsend Parish Council, whose boundary includes Pegwell Bay, Kent. I have received updated information by post from you, and I have looked at your website. I have 2 requests for information please, for myself and the residents of Cliffsend. A prompt reply would be appreciated, for our next Council meeting on 16/7/24: - 1. There are now 2 new proposed “construction and maintenance sites”, off Sandwich Road and on the old hoverport base. Can you please supply information about these. E.g. are they buildings? If so, how big? (Your interactive map shows each location as having an area of 7.2M – but does not show units). How will they be used & what for? What is the environmental impact and how will you mitigate against it? Then especially for the Sandwich Road site - What is the impact on nearby residents (e.g. noise, disruption, traffic, lighting, agriculture, etc)? Are they permanent? If not, how long will they be in use and how will the sites be left afterwards? 2. Your website and fold-out glossy say that there is a webinar for Kent on Mon 22nd July. However, the paper pack I received says it is on Tuesday 23rd July. Which is correct? Kind regards Paul Chapman (Vice-chair, Cliffsend Parish Council) From: Contact Sealink <[redacted] Sent: Tuesday, July 16, 2024 5:04 PM To: [redacted] Subject: Re: [EXTERNAL] 3rd Time of Asking Dear Cllr Chapman, Thank you for your email. With regard to the parish briefings on 17 July and 23 July, these are both online. Please accept our apologies for the incorrect information regarding webinars. The webinar details were incorrect across a small number of printed materials. We have taken steps to rectify this. I can confirm that the second Kent webinar will be held on Monday 22 July 2024.		With regard to the construction and maintenance sites off Sandwich Road, National Grid is no longer proposing to use the hoverport site as a construction compound.

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			With regard to the two proposed construction and maintenance compounds, these are temporary and would be used in the event that inspection (survey), mitigation or repair activities would be required in inner Pegwell Bay after the cable was installed. The proposed compounds would have no permanent installation on them, being used for temporary parking and storage of inspection and/or mitigation and/or repair equipment, as well as plant and consumables. Temporary office / welfare facilities may be required in the event of mitigation / repair activities of extended duration. The temporary compounds not be extant for the lifespan of the Sea Link and would only be set-up when required. The site would then be reinstated after use. I hope the above appropriately answers your query, but do let me know if you have any further questions.		

Table 1.6 Dover District Council

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Needs case, legislation and policy inc. permits, onshore mitigation	Thank you for the opportunity to comment on the additional information and plans as part of this targeted consultation in respect of the Sea Link proposals for the construction of a 2GW High Voltage Direct Current (HVDC) undersea electricity link between Suffolk and Kent. The onshore infrastructure in Kent would consist of a converter station, substation and connection to the Richborough to Canterbury overhead line which would be upgraded and following the statutory consultation in 2023, additional preliminary environmental information, environmental constraint plans, general arrangement plans, design drawing and change to order limits plan have been published for this targeted consultation. In terms of the land which has been added to the draft order limits, within the Dover district, this appears to relate to the construction of the overhead lines and associated access, as well as a biodiversity enhancement area further southwest (again with associated access). **Relevant Planning Policies and Guidance** The Council has previously referred to National Planning Policy Statements and local planning policy (including the Core Strategy (2010), Land Allocations Local Plan (2015) and emerging plan). In respect of the Draft Dover District Council Local Plan to 2040, since the Council's response to the statutory consultation in 2023, the Inspectors' initial findings have been published and a schedule of main modifications in response has also been published and subjected to consultation. Responses to the consultation have also been published and subject to further comments from the Inspectorate, it is anticipated the local plan will be adopted later in 2024. The Council is generally supportive of the overall principal of the proposal, which will improve energy security, provided that the impacts of the project are adequately assessed, appropriately mitigated and compensated as required.	N	National Grid acknowledges this response. Full details of the EIA including proposed mitigation are set out in Volume 6 of the DCO application.
		Design, converter station location, landscape and visual	**Comments** The project update document published details the work that has been carried out since the statutory consultation closed in December 2023, which includes reviewing feedback to the consultation and further technical and environmental assessments. The document sets out a number of changes that have been made to the proposals in response to this, which include refinements to the offshore cable route,	N	National Grid acknowledges this response . The amendments made to the design as consulted on as part of the Targeted consultation have been considered and assessed within the technical ES chapters, including: • **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual;** • **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity;**

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			additional marine areas for construction vessel manoeuvring and changes to the approach for backfilling trenches. In Kent, the changes include an increase in the overall height of the converter station, confirmation of the type of pylon which would be installed, changes to the draft order limits with the removal of some land as well as the inclusion of additional land, as well as various changes to the construction and maintenance access routes and compounds. Further details have been provided on the construction methodology, with changes proposed to the planned working hours seeking to allow construction on Sundays and Bank Holidays. The document addresses the need for the development; in order to reinforce the network between the South East and East Anglia. It provides commentary on the level of engagement and stakeholders involved in the non-statutory consultation held between October and December 2022 and the key pieces of feedback which included the coordination of multiple projects (particularly in East Suffolk), comments on the design and queries about alternatives to Sea Link (including alternative positioning of equipment and connecting to the network at different locations. Further commentary is provided on the responses received to the statutory consultation held in 2023, which have informed some of the changes now proposed. It identifies that many of the respondents in Kent focused on the proposed converter station site. The document details how this has been reviewed by National Grid, who reconsidered alternative locations within two search areas which were previously considered and detailed in the option selection and design evolution report. National Grid considers that the proposed site remains the most appropriate, being closest to the network and existing infrastructure (such as that at Richborough Energy Park). Recognising the proximity of the proposed converter station to important ecological designations, mitigation has previously been outlined, which includes habitat creation. The update document sets out that responses to the statutory feedback also raised the need to reduce impacts of Sea Link on the environment. The report sets out the likely significant environmental effects of the project on the environment, along with how the impacts can be avoided, reduced or offset (set out in the preliminary environmental information report (PEIR)). As set out above, changes are proposed to reduce the extent of the draft order limits in several areas, however additional land is also proposed to be included in order to deliver environmental mitigations and enhancements,		• **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage;** • **Application Document 6.2.3.4 Part 3 Kent Chapter 4 Water Environment;** • **Application Document 6.2.3.5 Part 3 Kent Chapter 5 Geology and Hydrogeology;** • **Application Document 6.2.3.6 Part 3 Kent Chapter 6 Agricultural and Soils;** • **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport;** • **Application Document 6.2.3.8 Part 3 Kent Chapter 8 Air Quality;** • **Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration;** • **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism; and** • **Application Document 6.2.3.11 Part 3 Kent Chapter 11 Health and Wellbeing.** The latest design details and construction methodology, are set out in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.

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			including further biodiversity net gain (BNG), proposing to deliver at least 10% BNG across the entire project. In respect of the pylons, it is understood full-height (approximately 50m tall) pylons would be installed to connect the converter station/substation to the overhead line. The rationale for this is that fewer pylons would be required when compared to low-height pylons, and it is noted the existing pylons are approximately 50m in height. The location of the pylons has also been refined to reduce the triangular area that would be formed by their placement. It is understood this would reduce the risk that birds could become trapped in between the new and existing overhead lines and I note from thematic meetings and the information in the additional Preliminary Environmental Information (PEI) report that forms part of this consultation, that further surveys have been undertaken, discussed further below. As a result of the ground investigation and other survey work that has been undertaken, it is understood the ground beneath the proposed substation and converter station may need to be improved by installing modular columns (20m deep underground concrete supports) to spread the weight of the buildings above or by piling into the bedrock below; to be informed by further survey work. The Council hopes that further clarification on this will be provided as the scheme is progressed. As a result, the height of the buildings above ground level could increase from 26m to 28m (with additional equipment on the roof). As discussed further below, the increase in height will be addressed in relevant reports to inform the impact on heritage assets and landscape/visual effects. Indicative designs of the converter station were provided at the statutory consultation stage and the Council hopes to receive further information on the design and landscaping as the scheme progresses. Further information has also been provided on the approach to mitigation, enhancement and biodiversity net gain (BNG), with additional land proposed to be included in the draft order limits. In respect of the changes to the construction and maintenance access, it is understood that Kent County Council (KCC) will comment on these in their role as the highway authority and that any associated impacts are addressed in the PEI and environmental statement.		
		Inter-project cumulative effects, intra-project cumulative effects, timescales / programme	**Additional Preliminary Environmental Information** A report has been published providing further PEI to support the project update document. This identifies the environmental topics (water environment; agriculture and soils; traffic and transport; air quality; noise and vibration; socio-economics, recreation and tourism; health and wellbeing; intra-project cumulative effects and inter-project	N	The environmental assessments presented within Volume 6 of the DCO application have assessed the impacts associated with the revised construction working hours. **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** and **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk** set out the parameters for the assessment of extended working hours, and the

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			cumulative effects) with similar effects to the original PEIR, providing commentary on the key features of the existing baseline, changes to potential impacts and receptors and conclusions in respect of likely significant effects. It is noted that additional working hours are proposed, to include Sundays and Bank Holidays. It is not clear if the inclusion of these additional days would reduce the overall construction period of the development and if so, how significant this would be. Whilst it is understood this is to allow more flexibility for any construction works required by the contractor, it is not clear if works could take place on every Sunday and Bank Holiday and concerns are raised in this respect as depending on the nature of the works taking place, this could have an effect on traffic at busy periods and the experience of users of nearby Public Rights of Way (PRoW) who may visit the area on Sundays and bank holidays, as well as nearby residents. Further clarification on this would be welcomed as the scheme progresses.		management measures for the control of trips made during working hours. Works on Sundays and Bank Holidays will be limited and only carried out to provide added flexibility to the programme. HGV arrivals or departures on Sundays and public holidays will be limited to a maximum of 30 HGVs per day. It is also expected that there will be up to 50% fewer LGV and staff vehicle movements on Sundays and Bank Holidays than the number of movements anticipated to be experienced on weekdays and Saturdays. The assessment of the Saturday lunchtime peak (12pm-1pm) within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** is considered to offer a robust assessment of the weekend period when higher levels of construction vehicle movements are expected. National Grid acknowledges concerns about working hours, however, the amended working hours are intended to ensure that the Proposed Project can be delivered within the timescales required. Shortening working hours would potentially extend the working programme and put at risk the delivery of the Proposed Project by 2030. National Grid is maintaining ongoing dialogue with the District and County Council and will seek to address the issue of working hours in the course of thematic meetings.
		Landscape and visual, construction – general, walking, cycling and horse-riders	The PEI addresses key changes for landscape and visual impacts, which relates to the proposed ground level raising (by up to 2m) of the Minster Substation and Converter Station site (such that the overall height of the building would be 28m above existing ground level plus roof equipment), the introduction of temporary towers to facilitate the overhead line works and the inclusion of the River Stour channel within the draft order limits for potential watercourse and BNG enhancements. The Council notes the likely significant effects identified during the construction and operation and maintenance phases and that the zone of theoretical visibility would take into account the increased height of the converter and substation, including the effects of the additional works for recreational receptors along the PRoW network and Saxon Shore Way.	N	**Application Document 6.3.3.1.C ES Appendix 3.1.C Landscape Designation and Landscape Character Assessment and Application Document 6.3.3.1.D ES Appendix 3.1.D Visual Amenity Baseline and Assessment** set out an assessment of landscape and visual effects for construction, operation and maintenance. The visual assessment considers recreational receptors on the PRoW network and recreational routes where appropriate. The assessment considers the design set out within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Terrestrial ecology, ornithology, onshore mitigation	In respect of ecology and biodiversity, further survey work has been completed (with other survey works ongoing) and a full report will be included in the environmental statement. The proximity to designated sites and other habitats and wildlife sites is noted. The construction access route through Pegwell Bay saltmarsh would be removed and alternative access avoiding the saltmarsh would be introduced (a stretch of which would pass through the designated site, via an existing track which is understood to have no SAC features or habitat supporting SPA birds). The report also addresses re-alignment of the construction and maintenance haul road	Y	National Grid acknowledges the feedback. A key change to the Proposed Project is the type and location of mitigation land for golden plover, which no longer comprises wet grassland south of the River Stour. Following Targeted consultation, National Grid have identified an area of arable land close to the coast and adjacent to the A256 which will be enhanced for golden plover. This has been discussed with Kent County Council, Thanet District Council, Dover District Council and Natural England. Further details are available within **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**.

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			from the existing level crossing to a bailey bridge across the River Stour. An approximately 11ha area of long-term improved habitat (seasonally flooded grassland and new riverside scrapes) is proposed to the south of the existing overhead line, to offset the permanent loss of functionally-linked arable habitat for wintering golden plover due to the proposed substation and converter station site. Watercourse enhancements and BNG in part of the River Stour Channel have been added to the draft order limits, and details are included in respect of the proposed lattice towers and temporary towers. The comments of the likely significant effects sections are noted, and the inclusion of the area of improved habitat to offset the loss of functionally linked land is positive and would be contiguous with already restored wet grassland undertaken under Natural England stewardship. Further details of how this will be achieved, monitored and maintained to ensure it achieves the stated objective are welcomed. The Senior Natural Environment Officer advises their previous comments included in the Council's Statutory Consultation response remain valid and that the amended scheme should take account of any potential for ecological impacts and demonstrate how the mitigation hierarchy has been applied.		Details of how this land will be monitored and maintained are included in **Application Document 7.5.7.2 Outline Landscape and Ecological Management Plan – Kent**. The commitment to this mitigation measure is secured in Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Design	The report justifies the type of pylon selected and how this has been partly informed by consideration of ecological impacts (including vantage point surveys and a collision risk assessment). It is understood that the temporary pylons proposed would be required for approximately two years and subject to remediation of the land following their removal, the effects would be temporary. The council supports the objectives of providing BNG and understands further detail will be provided as the proposals are progressed.	N	National Grid acknowledges this response. Please refer to **Application Document 6.12 Biodiversity Net Gain Feasibility Report** for further information.
		Cultural heritage	In respect of cultural heritage, it is understood that further non-intrusive field surveys have been undertaken to inform the baseline and assist in the identification of possible impacts and intrusive works have included archaeological monitoring of ground investigation works and a phase of evaluation trenching commenced in June 2024 following discussion with KCC County Archaeology. Changes to the draft order limits, particularly the inclusion of additional land for a larger construction compound and the 11ha improved habitat (which proposes relatively shallow riverside scrapes to ensure permanent areas of wetland) have been taken into consideration. It is understood further investigation will take place and should be subject to further discussion with the KCC County Archaeologist. The report considers there should not be any additional significant adverse effects on the	N	National Grid acknowledges the feedback. Further details regarding adverse effects of the increased height of the substation and converter station on heritage assets are provided in **Application Document 6.2.2.3 Part 3 Chapter 3 Kent Cultural Heritage**. National Grid is undertaking ongoing engagement with Historic England and has prepared a Statement of Common Ground which has been submitted with the DCO application (**Application Document 7.4.3 Draft Statement of Common Ground Historic England**). An assessment of the potential impacts on Richborough Fort are considered in **Application Document 6.2.2.3 Part 3 Chapter 3 Kent Cultural Heritage**.

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			setting of heritage assets as a result of the increased height of the substation and converter station and it is understood this will be addressed further in the environmental statement when visualisations will be available. The Council understands that there are discussions between National Grid and Historic England and that the assessment will address any impacts on the scheduled monuments at Richborough.		
		Geology and hydrogeology, onshore mitigation	The geology and hydrogeology section of the PEI addresses potential sources of contamination and the introduction of a construction compound and associated access off Sandwich Road within groundwater source protection zone 1. It is noted that there is ongoing consultation with the Environment Agency and relevant waste water company which will inform any further assessment and mitigation which may be required. Dover District Council appreciates the opportunity to make the above comments and trusts that they will be of assistance and will be taken into account as the project progresses.	N	Consultation with the Environment Agency has been carried out to agree the appropriate level of assessment that is undertaken for the construction compound within the Source Protection Zone 1, this is included within **Application Document 6.2.3.5 Part 3 Kent Chapter 5 Geology and Hydrogeology**.

Table 1.7 East Suffolk Council

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Consultation	**Response of East Suffolk Council to National Grid Electricity Transmission Additional Consultation on the Sea Link Project** East Suffolk Council (ESC) welcomes the opportunity to provide additional comments on the changes to the Sea Link project and the evolution of the project since statutory consultation was held October-December 2023. This response is structured into overarching comments on the project and consultation, followed by detailed technical comments in the four themes identified in the consultation documents: changes to permanent infrastructure, changes to construction and maintenance work, changes to mitigation, enhancements, and the approach to biodiversity net gain, and changes to the strategy for coordination. ESC's position on the Sea Link project at the 2023 statutory consultation was one of objection. The changes presented in this additional consultation do not change ESC's position of objection. Nonetheless, ESC has provided detailed technical comments in the response below. These comments are made in addition to those made at statutory consultation in 2023.	N	National Grid acknowledges the comments. Please refer to the subsequent rows of this table which respond to the specific points/ feedback raised.
		Consultation	**Timing of the Additional Consultation** ESC welcomes the additional consultation as an opportunity provide feedback on the changes made to the project since the last public consultation was held. While ESC appreciates that National Grid Electricity Transmission (NGET) has their own programme for the project, the timing and duration of the consultation has been particularly difficult to resource. ESC welcomes the statement in the Project Update document that NGET has written to more than 35,000 homes and business across Suffolk and Kent to make people aware of the changes being made to the Sea Link proposals. However, ESC maintains concerns about this additional consultation not being publicised sufficiently in advance and being too short in length to allow proper engagement. ESC has raised significant concern with NGET about the additional targeted consultation, specifically the length of consultation over the summer. 8 weeks is a more appropriate period of time for a consultation, to allow stakeholders the time to engage properly and prepare an informed and comprehensive response. A consultation period of 5 weeks has presented a substantial challenge for the Council to review the consultation materials and prepare a response; a challenge undoubtedly shared by many other	N	The April 2024 'Guidance on the pre-application stage for Nationally Significant Infrastructure Projects' note sets out that for 'any material change to a part of the proposed application where the project as a whole is not fundamentally changed […] a bespoke and targeted approach to further consultation can be adopted'. The Targeted consultation in summer 2024 was held in line with these principles. Whilst recognising the Council's comments about the duration of the consultation, it is worth noting that the Targeted consultation period was in excess of the 28 day period required for statutory consultations being held in accordance with the Planning Act 2008. Furthermore, whilst Ofgem chose to hold a consultation relating to National Grid Ventures' Nautilus project during a similar timeframe to the Proposed Project's Targeted consultation, it is important to note that this was a separate, independent consultation. Additionally, the pre-election period for the July 2024 general election impacted National Grid's ability to start the Targeted consultation any sooner. Consistent with the Government's Net Zero target, there has been, and continues to be, growth in the volume of renewable and zero carbon generation that is seeking to connect to the electricity transmission system in the East Anglia and South East regions. UK Government policy clearly sets out the critical requirement for significant reinforcement of the transmission system to facilitate the connection of renewable energy sources and to transport electricity to where it is used. In particular, the British Energy Security Strategy sets

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			stakeholders and affected communities. This is a particular challenge for organisations and individuals where the timing of the consultation sits outside of their decision-making cycle, or where they are affected by the school holiday period. This challenge has been exacerbated by the need to engage with multiple other nationally significant infrastructure projects (NSIPs) and consultations at the same time as the additional Sea Link consultation; notably Ofgem's consultations on Nautilus' interconnector licence1 and changes to the Initial Project Assessment2 with its abandonment of pursuing landfall and connection at the Isle of Grain and intention to progress the project in east Suffolk, being held along the same period. Any additional consultation held in the peak summer period would present challenges, but the short length of this consultation has exacerbated the issue. Many town and parish councils do not meet over the peak summer period of July and August which makes it difficult for them to prepare and agree responses. East Suffolk is host to multiple consented, planned, and known NSIPs and accordingly stakeholders and communities have come to expect appropriately timed consultations. ESC is conscious of consultation fatigue in communities trying to engage with multiple complex NSIPs at any one time. 1National Grid Nautilus Limited - Notice of application for an Electricity Interconnector licence | Ofgem 2Changes to the Initial Project Assessment of the Nautilus Offshore Hybrid Asset | Ofgem		targets for the connection of up to 50 GW of offshore wind by 2030 as a key part of a strategy for secure, clean and affordable British energy for the long term. Without reinforcement, the capacity of the existing network in East Anglia and the South East is insufficient to accommodate the connection of proposed new power sources connecting in the area.
		Consultation	**Engagement in the Additional Consultation** ESC welcomed NGET hosting four webinars in the consultation period. ESC attended the Suffolk and Kent webinars, and it was noted that these were well attended with lots of questions being asked by the audience across a matter of themes. ESC noted that there were several recurring themes of questions from the public, including requests for more information about the Fromus crossing. There were requests for design visualisations, including illustrations to better understand the massing of the bridge in the landscape. Participants also noted concern at NGET's assessment of the bridge creating significant adverse effects on the setting of Grade II Listed Hurts Hall, and its setting in the landscape. Participants also raised concern about the potential loss of	N	The approach to Targeted consultation was informed by the April 2024 government guidance to pre-application consultation. This indicates that where changes to part of a project are material, but the project as a whole is not fundamentally changed, a bespoke and targeted approach to further consultation can be adopted, which can address the specific consultation obligations arising proportionately. **Application Document 5.1.5 Consultation Report Appendix D – SoCC** (para 4.3.1) allows for this approach, stating that "if, following the statutory consultation, NGET considers it is necessary to undertake further targeted statutory consultation, this would be undertaken, so far as relevant and proportionate, in accordance with the principles and methods set out in this SoCC". Targeted consultation was undertaken thematically rather than geographically, presenting the key design changes, providing additional preliminary environmental information, and provide

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			ancient woodland and veteran trees associated with the Fromus crossing There was repeated significant concern about the increased core working hours and related impacts on residents' mental health and wellbeing, with several members of the public noting the presence of multiple construction projects happening in one geographical area at the same time. Questions were asked about the timing of the traffic and transport surveys taking place in January and February, noting the highly seasonal tourist economy and resultant peaks in the summer months. Concerns about fly parking, concern about provision of worker parking, and potential for park and ride/car sharing schemes were raised. Questions were asked about community benefit and compensation to local communities affected by the construction of the project, including impact on holiday rentals and tourist accommodation. There were several comments from members of the public noting participation felt limited in the webinars by virtue of participants having to type questions in the chat to be answered by the project team, instead of participants being able to use the microphone and camera functions to ask questions and engage with the project team directly. This may have been particularly pronounced as this consultation held no in-person webinars for people to attend and engage with in person. East Suffolk's communities have had to engage with multiple NSIPs at once for several years, and so have developed expectations of consultations and engagement by developers and project promoters. Communities expect to be able to engage meaningfully with project promoters and importantly, feel that they are able to engage and be listened to.		opportunities for further comment. The consultation involved no face-to-face events (notwithstanding four online webinars), since the design was not considered to have changed enough as a whole since Statutory consultation that public events are needed as a means of communicating the changes. Notwithstanding the above, statutory site and newspaper notices and other statutory elements will be undertaken to mitigate any potential future accusation that the further consultation was not adequate from a procedural perspective. National Grid acknowledges the observations and comments from the Council on matters raised during the course of Targeted consultation. National Grid seeks to present details of the Proposed Project as fully as possible at the time of engagement being initiated. However, issues such as the design of the Fromus crossing, converter station design principles and community benefit remain subject to ongoing assessment, design or will be guided by emerging government guidance. With regard to the issues raised by the local community in response to this consultation, comments about the format of webinars, the approach to raising questions and the challenges some attendees experienced are acknowledged. The bridge over the River Fromus and its impact upon nearby heritage assets, the surrounding landscape and trees has been considered in several chapters of the ES: **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual, Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity, Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage, Application Document 6.2.2.7 Part 2 Suffolk Traffic and Transport and Application Document 6.2.2.4 Part 2 Suffolk Chapter 4 Water Environment**. The assessment set out within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** considers traffic flows associated with the construction phase for the Suffolk Onshore Scheme. This assesses the traffic flows for the construction of Friston Substation on the basis that this is constructed as part of the Proposed Project. Should Friston Substation be construction as part of another project (i.e. by SPR), then the construction traffic flows for the Proposed Project would be less than those assessed within the ES. As such, a robust approach has been taken. National Grid will consider ways of minimising the impacts of an influx of workers during the construction phase of the Proposed Project. Potential measures may include car sharing and it is noted that Sizewell C is looking to utilise a park and ride scheme. Nonetheless, **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding

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					highway network, with the mitigation identified within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**. In terms of working hours National Grid acknowledges these concerns. The amended working hours are intended to ensure that the Proposed Project can be delivered within the timescales required. Shortening working hours would potentially extend the working programme and put at risk the delivery of the Proposed Project by 2030. Since publication of the PEIR within Statutory consultation, the proposed construction working hours have changed. To give National Grid the flexibility to deliver the construction programme on time and incorporate standard industry working patterns, it has identified a need to include 7am to 5pm working on Sundays and bank holidays within the core working hours. The proposed construction core working hours (unless otherwise approved by the relevant Local Planning Authority) for all terrestrial works in Suffolk and Kent are: • Monday – Friday: 0700 to 1900; and • Saturday, Sunday and Bank Holidays: 0700 to 1700. Whilst this change gives National Grid the flexibility to carry out works when and where needed, it does not expect construction activity to take place on every Sunday or bank holiday. There will be restrictions on the type of activity that can occur on these days. The restrictions include limiting HGV and percussive piling activities. Further details of the restrictions and the mitigation are set out within the **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured via Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**). The health and safety of the public, local communities and employees is National Grid's highest priority. Throughout the development of the proposals, National Grid has carefully evaluated the potential impacts of the Proposed Project on health and wellbeing, and where appropriate identified means of mitigating any impacts of the construction and operational phases (**Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing**). National Grid is maintaining ongoing dialogue with the District and County Council and will seek to address the issue of working hours in the course of thematic meetings.
		Needs case, timescales / programme, DCO process	**Need** NGET states the need case for Sea Link is based on the need to reinforce the existing network transmission infrastructure between Suffolk and Kent. The Project Update document states "The growth in offshore wind, new	N	Since other projects are both planned and in some cases already consented, National Grid is obliged to plan positively in order to be able to fulfil existing connection agreements and provide the additional network capacity outlined through the needs case.

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			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." However, in respect of exporting energy from Suffolk and Suffolk grid reinforcement, it is understood the need for the project arises once the Sizewell C new nuclear power station, LionLink, and Nautilus are all operational (the latter two not yet consented). Therefore, the reinforcement is not yet required, and should the identified projects not become operational at the times anticipated or not be delivered at all, then presumably this changes the need case for Sea Link. If Sea Link is consented its implementation should be conditional on the other three projects all being consented with greater certainty over their delivery. NGET's application for development consent is expected to be made in Q1 2025, followed by National Grid Venture's (NGVs) application for development consent for LionLink anticipated in late 2025. Timescales for the Nautilus project are yet unknown and are dependent on the outcome of the Ofgem consultation. If Nautilus does return to a connection in east Suffolk, it is likely its timescale would be slightly behind those of Sea Link and LionLink. The case could be made for NGET to delay submission until there is more certainty on the need for reinforcement, and more information known about Sea Link's potential coordination with other projects, particularly offshore wind generation. It is understood this would require an amendment to the currently contracted required installation date. Moving the DCO submission backwards would allow other NGV projects, specifically LionLink, to catch up to Sea Link and potentially even Nautilus. A delay to submission could then also allow the examinations for Sea Link and the other projects to be coordinated, which could reduce the burden on stakeholders and communities trying to engage with multiple projects and examinations in short sequence. ESC has previously raised the challenges for communities and stakeholders to engage in examinations for multiple projects either simultaneously or in short order, including the challenge of resourcing engagement in examinations, and consultation fatigue. The examinations for ScottishPower Renewables' East Anglia One North and East Anglia Two offshore windfarm projects were held jointly, in recognition of these challenges and this worked well and was supported by stakeholders.		National Grid acknowledges the concerns raised in relation to the challenges for communities and stakeholders to engage in examinations for multiple projects either simultaneously or in short order. However, delays in the planning process for individual projects could result in significant knock-on effects for the delivery programme of other projects, making it necessary for each developer to progress their own projects, whilst maintaining ongoing dialogue to help facilitate coordination of development, colocation of new infrastructure where appropriate and to minimise or mitigate the effects of development. National Grid is coordinating with other developers of large scale infrastructure projects in Suffolk, noting that those other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application (**Application Document 7.10 Coordination Document**). While efforts are being made to engage with other projects and identify appropriate ways of co-ordinating with different projects, covering several different geographical locations and on different timelines for delivery, it is not always possible to co-ordinate with all projects. The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with the LionLink and Nautilus projects in Suffolk where it is feasible. The assessment of inter-cumulative effects with these other proposed developments is also considered within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. Unlike SPR, National Grid Electricity Transmission and National Grid Ventures are separate developers working to different timescales for delivery. The Proposed Project must be delivered by 2030, while LionLink is not as well developed, meaning that simultaneous examinations are not feasible. Consistent with the Government's Net Zero target, there has been, and continues to be, growth in the volume of renewable and zero carbon generation that is seeking to connect to the electricity transmission system in the East Anglia and South East regions. UK Government policy clearly sets out the critical requirement for significant reinforcement of the transmission system to facilitate the connection of renewable energy sources and to transport electricity to where it is used. In particular, the British Energy Security Strategy sets targets for the connection of up to 50 GW of offshore wind by 2030 as a key part of a strategy for secure, clean and affordable British energy for the long term. Without reinforcement, the capacity of the existing network in East Anglia and the South East is insufficient to accommodate the connection of proposed new power sources connecting in the area. Therefore, it is not possible for National Grid to delay the DCO submission.

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			The need case for Sea Link in relation to potential coordination with offshore wind generation is discussed further in the Changes to the Strategy for Coordination section below.		
		Coordination with other projects, project finance / cost of scheme, DCO process	**Offshore Coordination Support Scheme** In ESC's response to the 2023 statutory consultation, ESC questioned the potential implications for Sea Link of coordination with the North Falls and Five Estuaries offshore windfarms, after it was announced on 5 December 2023 that the three projects had been successful in receiving grant funding from the Offshore Coordination Support Scheme (OCSS). The purpose of the funding from the OCSS was to enable the exploration of coordination between proposed projects to reduce the cumulative onshore and offshore assets when compared to their original radial connection proposals. ESC supported the principles behind this scheme and had hoped that proposals seeking coordination between offshore wind projects and multi-purpose interconnectors would come forward which demonstrated a reduction in the proposed infrastructure. Funding was however awarded to Sea Link, North Falls and Five Estuaries. Given the purpose of the Sea Link project is to provide reinforcement to the transmission network, ESC has raised concern that the connection of generation assets to the project will undermine its original purpose and could consequently trigger the need for further transmission reinforcement. This concern was realised when the East Anglia Study was published by National Grid Electricity System Operator (NGESO)3. At present the outcomes of the Offshore Transmission Network Review more generally, and the limitations on the potential benefits from the OCSS due to the project's awarded grants, has been extremely disappointing for east Suffolk. Put simply, the Sea Link project will receive funding to explore coordination with two offshore wind projects which had revised grid connections in Essex and therefore whilst there could be a potential reduction in the projects infrastructure (not taking into consideration the need for further transmission infrastructure) overall the benefits will primarily be felt in Essex, whilst a reduction in infrastructure anywhere is welcomed in principle, it is not evident that there would be any reduction in the onshore infrastructure within east Suffolk. ESC is also concerned about how any outputs from the OCSS are delivered. The programme for the OCSS outputs does not appear to align with the consenting programmes for the NSIPs involved. Five Estuaries and North Falls have both already submitted their applications for development	N	With regard to the Offshore Coordination Support Scheme (OCSS), grant funding was awarded to North Falls, Five Estuaries and Sea Link in order to explore the coordination of two offshore wind farms and a bootstrap reinforcement to the GB grid. A feasibility study was undertaken which focused on defining the necessary building blocks, capital costs, construction and commissioning methodologies and overall programme. This study concluded that a technical solution was feasible, but drawbacks were identified in this particular application such as an increase in capital costs over the baseline, additional constraint costs driven by the need for further network outages and up to five years delay to the delivery of North Falls and Five Estuaries. The Electricity System Operator also undertook a study associated with the resultant change in power flows that arose from this OCSS proposal and the changes in connection location of the North Falls and Five Estuaries offshore windfarms. The Secretary of State for Energy Security and Net Zero reviewed the study amongst other information and decided not to grant further funding. All OCSS related work ceased and no further work is being undertaken on this OCSS proposal. The need for the Proposed Project, as a point-to-point 2 GW HVDC network reinforcement between East Anglia and Kent, remains and is being progressed solely as such. There is no requirement for offshore platforms, converter upgrades or additional OCSS interrelated network reinforcements. Any identified modifications and enhancements to the Proposed Project needed to facilitate OCSS have been shelved and do not form part of the Proposed Project DCO.

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			consent. It is anticipated that Sea Link will submit their application early 2025. The implications for the outputs of the OCSS should be integral to decision making on the projects and should not be considered at a later stage. In addition, the consequences for the decisions made in terms of impacts on transmission infrastructure must also be considered at the same time. Five Estuaries has not included the necessary infrastructure to enable coordination with North Falls and Sea Link within their application for development consent. They have stated that they will need to seek additional consents. North Fall's development consent application has not yet been accepted by the Planning Inspectorate, and at present it is not known whether their application includes the necessary infrastructure to enable coordination with Sea Link and Five Estuaries. The purpose of the OCSS was to enable a reduction in the cumulative impacts of the onshore and offshore infrastructure, ESC cannot see how this can be accurately assessed and robustly considered if this matter is not considered holistically within the DCO consenting process. If Sea Link were to connect to an offshore platform provided under either the Five Estuaries or North Falls DCO projects (if consented and implemented), ESC would need to understand the implications of this coordination on the Sea Link project, and the need case presented thus far being based on grid reinforcement, instead of connection to new additional generation. The Project Update document is clear that "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". If Sea Link then connects to a new source of offshore wind electricity generation, the capacity of Sea Link for grid reinforcement must then be reduced. As the need case for the Sea Link project has been presented as solely grid reinforcement, ESC would require further information on what this means for the required grid reinforcement if Sea Link's reinforcement capacity is then reduced. If Sea Link connecting offshore wind farm projects meant the reduction in grid reinforcement capacity therefore required an additional reinforcement project to meet the required reinforcement need, this would be of particular concern to ESC. The consequential implications for the transmission infrastructure need to be considered at the same time as the		

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			proposals for the coordination of Sea Link, North Falls and Five Estuaries. 3East Anglia study | ESO (nationalgrideso.com)		
		Onshore route location	**Changes to Permanent Infrastructure: Changes to the Permanent Infrastructure Planned as Part of Sea Link, including Cable Routes and Converter Stations/Substations** **General Comments – Cable Route** ESC welcomes the realignment of the High Voltage Direct Current (HVDC) cable route near Leiston Road, moving construction activity further away from nearby residential receptors. ESC notes however the cable route remains near some residential receptors, and welcomes all efforts made to minimise the impacts of construction on these nearby receptors. ESC notes the changes made to the High Voltage Alternating Current (HVAC) cable route including the increase in length by approximately 0.2km, noting the justification provided in the Project Update document is due to the routeing of the cables into the converter station at Saxmundham and the Friston substation.	N	National Grid acknowledges the feedback. Please refer to **Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan** which outlines the mitigation measures to reduce and minimise impacts during the construction phase to nearby residential receptors.
		Onshore route location, design	**General Comments – Friston Substation** At the time consent was granted for the ScottishPower Renewables East Anglia One North and East Anglia Two projects, National Grid advised the Friston substation was sized only for those two projects, and no additional projects. Therefore, it was made clear that further projects connecting to the Friston substation would require extensions to be made to the substation. At Preliminary Environmental Information Report (PEIR) in October 2023, the Project Description stated, “should the proposed Friston Substation be installed under the current consent secured by SPR, the works required for the Proposed Project [Sea Link] would be limited to the installation of new GIS bays and additional switch gear, cable connections and bus bars, all within the boundary of the substation. It is now understood that NGET proposes to connect the Sea Link project to the Friston substation without needing to extend the substation beyond what was consented for the East Anglia One and East Anglia North projects. ESC would like to understand the rationalisation behind this to understand why Sea Link can now be accommodated without any extensions to the substation.	N	All new GIS substation buildings constructed by National Grid are provided with space for additional bays to be installed as standard. Therefore, the Proposed Project can make use of this space to install the necessary bays without extending the substation building. In addition, as the detailed design for the Friston Substation is still being progressed, National Grid can work collaboratively with SPR to design an external arrangement of electrical equipment that can fit within the constraints of SPRs planning footprint.

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		Water environment, onshore route location	**General Comments – Friston Substation, Flood Risk** The Project Update document states that the land has been added to 'reflect the mitigation works approved under ScottishPower Renewables' existing consent…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'. The consultation materials confirm NGET will seek development consent for the Friston substation within the Sea Link DCO, and this consultation states the Order Limits have been amended to reflect the mitigation planting secured under the ScottishPower Renewables DCOs, to ensure the landscape mitigation secured under those consents would be delivered by NGET, if NGET was required to build the Friston substation under the Sea Link consent. The Order Limits have not been subsequently increased to reflect the drainage arrangements secured under the ScottishPower Renewables East Anglia One North and East Anglia Two consents. The flood risk posed to the village of Friston during construction and operation was a matter of great concern for the local community and was raised by multiple stakeholders and Interested Parties in the examinations for the projects. It is vital that the Sea Link Order Limits and DCO reflect the drainage arrangements and mitigation secured under the ScottishPower Renewables DCOs or demonstrate an acceptable alternative solution. The Examining Authority's Recommendation Report to the Secretary of State noted that a matter of concern throughout the examination was whether enough space had been provided within the Order Limits to prioritise a SuDS strategy for managing surface water, for both the construction and operational phases of the projects. ESC raised particular concern in the examination about the risk of surface water flooding during construction, given the areas used in construction would potentially be far greater than that during operation; large swathes of land would be stripped of topsoil and used for construction purposes including compounds and storage. All of these activities have the potential to increase surface water runoff rates and generate sediment which could have a detrimental impact to surface water flood risk in Friston. Lack of land availability was raised by Interested Parties in the examination as a concern in relation to the deliverability of drainage solutions. The Examining Authority was unable to conclude that the construction drainage scheme would be satisfactory.	N	The sustainable drainage systems (SuDS) proposed within the Proposed Project DCO submission account for the construction phase as well as the operational phase. Sufficient land has been included within the Order Limits for SuDS. The SuDS are described in **Application Document 6.2.1.4 Part 1 Introduction Description of the Proposed Project** and **Application Document 7.5.3.2 Register of Environmental Commitments and Action (REAC)** which is secured by Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). It is worth noting that although the Proposed Project's submission includes the Friston Substation; it will not include the two larger SPR substations. Details regarding the construction and the interplay with SPRs DCOs is contained in Section 4.2 of **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. **Application Document 6.8 Flood Risk Assessment** has been informed by information on historical and recent flooding incidents in the locality. The flood risk assessment involves detailed modelling and assessment, and accounts for the impacts of climate change on flooding. The Proposed Project has engaged with the Environment Agency, the Lead Local Flood Authority (County Council) and Internal Drainage Boards regarding the proposed works within areas prone to flooding and has agreed a flood risk mitigation strategy. The mitigation measures are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)**. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).

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			Further engagement in relation to this matter is necessary.		
		Converter station location, design	**General Comments – Access to Converter Station** The consultation documents provide no further justification or information on why the access route to the converter station at Saxmundham has been chosen. At statutory consultation in late 2023, three access routes were proposed and high-level detail provided to accompany them. ESC responded on the basis of that information, noting limited detail had been provided which limited ESC's ability to respond. This consultation presents the confirmed proposed access route to the converter station. The Project Update document states: "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. No further information or justification for removing the southern access route to the converter station has been provided in the consultation, so ESC is not able to review and consider if those conclusions are accepted or not. The justification provided for the removal of the northern access route notes the engineering challenges of building a bridge over the Fromus and the railway crossing, and the potential for significant works to the River Fromus.	N	As detailed in National Grid's response to the consultee's feedback above, the challenges of the northern access have been provided explaining why that option was removed. For clarity, the engineering challenge of crossing the Fromus in this northern location is created by the proximity of the Fromus to the B1121 and the standing preference from the Environment Agency that main rivers should be crossed by bridges rather than culverts. Given the proximity of the Fromus to the B1121 in this northern location, one or the other would have had to be diverted, at least temporarily, to create sufficient space for the bridge to be constructed. This constraint does not apply to the western access location where there is already sufficient space for a bridge construction. The southern access proposed off the B1121 The Street was only proposed as a permanent access and not a construction access due to the unsuitability of the B1121 in this location for construction traffic. The option as a permanent access was removed due to the potential impact it may have on the other users of what would become a shared use access, particularly at certain periods where current business activities require an increased volume of traffic. Once the northern access was removed, the western access was the only remaining construction access. As the shorter of the accesses and the one closest to the A12, it also meets the criteria to keep construction traffic off local road networks as far as is practicable. Given the requirement for a bridge crossing of the River Fromus, it is more efficient to keep this access in place as a permanent access rather than look to reinstate the route for any significant maintenance activities in the future, which would be required if an alternative permanent operational access was used from the B1119 for example. Further details are contained in **Application Document 7.2 Strategic Options Back Check Report**.
		Traffic and transport, alternative solutions, design	The Fromus crossing on the confirmed western access route will require significant engineering and design work, which presents a substantial challenge to NGET to deliver, and associated expense. As such, ESC needs to see better justification for ruling out the alternative access, noting the delivery of the Fromus crossing will require significant engineering works, and so a comparative analysis would be welcomed.	N	Access routes from the north, south, east and west were assessed as potential construction and maintenance accesses. Given the constraints at Saxmundham and along the B1119 in general (narrow road, poor geometry and trees in close proximity to carriageway), this road was discounted as was the B1121 The Street for similar reasons. This resulted in the northern and southern access options extending to the B1121 Main Road in the north and A1094 in the south. The eastern option linked to the B1069 and aligned with the proposed

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					cable works and the western access connected to the B1121 Main Road south of Saxmundham. The southern and eastern accesses would route all Proposed Project traffic along the A1094, noting that this is also the case for the SPR development. Splitting the traffic across different junctions off the A12 was therefore a consideration in the selection process. In addition, the overall length of the access was also a factor; the greater the length of the access the more material is required to construct, the more vehicle movements are required, the longer the construction programme and the greater the land take. Due to all these factors, a shorter access close to the A12 is preferred. This resulted in the western and northern accesses being taken forward to Statutory consultation as the potential construction accesses (that would also be required for any significant maintenance works). 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 due to their proximity to each other. 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 and progress with the western access.
		Traffic and transport, alternative solutions, design, landscape and visual, cultural heritage	The Additional PEIR notes potential new significant landscape and visual and heritage impacts of the increased scale of the Fromus crossing. Given the scale of the Fromus crossing known now on the confirmed access route, ESC wishes to see further detail and justification on the discounted alternative access options. The confirmed western access has the potential to create significant environmental, landscape, and heritage issues. ESC requests further information on the discounted alternative routes to better understand why the western access route has been chosen, with the opportunity for ESC and other stakeholders to comment on. ESC request NGET consider alternative routes to the three considered thus far to explore whether an alternative route is possible which does not cross the Fromus. Without the detailed justification supporting the western access route or an understanding as to whether an alternative access arrangement is possible which would not involve the need to cross the Fromus, ESC cannot accept or agree with NGET's conclusions.	Y	National Grid has made further amendment to the design and position of the river crossing following technical environmental assessment and feedback from targeted consultation. Landscape and Visual impacts associated with the River Fromus crossing and potential residual effects are assessed and included within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. The potential impacts resulting from the River Fromus crossing (both physical and on the setting of assets) are assessed in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**) and no likely significant effects have been identified on heritage assets as a result of the new bridge. **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered** considers the different access options required to cross the River Fromus and summarises the appraisal outcomes and the reasons for the selection of the preferred access over the alternatives. Further justification and detail is also contained within **Application Document 7.3 Design Development Report**.

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		Design, onshore route location	**General Comments – Pylons** In the plan on page 15 of the Project Update document, it appears there are approximately 9 pylons, shown as 'proposed pylons'. An annotated tab on one of the pylons notes confirmation of the temporary pylon works near Friston, if built as part of Sea Link and not under the ScottishPower Renewables consent for East Anglia One North and East Anglia Two. No further information on the 'Proposed Pylons' is provided in this consultation, and it is not clear if they are intended as realigned reconductored pylons, additional new pylons, or something else. It is also not clear in the consultation documents if the modifications to the pylons are intended to be carried out on one or both circuits of the pylons. The original PEIR at statutory consultation stated the following at 1.4.2.12 "Delivery of the Friston Substation would also require the removal of one existing 4ZW 400 kV overhead line pylon, and installation of two new pylons on the 4ZW 400 kV overhead line. It could also include the re-conductoring of a short length of the 4ZW 400 kV overhead line and minor alterations to the pylons approaching Friston Substation." The General Arrangement Plans (Sheet 3 of 7) notes multiple areas of access in the Order Limits required for access to existing pylons for modification works. ESC wishes to better understand the need for works to be done to the pylons. Clarity on the reconductoring of the pylons in relation to the plans presented in this consultation would be welcomed, and further detail of the modification works proposed.	N	The PEIR statement is correct and remains unchanged, further details of the overhead lines are set out in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The pylons on the approach to a substation need to be fitted with arching horns which are conductors that are used to protect the insulators on the pylons; they are a relatively minor addition to the installation that does not require any changes to the pylons themselves. The works would take only a few days to fit the arching horns; however, access is required to the individual pylons to undertake the works which is why these pylons have been included within the Order Limits. The general arrangement plans (**Application Document 2.14.1 Indicative General Arrangements Plans – Suffolk**) show the proposed new pylons, the pylon to be removed and the proposed new conductors, noting that conductor works are likely between 4ZW021 and 4ZW019. Only the 4ZW (southern overhead line) will be impacted by the Proposed Project.
		Landscape and visual, onshore route location, legislation and policy inc. permits	**Landscape and Arboriculture** The alterations to the cable route north of Aldeburgh are noted and ESC anticipates that all previously submitted responses regarding assessments of impacts on hedgerows, trees, and other elements of the landscape's makeup and key characteristics will remain applicable. As previously, these should be subject to full survey assessments to provide an understanding of likely impacts and their extent and magnitude of importance. The Council expects that affected hedgerows will be assessed against the criteria of 'Importance' set in the 1997 Hedgerow Regulations, and that affected trees will be assessed against the guidance contained in BS5837:2012 trees in Relation to Design, Demolition, and Construction.	N	**Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation** sets out an assessment of landscape effects for construction, operation and maintenance, which considers the arboriculture survey based on the design set out within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. A hedgerow survey has been undertaken and the details of Important Hedgerows assembled in line with advice from East Suffolk Council. This survey is outlined within **Application Document 6.3.2.2.A ES Appendix 2.2.A Phase 1 Habitat Survey Report (including Badgers and Important Hedgerows)**.
		Landscape and visual	Paragraph 1.7.6 of the Additional PEIR states that while the majority of changes to the proposals are not considered to	N	National Grid acknowledges the feedback. **Application Document 6.3.3.1.C ES Appendix 3.1.C Landscape Designation and**

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			introduce new or different significant effects, but the "increased scale of the bridge across the River Fromus" could introduce new or different significant effects. Paragraph 1.7.11 goes on to say the "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." In regard to effects during construction, paragraph 1.7.12 concludes that "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."		**Landscape Character Assessment and Application Document 6.3.3.1.D ES Appendix 3.1.D Visual Amenity Baseline and Assessment** set out an assessment of landscape and visual effects for construction, operation and maintenance. The landscape baseline within **Application Document 6.3.2.1.B ES Appendix 2.1.B Landscape Baseline** has informed the overall assessment of effects on each Landscape Character Area (LCA), including LCA B4: Fromus Valley. The assessment considers the design set out within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Landscape and visual	Paragraph 1.7.16 goes on to say, in relation to operation: "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." On the modified western access route to the converter station site at Saxmundham; there can be no further	N	A detailed tree survey has been undertaken in accordance with BS5837:2012 and the findings and potential tree related impacts are detailed within **Application Document 6.10 Arboricultural Impact Assessment**. The Fromus Crossing has been sited in such a way to avoid impacts to notable trees in the area and minimise impacts to other woodland habitats. One minor canopy incursion may be required for T876S (Category A) to facilitate construction access for the River Fromus crossing. The feasibility of avoiding the canopy of this tree will be assessed at the detailed design stage. However, if clearance pruning is unavoidable it is considered unlikely that it will significantly negatively impact the physiological condition of the tree, further detail is provided within **Application Document 6.10 Arboricultural Impact Assessment**. The magnitude of change arising from the Suffolk Onshore Scheme, including the River Fromus bridge, on landscape character (including LCA B4 Fromus Valley) and visual amenity (including Viewpoints 2 and 20) is detailed within **Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment** and **Application Document 6.3.2.1.D ES Appendix 2.1.D Visual Amenity Baseline and Assessment**, and summarised in **Application Document 6.2.2.1**

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			response on this route until the developer has submitted a preliminary tree survey and arboricultural Impact Assessment for the trees adjacent to the River Fromus. It can only be when such studies have been carried out that it will be possible to understand if the latest proposed alignment of the Fromus crossing is feasible in respect of adverse impacts on existing trees. The PEIR reported that the Fromus crossing proposals are likely to result in significantly adverse landscape and visual effects and that the latest revisions to the crossing proposals are likely to also result in significant adverse effects. However, the full magnitude of such effects remains currently unknown and the Council reserves the right to comment further when the full magnitude of these effects is fully understood. From its own on-site observations, the Council considers that there are potentially un-mitigatable effects that could arise from the latest western access alignment. The revised Order Limits in this area are noted.		**Part 2 Suffolk Chapter 1 Landscape and Visual**. This sets out there would likely be significant adverse effects on the landscape character area (LCA B4 Fromus Valley) at construction (including decommissioning) and operation year 1, however this would reduce to a non-significant adverse effect by operation year 15. The effects on local visual receptors in close proximity to the bridge are likely to be significantly adversely affected at all project stages.
		Landscape and visual	Paragraph 1.7.7 of the Additional PEIR states that the proposed bridge across the Fromus would be located through existing plantation woodland. This is only partly true in respect of the latest and revised crossing point which appears to be adjacent to long term mature trees, one of which shows unusual and exceptional qualities for its species. No further consideration of this crossing option can be made without a preliminary tree survey and Arboricultural Impact Assessment. Paragraph 1.7.11 notes the assumption that mature 'woodland' will be removed as well as plantation trees. At this stage the Council does not consider that the removal of mature non-plantation trees at the crossing point is acceptable.	Y	The final location of the Fromus Bridge has been amended to allow the retention of all significant non-plantation trees in this location. Impacts to trees are detailed within **Application Document 6.10 Arboricultural Impact Assessment**.
		Landscape and visual	The Council reserves the right to review and revise its opinion on the predicted magnitude of landscape and visual effects as the project evolves and at this stage does not necessarily accept the currently presented preliminary assessments. ESC is aware of significant concerns in the community about the potential loss of veteran trees and ancient woodland, particularly around the Saxmundham converter station site and Fromus crossing.	N	The Proposed Project will allow the retention of all identified veteran and ancient trees. Design alterations to the position of the Fromus Crossing ensures that these trees will now be avoided. Impacts to trees are detailed within **Application Document 6.10 Arboricultural Impact Assessment**.
		Terrestrial ecology, water environment, landscape and visual	**Ecology and Biodiversity** The proposed amendments to the River Fromus crossing are noted. It is understood that the increase in bridge height has been proposed in response to concerns raised by the Environment Agency in relation to potential impacts on aquatic invertebrates, and that the relocation of the crossing further north is due to flood risk concerns. Whilst in principle	N	A full appraisal of the proposed River Fromus crossing is covered in the ES, see **Application Document ES 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. Details are also provided within the application with regard to the consideration of alternatives, see **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**. The final location of the Fromus Bridge has been amended to allow the retention of all significant non-plantation

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			design changes to improve the function of the crossing for aquatic invertebrates may be welcomed dependent on impacts on other receptors, the Additional PEIR conclusion that these changes could result in other significant adverse ecological effects (paragraph 1.7.30) is agreed with. Further consideration and assessment of this crossing option, including whether any satisfactory alternatives exist, is necessary. In addition to the potential impacts identified from this crossing option as part of the PEIR and Additional PEIR, the proposed crossing relocation also places the structure in an area where there is the potential for it to have significant adverse impacts on veteran (and possibly ancient) trees, including a horse chestnut tree immediately to the south-east of the crossing site. This tree, along with other nearby oak trees, does not appear to have been identified as part of the Phase 1 habitat survey work submitted as part of the PEIR consultation. It does not therefore appear that it has been given appropriate consideration in the selection of the currently presented crossing option. It is essential that its ecological value is fully assessed before any crossing option is confirmed to avoid any significant adverse impact on it.		trees in this location. Impacts to trees are detailed within the **Application Document 6.10 Arboricultural Impact Assessment**.
		Cultural heritage, landscape and visual, onshore mitigation	**Cultural Heritage** On the design of the proposed Fromus crossing, the indicative bridge designs show that there is a significant difference between a bridge with 4m clearance over the river and a bridge with 2m clearance. The scale of the slopes up to the 4m clearance bridge would be substantial, which could affect landscape mitigation and its efficacity. Photomontages should show the potential visual impact of the bridge on the setting of Hurts Hall, with and without landscape mitigation planting. As the proposed bridge would be permanent in this sensitive landscape, it should be designed rather than be purely utilitarian, and should be visually recessive. It should not be a pastiche of any historic bridge type. A simple contemporary design that aims to reduce its visual prominence would likely be most appropriate. Section 1.7.42 of the Additional PEIR states “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	N	Visualisations have been agreed with the heritage stakeholders, and these have included views from Hurts Hall as well as towards Hurts Hall to set out how the River Fromus crossing will impact on the setting of Hurts Hall, as well as its parkland and Saxmundham Conservation Area. These have accompanied the impact assessment, although it should be noted that only summer photography was secured due to access issues, and winter photography will be provided as part of a supplementary submission. The summer visualisations are provided in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**, while the winter visualisations will form part of a supplementary submission. Assessment of the impact on Hurts Hall from a cultural heritage perspective is contained in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**. The feedback regarding the design is acknowledged. A set of Design Principles for the Proposed Project will be provided with the application for development consent (**Application Document 7.12.1 Design Principles – Suffolk**). The Design Principles will provide guidance regarding the design intent and design principles that will be adopted and embedded into the detailed proposals. National Grid will continue to engage with relevant stakeholders throughout the development of the Proposed Project design and in establishing masterplanning principles and is engaging with local design panels to further inform the design and development process.

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			under review and assessed within the ES as more design details emerge.		
		Cultural heritage, landscape and visual, onshore mitigation	The visual impact of the proposed permanent access and crossing over the River Fromus, including any proposed landscape mitigation, should be shown through photomontages from Hurts Hall and toward Hurts Hall from the west. The adopted Saxmundham Neighbourhood Plan repeatedly emphasises the importance of Hurts Hall in views around Saxmundham4. Paragraph 11.28 of the Neighbourhood Plan reiterates the importance of Hurts Hall as a landmark, stating the "transition between rural landscape character and the urban form of the edge of the town is important not only for its landscape value appearance but because of the visual gateway it provides to the appearance of the edge of the town. Land to the south of the town and east of the B1121 with views to Hurts Hall and the town beyond was identified as sensitive by the Suffolk Coastal Settlement Sensitivity Assessment, which was undertaken to support the [Suffolk Coastal] Local Plan." An important element of the views around Hurts Hall from the B1121 is stated to be the panorama of open farmland in the foreground with Hurts Hall in middle distance. Policy SAX12: Gateways, Views, and the Landscape Setting of Saxmundham seeks to protect the scenic value of the landscape and countryside in the parish outside the defined settlement boundary of the town from development which may adversely affect this character. It goes on to say development which would have an unacceptable adverse impact on the landscape or character of the view concerned will not be supported, including in views from the B1121 looking across to Hurts Hall. The proposals for the converter station site and associated Fromus crossing have the potential to significantly affect these views, contrary to the aims of the adopted Saxmundham Neighbourhood Plan. The Environmental Statement (ES) should take into consideration the impact of the increase in the Order Limits to the west and south of Hurts Hall. Historic mapping from 1903, ten years after the Hall was built, show a tree belt only around the ancillary buildings and gardens of Hurts Hall, leaving the western and southern elevations of the Hall as the principal outward facing aspects. The landscape setting around the Hall changed throughout the 20th century, with more or less tree planting around the Hall at different points in time, and the formal gardens and lawn to the west and south of Hurts Hall are 21st Century additions. However, this	N	Photomontages accompany the ES to illustrate the Proposed Project, including from Hurts Hall. **Application Document 6.3.2.1.D ES Appendix 2.1.D Visual Amenity Baseline and Assessment** sets out an assessment of visual effects for construction, operation and maintenance, including consideration of important views identified within the Saxmundham Neighbourhood Plan and the southern approach to Saxmundham. The visual assessment considers landscape mitigation planting at operation set out in **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**, which has been developed in collaboration between the landscape and heritage teams as well as stakeholder consultation to take into account the former parkland nature. A full assessment of the potential for impacts on the setting of heritage assets, including the Saxmundham Conservation Area (including the Church of St John the Baptist), the Grade II listed Hurts Hall, and the associated non-designated parkland is included in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**. This assessment is supported by visualisations/photomontages prepared in consultation with heritage stakeholders including East Suffolk Council.

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			does not discount the historic and current importance of the western and southern aspects of Hurts Hall. Both the views toward the Hall from the west and views from the Hall to the south make important contributions to its significance. Any landscape mitigation or environmental enhancements that result in screening of Hurts Hall in views from the west would detract from its significance. Landscape mitigation around the proposed bridge could help screen the bridge in views from Hurts Hall, but this screening in itself would likely become a visual barrier in an open landscape setting. 4Saxmundham NP Adopted July 2023 (eastsuffolk.gov.uk)		
		Onshore route location, air quality, noise and vibration	**Environmental Protection** In relation to changes to the cable route, there do not appear to be any significant implications based on the limited information provided. All changes will need to be fully assessed in relation to noise and vibration, air quality, and dust and light as necessary. It is agreed that the proposed changes in route and siting are unlikely to significantly impact on the overall air quality emissions or dust generation of the project, although low level dust nuisance may still occur and as such Sunday and bank holiday working should be avoided. Both emissions from transport and Non-Road Mobile Machinery (NRMM), and dust assessment and mitigation are scoped in for further assessment. As such ESC's previous comments at statutory consultation stand and should be referred to for detail.	N	**Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual, Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality and Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration** have assessed air quality, noise and vibration and light impacts in relation to the most up to date cable routing and siting. During construction, contractors will be required to adhere to **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** and develop their own task-specific management plans. These plans will help the control and management of potential impacts such as dust and noise.
		Onshore route location, water environment	ESC would also like to highlight to the applicant the potential presence of private water supplies. Much of the cable route crosses rural Suffolk and it is likely that private water supplies will be present. The applicant will need to consider the risk to private water supplies.	N	National Grid is engaging with landowners affected by the Proposed Project. Since private water supplies would not be identified through utilities checks, any interfaces will rely upon landowners bringing these to its attention. Similarly, if East Suffolk Council is aware of any infrastructure routeing that would have an interface with the Proposed Project, National Grid would welcome this being brought to its attention.
		Onshore route location, air quality, noise and vibration	ESC notes the position of joint bays indicated on the General Arrangement Plans. NGET will need to carefully consider the siting of the joint bay locations, particularly in relation to residential properties. The potential impacts on residential receptors from associated noise, dust, vibration, light, etc. will need to be considered. As a general principle, every effort should be made to locate the joint bays as far away from residential properties as is reasonable and practicable. ESC expects to see appropriate mitigation where this is not possible, or where impacts arise that were not expected or where impacts prove worse than expected.	N	National Grid acknowledges the Council's comments. National Grid is committed to developing a project that takes account of the sensitivities of local people and the environment to avoid or minimise impacts as far as possible. Careful attention has been paid to the siting of joint bays and the impacts of excess noise, vibration and light have been considered in the ES in the following documents: • **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration; and** • **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual.** A register of all mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application**

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					Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC) which is secured by Requirement 6 of Schedule 6 of the draft DCO (**Application Document 3.1**).
		Onshore route location, design, onshore mitigation	ESC notes the absence of cable sealing end compounds in the consultation material. Should this change, ESC would expect every effort to be made to avoid locating the cable sealing end compounds near residential receptors, and the appropriate mitigation provided where necessary.	N	No separate cable sealing end compounds are required as all cable sealing ends will be located within the Converter Station and Substation. **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** provides further information.
		Socio-economic, recreation and tourism, agriculture and soils, onshore mitigation	**Socioeconomics and Tourism** In relation to the amendments and increases made to the Order Limits, ESC remains concerned about the potential for adverse socioeconomic impacts on individual economic receptors, especially those located within and adjacent to the draft Order Limits. ESC would expect to see that the impacts on individual receptors including farms and businesses directly affected by the changes be appropriately mitigated and compensated for where appropriate, to mitigate any potentially adverse socioeconomic impacts.	N	National Grid acknowledges the feedback. In **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**, the baseline conditions describe existing businesses within the study area, including farms. The study area for the consideration of existing businesses is within, and up to, 500 m radius from the Suffolk Onshore Boundary, based on the Design Manual for Roads and Bridges LA 112. The assessment of socio-economic, recreation and tourism impacts concludes that there are no anticipated significant effects on business receptors as a result of the Proposed Project and therefore no additional mitigation is required.
		Construction – compound areas, coordination with other projects	**Changes to Construction and Maintenance Work: Proposed Changes to How NGET Would Build and Maintain Sea Link in Construction and Operation** **General Comments – Construction Compounds** ESC notes in the Project Update document that the construction compound east of Friston at the substation site has been moved from south of the HVDC cable route to the north of the cable route, noting the document states this change moves the compound further away from Friston. The relocation of the compound east of Friston now places it in close proximity to the Order Limits for the East Anglia One North and East Anglia Two projects. Coordination between Sea Link and the ScottishPower Renewables projects in relation to this location where there is a potential pinch point of close geographical overlap and potential programme overlap is therefore vital.	N	Noting that other projects are outside the control of National Grid, National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are set out in **Document 7.10 Coordination Document**. The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with other projects where it is feasible. The assessment of inter-cumulative effects which assesses combined impacts with other proposed developments alongside the Proposed Project is presented within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** and the East Anglia ONE North and East Anglia TWO projects are assessed within this assessment.
		Construction – compound areas, coordination with other projects, onshore mitigation	ESC also notes the update for the converter station site from the Project Update document; “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”. ESC welcomes NGET forward planning the construction of the converter station site as to not preclude	N	National Grid is coordinating with other developers of large scale infrastructure projects in Suffolk, noting that other projects are outside the control of National Grid. National Grid has set out details of how the it has coordinated with other projects as part of its DCO application. Further details are set out in **Application Document 7.10 Coordination Document**. The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with

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			coordination with NGV projects. However, it is noted that ESC's expectations for co-ordination go beyond one project simply not precluding the delivery of another project. Further details on changes to the approach to coordination are discussed in the relevant section below. Whilst ESC welcomes the refinements to the construction compounds it is essential that these remain fit for purpose and can accommodate the necessary infrastructure such as that required for drainage. Appropriate mitigation will also be required to be provided to protect the amenity of nearby receptors. Two construction compounds to the west of the converter station site were proposed at the previous statutory consultation, which has been consolidated into one larger compound to the west of the site. This consolidation and move to the west places the construction compounds in closer proximity to residential receptors including Wood Farm, and nearer to Hurts Hall.		Nautilus and LionLink in Suffolk where it is feasible. The assessment of inter-cumulative effects with Nautilus, LionLink and other proposed developments is also considered in the ES within the **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. Compounds will be designed with drainage appropriate for the prevailing conditions of the host site. Further details relating to the proposed construction compounds are set out in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. It should also be noted, that. residential receptors are a key consideration within the EIA and have been robustly assessed within a variety of technical environmental assessments within the ES, and any required mitigation has been proposed. For example within: • **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality;** • **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration;** • **Application Document 6.2.2.7 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism;** • **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing;** • **Application Document 6.2.2.12 Part 2 Suffolk Chapter 12 Suffolk Onshore Scheme Intra-Project Cumulative Effects; and** • **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects.** Mitigation is also outlined within **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured by Requirement 6 of Schedule 3 of the DCO (**Application Document 3.1**).
		Construction – general, coordination with other projects, converter station location	**General Comments – Construction Access to the Converter Station Site** It is again important to stress that the converter station site is also likely to host converter stations for NGV's LionLink and Nautilus projects (should Nautilus progress with a connection in east Suffolk), should both be consented. Given the close timescales the projects may be delivered on, ESC would welcome efforts to coordinate construction accesses to the converter station site, prior to the main permanent access being constructed. Coordination of construction accesses for three projects could reduce the environmental impacts of the	N	The Saxmundham Converter Station would be constructed utilising the proposed site access on the B1121 Main Road to the south of Saxmundham. It is envisaged that this access would be used by other projects, although this falls outside of the DCO for the Proposed Project. The consideration of cumulative effects as a result of committed developments is set out within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** based on **Application Document 6.3.1.5.C ES Appendix 1.5.C Inter-Project Cumulative Effects Short List**, which includes more than 25 developments including Sizewell C Nuclear Power Station, LionLink, Nautilus, East Anglia ONE North Offshore Windfarm and East Anglia TWO Offshore Windfarm. This assumes that the Proposed Project, Nautilus and Lion

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			projects, compared to each project bringing forward similar routes to the converter station site.		Link would all share the same access point to provide a worst-case assessment.
		Construction – compound areas, noise and vibration, onshore mitigation	**Ecology and Biodiversity** ESC notes that a 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 Site of Special Scientific Interest (SSSI), and Sandlings Special Protection Area (SPA) (paragraph 1.7.27). The paragraph goes on to conclude that this change, "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.". However, the paragraph also notes that the noise modelling which supports this conclusion is yet to be provided and will be made available with the ES at DCO submission. Whilst in principle the reduction and relocation of this construction compound to help address potential impacts on the designated sites is welcomed, in the absence of the results of the noise modelling assessment and details of the proposed noise and visual mitigation measures we do not agree that at this stage it can be concluded that impacts from these sources would "non-significant".	N	National Grid acknowledges the feedback. The modelling results are provided and discussed in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**.
		Timescales / programme, construction - general	**Environmental Protection** ESC has previously stated Saturday afternoon working hours are not acceptable, as was proposed in the Code of Construction Practice at statutory consultation. Section 1.10 of the Additional PEIR sets out the intended extending working hours for the onshore scheme. The consultation now states "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". ESC has previously raised significant concerns about the proposed working hours. In the recent statutory consultation, ESC raised concern about the use of Saturday afternoons within the core hours. This project update retains Saturday afternoon in the core hours, and additionally now includes Sundays and bank	N	National Grid acknowledges these concerns. The amended working hours are intended to ensure that the Proposed Project can be delivered within the timescales required. Shortening working hours would potentially extend the working programme and put at risk the delivery of the Proposed Project by 2030. Since publication of the PEIR within Statutory consultation, the proposed construction working hours have changed. To give National Grid the flexibility to deliver the construction programme on time and incorporate standard industry working patterns, it has identified a need to include 7am to 5pm working on Sundays and bank holidays within the core working hours. The proposed construction core working hours (unless otherwise approved by the relevant Local Planning Authority) for all terrestrial works in Suffolk and Kent are: • Monday – Friday: 0700 to 1900; and • Saturday, Sunday and Bank Holidays: 0700 to 1700. Whilst this change gives National Grid the flexibility to carry out works when and where needed, it does not expect construction activity to take place on every Sunday or bank holiday. There will be restrictions on the type of activity that can occur on these days. The restrictions include limiting HGV and percussive piling activities.

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			holidays within the core working hours. The justification given for this is contractor requirements and the need to maintain flexibility in construction programme. The Project Update Document notes that NGET does not expect construction activity to take place on every Sunday or bank holiday. No caveat is made within the Project Update Document or the Additional PEIR about the circumstances which would require the additional working hours on Sundays or bank holidays, or the types of works likely to be carried out on these days. The justification is given as contractor requirements and the need to retain flexibility in construction period again raises significant concern.		Further details of the restrictions and the mitigation are set out within the **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured via Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**). National Grid is maintaining ongoing dialogue with the District and County Council and will seek to address the issue of working hours in the course of thematic meetings.
		Timescales / programme, construction – general, DCO process	ESC accepts certain activities like concrete pours or dewatering require uninterrupted prolonged periods of working. There are multiple NSIP construction programmes already happening and more programmed to happen in east Suffolk, and precedent has been set by other projects in regard to core working hours, and mechanisms for agreement of additional working hours. ScottishPower Renewables' East Anglia One North and East Anglia Two offshore windfarm projects do not include Sundays or bank holidays in their core working hours, nonetheless the DCO includes a mechanism for additional working hours to be agreed in advance with ESC.	N	Please see the above response on working hours.
		Timescales / programme, construction - general	In ESC's statutory consultation response, the following was stated in relation to working hours: "Construction noise LOAEL and SOAEL have been set in accordance with these thresholds and in terms of Weekdays 7:00am to 7:00pm, and Saturdays 7:00am to 1:00pm this appears reasonable, Table 2.10.8 also contains thresholds for other periods, and it is assumed that these are present to govern either emergency works or where the local planning authority has granted permission to work beyond the consented working hours. In terms of working hours, the outline code of construction practice (OCoCP) states the following; The proposed construction working hours are: • Monday – Friday: 07:00am–19:00pm. • Saturday: 07:00am–17:00pm. • Sundays/Bank Holidays: non-working. We do not currently consider Saturday afternoon to be acceptable and precedent has been set in respect to a similar project (requirement 23 for EA1N and 2) for Saturday	N	Please see the above response regarding working hours. Further details of this mitigation are set out within the **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured via Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**). National Grid acknowledges concerns about working hours, however, the amended working hours are intended to ensure that the Proposed Project can be delivered within the timescales required. Shortening working hours would potentially extend the working programme and put as risk the delivery of the Proposed Project by 2030. The construction hours for the Proposed Project have precedent insofar as they are similar to those presented in the Bramford to Twinstead DCO. Although this is not in the Council's administrative area it is within Suffolk. Note National Grid anticipates that the Friston Substation element of the Proposed Project will be delivered under extant Scottish Power Renewables consents for the East Anglia ONE North and East Anglia TWO windfarms, rather that under the Proposed Project DCO. In this scenario, Friston Substation would be

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			to be 07:00-1300 and this should be applied here. Work outside these hours should be agreed with the Local Planning Authority and be of the type listed for this purpose in the OCoCP." These comments remain and apply to the inclusion of Sundays and bank holidays in the core working hours too. Further precedent in terms of the Sizewell C Associated Development sites construction working hours excluding Saturday afternoons, Sundays, and bank holidays should be considered. If ESC were to accept this proposal, these works would be heavily restricted to inaudible, non-dust generating zero impact works, but our clear preference is for Sea Link's core working hours to be in line with other comparable projects. If flexibility is required outside of the approved working hours this can be subject to a formal request and approval process with ESC as with other comparable projects. The applicant states that not all Sundays and bank holidays will be required therefore this should provide adequate flexibility with good work planning. This will require further discussion with ESC.		delivered within the working hours approved by the Secretary of State as part of those DCOs.
		Timescales / programme, noise and vibration, health and wellbeing	Residents require respite from these works especially given the number of projects in the district and BS5228 needs due regard in this respect. It is again important to note that east Suffolk is home to multiple consented, planned, and known NSIPs and there will be overlap in construction periods between projects. This is discussed further in the mental health and wellbeing section below. Section 1.10.5 of the Additional PEIR states "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	N	Core construction working hours are proposed as: Monday – Friday: 0700am–1900pm; and Saturday, Sundays and Bank Holidays: 0700am–1700pm. These have been set to ensure the works can be undertaken in the most efficient and effective manner; restrictions will be placed on what activities are undertaken on Sundays and Bank Holidays along with limiting the movement of vehicles. This mitigation includes limiting HGV activity to a maximum of 30 HGVs per day on Sundays and public holidays. Further details of this mitigation are set out within the **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). National Grid is coordinating with other developers of large scale infrastructure projects in Suffolk, noting that other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are set out in **Application Document 7.10 Coordination Document**. The cumulative impact assessment for the Proposed Project was based on the most up-to-date information for other projects in the area. Information can be found in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. The response is noted. Further detail on the implications of construction noise from works during weekend periods is provided in **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and**

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			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." In the absence of a detailed proposal and an adequate assessment of potential noise and vibration ESC cannot accept these conclusions, particularly as a large amount of assumption and wiggle room has been introduced in the small amount of information given. The applicant is correct to identify these times as more sensitive as supported by relevant standards, guidance, and policy but fails to recognise the character of the area in which they are working in respect to their determination of significance and the need for residents impacted by long term construction noise to have some respite from it. Although the Additional PEIR and Project Update Document state that not all Sundays and bank holidays will be worked, the fact is that if this is accepted, contractors can and if needed likely will work on Sundays and bank holidays.		**Vibration and Application Document 7.5.6.1 Noise and Vibration Management Plan - Suffolk**.
		Timescales / programme, noise and vibration, health and wellbeing	Other comparable projects have built in flexibility for the infrequent additional working hours; mechanism built around seeking approval for specific works outside the core working hours with the local authority, with clear and adequate justification provided as to their necessity. ESC notes the NGET's use of BPM to ensure that the impacts will be managed but NGET should also be aware that undertaking works at appropriate times forms an important part of BPM. An important element to consider is whether Sunday and bank holiday Monday working is BPM, in its own right. In Table 1.1 of the Additional PEIR, it is stated in relation to noise and vibration that "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 Saxmundham, therefore, reducing noise impacts from construction traffic for receptors in the vicinity of that	N	To give National Grid the flexibility to deliver the construction programme on time and incorporate standard industry working patterns, it has identified a need to include 7am to 5pm working on Sundays and bank holidays within the core working hours. The proposed construction core working hours (unless otherwise approved by the relevant Local Planning Authority) for all terrestrial works in Suffolk and Kent are: • Monday – Friday: 0700 to 1900; and • Saturday, Sunday and Bank Holidays: 0700 to 1700. Whilst this change gives National Grid the flexibility to carry out works when and where needed, it does not expect construction activity to take place on every Sunday or bank holiday. There will be restrictions on the type of activity that can occur on these days and these will be secured via Requirement 7 of Schedule 3 of the draft DCO (**Application Document 3.1**). The restrictions include limiting HGV and percussive piling activities. Further details of this mitigation are set out within the **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured via Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). The construction hours for the Proposed Project have precedent insofar as they are similar to those presented in the Bramford to Twinstead DCO. Although this is not in the Council's administrative area it is within Suffolk. Note National Grid anticipates that the Friston Substation element of the Proposed Project will be delivered under

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			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." This does not address the impacts associated with the proposed changes to working hours which could be very significant dependent on the details of the proposed changes. The community newsletter identifies a number of changes but does not mention the changes in working hours to include Sunday and bank holiday working hours to be core hours beyond stating, "changes in working hours" under the banner "smaller changes". There is a distinct potential for this to be a significant change pending the actual detail of what is being proposed and this should either be highlighted or a more fully detailed proposal given to allow people to adequately comment.		extant Scottish Power Renewables consents for the East Anglia ONE North and East Anglia TWO windfarms, rather that under the Proposed Project DCO. In this scenario, Friston Substation would be delivered within the working hours approved by the Secretary of State as part of those DCOs. Further detail on the implications of construction noise from works during weekend periods is provided in **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration and Application Document 7.5.6.1 Noise and Vibration Management Plan - Suffolk**. The community newsletter provided a summary of the changes to the Proposed Project. It signposted to where more detailed information could be found such as in the Project Update Document.
		Timescales / programme, intra-project cumulative effects, inter-project cumulative effects	On cumulative effects, the Additional PEIR states "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." If this project is seeking longer 7-day week core working hours, then there is a potential to impact on cumulative effects, particularly given it is likely that the LionLink and	N	Intra-project cumulative effects resulting from the Proposed Project have been assessed within **Application Document 6.2.2.12 Part 2 Suffolk Chapter 12 Suffolk Onshore Scheme Intra-Project Cumulative Effects Assessment**. Other proposed developments that have the potential to overlap temporally with the Proposed Project have been identified and any potential inter-project cumulative effects resulting from the interaction between these other developments and the Proposed Project have been assessed within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. To give National Grid the flexibility to deliver the construction programme on time and incorporate standard industry working patterns, it has identified a need to include 7am to 5pm working on Sundays and bank holidays within the core working hours. The proposed construction core working hours (unless otherwise approved by the relevant Local Planning Authority) for all terrestrial works in Suffolk and Kent are: • Monday – Friday: 0700 to 1900; and • Saturday, Sunday and Bank Holidays: 0700 to 1700. Whilst this change gives National Grid the flexibility to carry out works when and where needed, it does not expect construction activity to take place on every Sunday or bank holiday. There will be restrictions on the type of activity that can occur on these days and these will be

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			Nautilus projects will request the same core working hours. Without proper consideration and assessment, it is not possible to dismiss impacts in the way the Additional PEIR seeks to do.		secured via Requirement 7 of Schedule 3 of the draft DCO (**Application Document 3.1**). The restrictions include limiting HGV and percussive piling activities. Further details of this mitigation are set out within the **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured via Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). The inter-projects cumulative assessment considers the above core working hours. Please note that Nautilus has been scoped out of the short list for the Suffolk Onshore Scheme inter-project cumulative effects assessment due to insufficient project information. It was concluded that from this lack of information National Grid could not conduct a meaningful cumulative effects assessment. Further information can be found within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
		Timescales / programme, traffic and transport, onshore mitigation	In the Additional PEIR Executive Summary, the following is stated: "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 Page 15 of 27 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. –	N	**Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport and Application Document 7.5.1.1 Construction Traffic Management and Travel Plan - Suffolk** set out the parameters for the assessment of extended working hours, and the management measures for the control of trips made during working hours.
		Timescales / programme, socio-economic, recreation and tourism, health and wellbeing	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	N	The proposed extended working hours have been appropriately considered within the **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**, informing the sensitivity value of PRoW and recreational routes. As set out in the Additional PEI Report (section 7 of **Application Document 5.1.7 Appendix F Targeted Consultation**)**,** these extended working hours have the potential to result in greater adverse impacts to PRoW if unmitigated and without restrictions. The assessment of socio-economic, recreation and tourism concludes that there are no anticipated significant effects on PRoW and Recreational routes as a result of the Proposed Project.

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			subject to further consultation with the local authorities. To mitigate the potential for adverse effects, restrictions and other measures will be applied where required.		To give National Grid the flexibility to deliver the construction programme on time and incorporate standard industry working patterns, it has identified a need to include 7am to 5pm working on Saturdays, Sundays and bank holidays within the core working hours. The change in working of these hours has been consulted on, including with East Suffolk Council, as part of the Targeted consultation. The proposed construction core working hours (unless otherwise approved by the relevant Local Planning Authority) for all terrestrial works in Suffolk and Kent are: ● Monday – Friday: 0700 to 1900; and ● Saturday, Sunday and Bank Holidays: 0700 to 1700. Whilst this change gives National Grid the flexibility to carry out works when and where needed, it does not expect construction activity to take place on every Sunday or bank holiday. There will be restrictions on the type of activity that can occur on these days. The restrictions include limiting HGV and percussive piling activities. Details relating to the proposed construction working hours and any associated restrictions are contained in **Application Document 6.2.1.4 Part 1 Chapter 4 Description of the Proposed Project**. The working hours are secured by Requirement 7 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Timescales / programme, walking, cycling and horse-riders, intra-project cumulative effects, noise and vibration, air quality and dust	Traffic and transport and Public Right of Ways (PRoW) are not the only matters that could be significantly affected if Sunday and bank holiday working is to be proposed depending on the detail of that proposal. The fact that traffic and transport have been identified to have the potential to have significant adverse effects would suggest the works being proposed are not insignificant and therefore are likely to have implications in terms of noise and vibration, air quality and dust, and potentially light depending on the season as well, as other environmental protection matters. ESC has significant concerns in respect of these proposals particularly due to the narrow scope of potential impacts that have been identified in the consultation material. To clarify, in the event ESC were to accept any proposal such as this it would be highly restrictive in terms of the work being inaudible, non-dust generating, zero impact work, which would include traffic and vehicle movements on and off site.	N	To give National Grid the flexibility to deliver the construction programme on time and incorporate standard industry working patterns, it has identified a need to include 7am to 5pm working on Sundays and bank holidays within the core working hours. The proposed construction core working hours (unless otherwise approved by the relevant Local Planning Authority) for all terrestrial works in Suffolk and Kent are: ● Monday – Friday: 0700 to 1900; and ● Saturday, Sunday and Bank Holidays: 0700 to 1700. Whilst this change gives National Grid the flexibility to carry out works when and where needed, it does not expect construction activity to take place on every Sunday or bank holiday. There will be restrictions on the type of activity that can occur on these days and these will be secured via Requirement 7 of Schedule 3 of the draft DCO (**Application Document 3.1**). The restrictions include limiting HGV and percussive piling activities. Further details of this mitigation are set out within the **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured via Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Details relating to the proposed construction working hours and any associated restrictions are contained in **Application Document 6.2.1.4 Part 1 Chapter 4 Description of the Proposed Project**. Please note that the environmental assessments presented within the Proposed Project ES have assessed the impacts associated with the revised construction working hours and this includes the traffic and

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					transport assessment where **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport and Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk** set out the parameters for the assessment of extended working hours, and the management measures for the control of trips made during working hours. The traffic and transport assessment within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** does not identify any significant impacts on the highway network during the construction phase with the proposed embedded mitigation and control and management measures in place. The air quality assessment within **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality** does not identify any significant impacts on air quality associated with vehicle emissions during the construction phase with the proposed embedded mitigation and control and management measures in place. The construction traffic noise assessment within **Application Document 6.3.2.9.C ES Appendix 2.9.C Suffolk Construction Traffic Noise Assessment** concludes that the effect of construction traffic noise on all routes is not significant.
		Timescales / programme, construction – compound areas, consultation	Other comparable projects have agreed flexibility to work outside the approved hours by seeking agreement with ESC as the Local Planning Authority, which allows us to be confident the works are necessary and are being undertaken to BPM. Given that it is stated in the consultation material that there will not be a requirement to work every Sunday and bank holiday, it is likely this will be a workable solution and could be offered subject to further information being provided and discussions with the applicant. For the avoidance of doubt ESC's current position is that this includes Saturday afternoons as well.	N	To give National Grid the flexibility to deliver the construction programme on time and incorporate standard industry working patterns, it has identified a need to include 7am to 5pm working on Sundays and bank holidays within the core working hours. The proposed construction core working hours (unless otherwise approved by the relevant Local Planning Authority) for all terrestrial works in Suffolk and Kent are: • Monday – Friday: 0700 to 1900; and • Saturday, Sunday and Bank Holidays: 0700 to 1700. Whilst this change gives National Grid the flexibility to carry out works when and where needed, it does not expect construction activity to take place on every Sunday or bank holiday. There will be restrictions on the type of activity that can occur on these days and these will be secured via Requirement 7 of Schedule 3 of the draft DCO (**Application Document 3.1**). The restrictions include limiting HGV and percussive piling activities. Further details of this mitigation are set out within the **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured via Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Details relating to the proposed construction working hours and any associated restrictions are contained in **Application Document 6.2.1.4 Part 1 Chapter 4 Description of the Proposed Project**.
		Construction - compounds	The Project Update Document and Additional PEIR identify the refinement and reduction in size of three of the construction compounds. ESC is supportive in principle of	N	**Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description** of the Proposed Project describes how the Proposed Project would typically be constructed and installed. Measures have

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			the reduction and refinement of the compounds to subsequently lower their environmental impacts. The compounds will still require adequate assessment in terms of potential impacts to nearby receptors and mitigation as appropriate. ESC looks forward to seeing further detail on the construction compounds and providing feedback. Further information is required on the changes proposed, and adequate assessment of impacts to any nearby receptors and where applicable, the wider area (in respect to areas like air quality), will be required.		been included within **Application Document 7.5.3.2 CEMP Appendix A Outline Code of Construction Practice** which will help control and manage impacts related to construction. This document is secured by Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). The technical chapters within Volume 6 of the DCO have taken account of the control and management measures which are set out in this document when undertaking their assessments and the assessments have included the latest design changes.
		Landfall location, construction – compound areas, design	**Coastal Protection** ESC welcomes the proposals to use trenchless construction methods to install cables near the Aldeburgh SSSI, and the trenchless 'underground cable construction methods' proposed for the cable landfall point between Aldeburgh and Thorpeness, as this method minimises disturbance of beach material. We request further information on the detail therein and would like NGET to confirm to what extent this method would avoid alteration to the beach profile i.e. morphological changes to beach height across and/or along shore. From a coastal processes and protection perspective, the reduction of the size of the construction compound at the landfall is welcomed, as a reduction in size lessens the impact of the compound on the flood zone. Should this landfall also be identified as a preferred location for other NSIPs ESC would expect NGET to consider measures to coordinate the works to lessen the impact to this section of coastline.	N	The land-based exit point of the trenchless solution duct will be located a suitable distance inland such that it does not interfere with coastal processes that might otherwise affect the morphology of the beach. An erosion assessment will be required to confirm suitability of the exit point location which will need to account for climate change effects over the proposed design life. Noted that the reduction in the size of the construction compound is welcomed. Advice for National Grid to coordinate with other NISPs making landfall along the same section of coastline in order to lessen impacts is noted and will be implemented where possible.
		Timescales / programme, socio-economic, recreation and tourism	**Socioeconomics and Tourism** ESC is concerned about the impact of the additions of Sundays and bank holidays to the core working hours in relation to socioeconomic activity, specifically east Suffolk's tourism industry. Whilst NGET states that construction activity is not expected to take place on every Sunday or bank holiday, ESC remains concerned that this could be a possibility and we refer back to the comments made previously within this response. Weekend and bank holiday visitors are an important contributor to the visitor economy in east Suffolk, and ESC is concerned that the extended hours of construction could affect the visitor experience locally. The proposed changes to working hours during the construction phase have the potential to exacerbate possible adverse impacts on the	N	The proposed extended working hours have been appropriately considered within the **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**, informing the sensitivity value of PRoW and recreational routes. As set out in the Additional PEI Report, these extended working hours have the potential to result in greater adverse impacts to PRoW if unmitigated and without restrictions. The assessment of socio-economic, recreation and tourism concludes that there are no anticipated significant effects on PRoW and Recreational routes as a result of the Proposed Project. To give National Grid the flexibility to deliver the construction programme on time and incorporate standard industry working patterns, it has identified a need to include 7am to 5pm working on Sundays and bank holidays within the core working hours. The proposed construction core working hours (unless otherwise approved by the relevant Local Planning Authority) for all terrestrial works in Suffolk and Kent are:

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			visitor economy, especially visitor perception and quality of experience.		• Monday – Friday: 0700 to 1900; and • Saturday, Sunday and Bank Holidays: 0700 to 1700. Whilst this change gives National Grid the flexibility to carry out works when and where needed, it does not expect construction activity to take place on every Sunday or bank holiday. There will be restrictions on the type of activity that can occur on these days and these will be secured via Requirement 7 of Schedule 3 of the draft DCO (**Application Document 3.1**). The restrictions include limiting HGV and percussive piling activities. Further details of this mitigation are set out within the **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured via Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Details relating to the proposed construction working hours and any associated restrictions are contained in **Application Document 6.2.1.4 Part 1 Chapter 4 Description of the Proposed Project**.
		Timescales / programme, health and wellbeing	**Mental Health and Wellbeing** In relation to the increased core working hours including Sundays and bank holidays, and retaining Saturdays, as discussed above it is important to stress that increases in working hours can have potential significant adverse effects on people's health and wellbeing. ESC has continually stressed east Suffolk is home to multiple consented, planned, and known NSIPs and there will be temporal and spatial overlap in the construction phases of these projects, which can compound the effects on people's health and wellbeing. Increasingly, mental health is being given due importance in its own right, separate from physical health, in consideration of impacts of NSIPs. Managing appropriate working hours is as important element of safeguarding residents' mental health and wellbeing. Saturdays, particularly Saturday afternoons, Sundays, and bank holidays are often expected to be reprieves from construction working. Residents require respite from these works especially given the number of projects in the district and BS5228 needs due regard in this respect. Significant adverse effects on mental health and wellbeing can arise during construction periods, particularly where multiple projects are being consulted on, consented, and constructed across the same communities. The Additional PEIR concludes no change is expected for health and wellbeing in terms of any new or more adverse significant effects when compared to the original PEIR. There is no discussion in the Additional PEIR about the impacts of the extended core working hours on mental health and wellbeing. Given the potential construction works which	N	National Grid recognise that the construction and operation of major infrastructure projects can cause stress, uncertainty and anxiety that may impact on people's mental health. Health and wellbeing has been assessed within the ES which concludes that there are not likely to be any significant health and wellbeing effects. Further details are contained within **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing**.

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			could take place on Saturday afternoons, Sundays and bank holidays ESC does not consider this conclusion is justified. ESC would welcome further discussion about the project's impact on mental health and wellbeing, including discussions on how to mitigate and compensate impacts where appropriate.		
		Terrestrial ecology, onshore mitigation	**Changes to Mitigation, Enhancements, and Approach to Biodiversity Net Gain: Proposed Changes to Environmental Mitigation, and Delivery of Enhancements to the Local Environment** **Ecology and Biodiversity** As identified in paragraph 1.7.21 of the Additional PEIR, the results of the vast majority of the required ecological surveys are yet to be provided as surveys are still underway. In the absence of these results, it is not possible to provide detailed comments on the proposals, and it remains concerning that significant design and layout decisions are being made and committed to in the absence of all of the necessary ecological information and assessment. In addition to the above commentary in the Changes to Construction and Maintenance on impacts on the Sandlings SPA as a result of the changes to the construction compound, paragraphs 1.7.26 and 1.7.28 of the Additional PEIR also refer to the creation of an area of acid grassland north of the A1094. It is understood that this habitat creation is in part intended to address temporary construction impacts on foraging Sandlings SPA bird species (Woodlark and Nightjar) arising from the construction compound on land south of North Warren RSPB Reserve. Whilst the applicant's attempts to address this impact are welcomed, it is unclear what the justification is for using this area of land for this purpose. Although it is adjacent to an area of acid grassland mosaic habitat (part of the Aldeburgh Golf Course County Wildlife Site (CWS)), it is approximately 1.6km from the part of the Sandlings SPA closest to the construction compound. If this area is to be relied upon for addressing impacts on SPA/SSSI feature species, then sufficient evidence as to its suitability and likely success will need to be included as part of the ES and Shadow Habitats Regulation Assessment (HRA), as will proposals to monitor its effectiveness during the development construction phase. Any habitat creation or enhancement must be carried out as early as possible during the project programme, to ensure that mitigation or compensation habitats are provided ahead of impacts occurring.	N	Full ecological surveys have been undertaken and their results and an impact assessment including assessment of frac out risk and measures to avoid frac out are set out in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. Guidance from Natural England (which has been cited in **Application Document 6.6 Habitats Regulations Assessment Report**) identifies that nightjar and woodlark can forage up to 2 km from their nesting locations (sometimes further). Moreover, nesting woodlark have been recorded across the bird survey area wherever suitable habitat (fallow fields on sandy soils) is located. Therefore, there is evidence from 2 seasons of breeding bird surveys that nightjar and woodlark are not confined to a small zone around the SPA edge for foraging or nesting. Timing of habitat creation is set out in **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan – Suffolk**. This includes ensuring the acid grassland enhancement is delivered early in the construction programme. This Plan is secured by Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). The Proposed Project ES has used the latest available data in the assessments.

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		Cultural heritage, landscape and visual, onshore mitigation	**Cultural Heritage** On the increased Order Limits around the western access to the converter station site, the proposed Order Limits now include a large section of land along the banks of the Fromus, as well as a section of land next to the western boundary of Hurts Hall, for environmental mitigation and enhancements. The addition of any planting mitigation that fully screens Hurts Hall from the west would be considered to detract from its historic significance (as discussed above in the changes to permanent infrastructure section). It is therefore essential that impacts on the setting of Hurts Hall from landscape mitigation proposals are fully taken into consideration and any impacts identified and balanced against the landscape benefits.	N	Impacts on the setting of Hurts Hall have been assessed as part of the cultural heritage assessment, see **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**. This assessment has included the Fromus Crossing as well as proposed landscape mitigation. Furthermore, National Grid's heritage team have been involved in the development of the landscaping mitigation, as well as the bridge design.
		Onshore environmental impact, onshore mitigation	**Environmental Protection** There is an emphasis on reducing impacts to the natural environment and mitigation in that regard, such as the provision of Biodiversity Net Gain (BNG). Whilst this is supported, it is of the utmost importance that the impact to residents needs to be treated as an equally significant priority. Residents are a part of environmental mitigation as much as any other aspect and provision of things such as BNG should not overshadow the importance of and impact to people.	N	National Grid acknowledges the feedback comments. Residential receptors are a key consideration within the EIA and have been robustly assessed within a variety of technical environmental assessments within the ES. For example within: • **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality;** • **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration;** • **Application Document 6.2.2.7 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism;** • **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing;** • **Application Document 6.2.2.12 Part 2 Suffolk Chapter 12 Suffolk Onshore Scheme Intra-Project Cumulative Effects; and** • **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects.**
		Coordination with other projects, inter-project cumulative effects	**Changes to the Strategy for Coordination: Proposed Changes to Coordination of the Construction and Operation of Sea Link with Other Planned Projects in Suffolk** ESC would like to be supportive of well-developed and designed coordinated projects that enable the goal of Net Zero and the interim targets, as set out in the revised National Policy Statements (NPSs) and recent national policy. This however is not currently the case, multiple projects planned to be delivered in a piecemeal fashion with little regard for the cumulative impacts, which cannot	N	National Grid is coordinating with other developers of large scale infrastructure projects in Suffolk, noting that other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are set out in **Application Document 7.10 Coordination Document**, which provides an overview of National Grid's approach to coordination to date and an assessment of the Proposed Project against the relevant paragraphs from NPS EN-1, EN-3 and EN-5 in the context of coordination activities. The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with the LionLink and Nautilus projects in Suffolk where it is feasible. The

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			continue to occur at the expense of Suffolk's environment and communities. Sea Link as a project is not being developed in isolation; it is under the National Grid umbrella with NGV bringing forward the LionLink and Nautilus interconnector projects, as well as other NSIPs including the consented new nuclear power station Sizewell C and multiple offshore wind projects. Sea Link is one of a succession of projects which will impact the same communities already affected by multiple other NSIPs. This does not include the multiple other NSIPs proposed within the wider Suffolk area. It is therefore imperative that projects seek all opportunities to coordinate with other projects. This is necessary to reduce the adverse impacts of the developments on east Suffolk's sensitive and valued environment and the local communities, who have been hit by a constant barrage of energy projects and will be subject to years of disruption from associated construction works, if they are consented and implemented. ESC's requirement for the Sea Link project to coordinate with other known projects has been repeatedly and consistently emphasised in all consultation responses. Within this, ESC has repeatedly stressed that coordination is considered to be more than just co-location; it is essential that there is a reduction in the disruption and environmental impacts as a result. To reduce the degree of disruption experienced by local communities and the adverse impacts on the environment, the delivery of Sea Link should be coordinated with other projects being delivered in the locality. As stated above, coordination should reduce the adverse impacts of the project, so in the event all the known planned projects receive consent, east Suffolk avoids being put in a situation where each project is delivered independently and sequentially, with the construction effects being elongated and experienced over many years by local communities and the environment. NGET's intention to work with NGV to develop a coordinated approach to the development and delivery of the Nautilus and LionLink projects should be welcomed. However, intentions are expected to be realised through tangible outcomes that reduce the individual and cumulative impact of energy projects on environmental, residential, and socioeconomic receptors within east Suffolk.		assessment of inter-cumulative effects with these other proposed developments is also considered in the ES within the **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
		Inter-project cumulative effects, landfall location,	On cable corridors and landfall, the project update document states "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	N	National Grid is coordinating with other developers of large scale infrastructure projects in Suffolk, noting that other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application.

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		converter station location	(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." On converter stations the same document states "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." The additional PEIR states the methodology for the additional PEIR used is the same as that of the statutory consultation PEIR, noting "The exception to this is the assessment of colocation 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." The additional PEIR goes on to say "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-		Further details are set out in **Application Document 7.10 Coordination Document**. National Grid is working closely with NGV to minimise the disruption caused by the Proposed Project, and where possible will look to provide a co-ordinated programme of works; this, however, will depend on the programme of the other projects. The Proposed Project is of national significance and therefore its programme cannot be delayed; National Grid has a OFGEM Licence condition to deliver the Proposed Project. Onshore, the Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with projects in Suffolk where it is feasible. The assessment of inter-cumulative effects with other proposed developments is considered in the ES within the **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.

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			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." At the statutory consultation stage, a PEIR was presented which included the possibility for Sea Link to lay cable ducts for the other known projects looking to co-locate infrastructure with Sea Link. The changes to the coordination strategy as presented now effectively remove the potential for meaningful coordination with the forthcoming NGV projects. The Project Update document states "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." ESC does not consider genuine coordination to simply be not precluding future projects from coming forward by leaving physical space at landfall and along the cable route. Genuine coordination should seek to reduce the environmental, community, and socio-economic impacts of multiple projects coming forward at similar timescales and in similar geographical areas.		
		Coordination with other projects, design, inter-project cumulative effects	The consultation material makes it clear that NGET's decision to exclude cable ducts and infrastructure associated with NGV's projects therefore allows NGV to carry out their own assessments and decision-making in independence from NGET and Sea Link. It is reasonable to assume that with likely shared converter station and substation sites at Saxmundham and Friston, assessment of similar cable swathes between Sea Link and the NGV projects will lead to the same conclusions by technical specialists on the best cable routeing. As such, it is likely that the conclusions of NGV's assessments of the best cable route will be similar to those reached by NGET. ESC would like NGET to consider the potential to coordinate construction compounds across projects, looking to share compounds with the NGV projects. ESC considers one significant area remaining for coordination is in relation to the AC cable route between the converter station site at Saxmundham and the Friston substation. If NGET laid cable ducts for another project at the same time as laying the ducts for the Sea Link project,	N	Exclusion swathes would need to be factored into any design regardless of the time of installation of ducts to allow for the maintenance of one system whilst the other is in operation. Although National Grid is not looking for rights to install ducts on behalf of NGV due to NGV's projects being at an earlier stage of development, should NGV's projects gain consent then National Grid will look to coordinate activities during the construction phase. This includes considering the use of existing temporary works infrastructure of other projects in the vicinity such as Sizewell C. Further information on how National Grid is coordinating with other projects is contained in **Application Document 7.10 Coordination Document**. National Grid is maintaining ongoing dialogue with NGV around matters relating to cable routing, compounds and access. It should be noted that they are separate projects, being promoted by different companies, with different project teams and on different timelines.

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			this could meaningfully reduce the environmental impacts of both projects. ESC considers the cable ducts on the AC cable route from the Saxmundham converter station to the Friston substation should be shared. If NGET lays cable ducts for the Sea Link project alone, it becomes more difficult for NGV to align their ducts for the LionLink project (and Nautilus, if the project returns to Suffolk) as once the cables have been laid, exclusion swathes will be implemented that mean future projects will be forced to locate their cables a greater distance away. AC cable widths are significant. Promoters laying cable ducts only for their own project in isolation means each successive developer will have to work around the cables and ducts already laid and the exclusion swathes associated with them. The end result is a much wider cable swathe with successive impacts of construction on the environment and local communities.		
		Coordination with other projects, design, onshore mitigation	By laying cable ducts for another project at the same time as laying the cable ducts for Sea Link, NGET facilitates coordination with other projects in a way that can meaningfully and substantially lessen the environmental and community impacts of the projects. This is a particular concern around the Friston substation, for cable routes leaving the Saxmundham converter station and heading to the Frison substation. An uncoordinated and piecemeal approach to the cable ducts associated with Sea Link, LionLink, and potentially Nautilus could result in multiple separate cable routes entering the Friston substation site subsequently adversely affecting and removing the agreed mitigation planting around the Friston substation. The mitigation agreed under the East Anglia One North and East Anglia Two projects was required to mitigate the impacts of the substation on Friston, and a key element of that mitigation is landscape planting. It is unacceptable for multiple successive projects to come forward and diminish that mitigation planting by actively avoiding coordinating cable routes between projects. ESC has repeatedly requested every opportunity is explored for coordination of the Sea Link, LionLink, and Nautilus projects at all stages of the development consent process. Coordination is imperative given the pressures this area of east Suffolk is facing that in-combination effects with other proposed and consented projects are considered and opportunities for coordination maximised. This is necessary to reduce the adverse impacts of the developments on east Suffolk's sensitive and valued environment and the local	N	National Grid continues to coordinate with NGV and SPR on the design development of the cable approaches to Friston Substation with the aim of developing alignments that work with the mitigation proposals of SPR. National Grid is coordinating with other developers of large scale infrastructure projects in Suffolk, noting that other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are set out in **Application Document 7.10 Coordination Document**. The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with Nautilus and LionLink in Suffolk where it is feasible. The assessment of inter-cumulative effects with Nautilus, LionLink and other proposed developments is also considered in the ES within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.

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			communities, who have been hit by a constant barrage of energy projects and will be subject to years of disruption from associated construction works, if they are consented and implemented. ESC has repeatedly and consistently reiterated the importance of a strong strategy for coordination between the NGET and NGV projects, to minimise as far as possible the impacts of the project(s) on the local communities and environment.		
		Coordination with other projects, construction - general	**Delivery of the Friston Substation** ESC asks NGET to explore every opportunity to coordinate the delivery of the Friston substation. ScottishPower Renewables has consent to deliver the Friston substation under the East Anglia One North and East Anglia Two consents, and consent for this substation will also be included in the Sea Link DCO application. It is then expected that the NGV projects LionLink and Nautilus (if it comes forward in east Suffolk) will seek consent for extensions to the National Grid substation to accommodate their projects. The local communities and environment will be subjected to a prolonged period of disruption if each project successively implements their consents at the Friston substation. ESC asks NGET to explore every opportunity to make the delivery of the Friston substation as coordinated as possible, including looking to deliver the substation in one phase. If the substation could be built out to accommodate the consented ScottishPower Renewables substation, the Sea Link, Lion Link, and Nautilus projects in one set of works rather than independently and successively, this could shorten the overall length of construction activity impacting local residents. The situation and expectation surrounding the Friston substation has progressed substantially since the examination of the ScottishPower Renewables projects. At that time, discussions on the sizing and detail of the Friston substation was predicated on accommodating only the East Anglia One North and East Anglia Two offshore wind farms. Now, the Friston site will accommodate the ScottishPower Renewables projects, NGET's Sea Link project, and is likely to accommodate NGV's LionLink and Nautilus projects (if consented). As such it is now vitally important to consider how best to deliver the Friston substation, to minimise the impacts of a potentially prolonged construction period across multiple separate projects.	N	At the time of the option identification and selection, the proposed Friston Substation was advanced in the consenting process. A DCO application had been submitted and was progressing through examination and determination, this was subsequently granted in March 2022, prior to non-statutory consultation on the Proposed Project. It was therefore reasonable for the Proposed Project to select a connection point that, whilst not yet implemented was reasonably foreseeable by virtue of it having been granted development consent. Without further consent being obtained by a future developer, then it is not possible to extend the Substation. National Grid is coordinating with other developers of large scale infrastructure projects in Suffolk, noting that those other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application (**Application Document 7.10 Coordination Report**). While efforts are being made to engage with other projects and identify appropriate ways of co-ordinating with different projects, covering several different geographical locations and on different timelines for delivery, it is not always possible to co-ordinate with all projects. In addition, since the Proposed Project is designed to meet specific network reinforcement needs arising from grid connection agreements, National Grid must fulfil these by 2030. Although the potential benefits of extending the substation are recognised, this cannot compromise fulfilment of the above obligations.

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		Timescales / programme, coordination with other Projects, onshore route location	**Reduction of the Order Limits** ESC is concerned that the consultation proposes reduced Order Limits, now excluding the cable routes for NGV's LionLink project. The justification given in the document is that other projects are working to different timelines to Sea Link, and also states that the exclusion of other projects' infrastructure from the Sea Link red line does not preclude coordination, as the physical space will remain for other projects to use. This leaves the opportunity for promoters to carry out works in the same area in succession without a clear strategy for coordination, meaning the environment and local communities will be subject to successive impacts. This is of particular concern with the proposed converter station site. The site will likely be required to accommodate the Sea Link project followed by NGV's LionLink and Nautilus projects if consented. ESC sees a significant opportunity to achieve coordination in this location, beyond simply colocation of infrastructure in one place, by developing a strong masterplan. This includes looking for coordination between projects for elements including but not limited to landscape and drainage and exploring opportunities for infrastructure installed for the first project to be delivered (understood to be Sea Link) and then expanded or modified to support the delivery of subsequent projects' converter stations on the site. ESC is concerned about the reductions to the Order Limits proposed in this consultation being made before all relevant surveys and assessments or design master planning work being done, and NGET limiting their flexibility to amend their proposed works to account for the findings. NGET has publicised that archaeological trial trenching is being carried out this summer from 8 July. The reduction in Order Limits before the conclusion and evaluation of the trial trenching raises concern. Reducing the Order Limits now limits the amount of flexibility the project has to avoid areas of archaeological interest in the future and is considered a premature step to take before the results of the trials are known and understood. ESC has continually raised significant concerns regarding the cumulative impacts of these multiple NSIPs for a number of years, both to government through letters and consultation responses, to government regulators, and to developers of individual projects, and will continue to do so.	N	As the Council is aware, National Grid has provided the details of what the co-ordination and co-location of the three projects might look like but has no control over the timescales of the NGV Projects. All three projects need to be consented through the DCO process and gain consent for their individual assets. National Grid's plans in Suffolk have been developed for the Proposed Project as a standalone project but have been designed in a coordinated way with other projects, including two potential NGV projects. As development work on the Proposed Project and these other projects has progressed, National Grid's approach to coordination has evolved. A key part of its coordination strategy is to continue to explore opportunities to co-locate infrastructure where feasible and beneficial. At Statutory consultation, National Grid presented a design which showed the NGV works themselves at the landfall and along the cable sections. It also included the entire wider site at Saxmundham, to show how they could be flexible if constructing around one or two additional converter stations. This assumed a scenario where the NGV projects, whose routeing and siting work is at an earlier stage, identified the same cable and converter station sites as the Proposed Project. In March 2024, NGV's LionLink project announced that it had down selected its potential landfall at Aldeburgh and would be removing it from the LionLink proposals. LionLink is still proposing to co-locate its converter station alongside the Proposed Project's near Saxmundham. As National Grid's design work and their engagement with the NGV projects has progressed, they have evolved their approach to coordinating with NGV. They are considering further ways that they could coordinate their construction activities and other projects and developers, including NGV, EDF Energy and SPR. The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with the LionLink and Nautilus projects in Suffolk where it is feasible. The assessment of inter-cumulative effects with these other proposed developments is also considered within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. National Grid acknowledge the Council's concerns about the changes to the Order Limits, however, it is felt that preparation of a coordinated masterplan with shared Design Principles will effectively support the requirements of each project. In the event that areas of archaeological interest are affected by the proposed changes National Grid will continue to work with the Council to identify appropriate mitigation measures.
		Coordination with other projects, terrestrial ecology,	**Ecology and Biodiversity**	N	Two Biodiversity Net Gain assessments have been undertaken for each LPA. Further details are set out in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**.

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		converter station location	A coordinated approach to the delivery of the converter station site also maximises the potential Biodiversity Net Gain, which would be supported**.**		
		Coordination with other projects, inter-project cumulative effects, onshore mitigation	**Environmental Protection** Whilst coordinating projects is welcomed the cumulative impact of undertaking works and co-locating multiple projects must be carefully considered and assessed in term of noise and vibration, air quality and dust, light and other environmental protection matters, coordination should seek to reduce overall impacts and prevent magnifying such impacts by their cumulative effects. The Project Update document states “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.” Co-location of infrastructure needs very careful consideration and further information and needs to address cumulative impacts, or potential cumulative impacts based on reasonable conservative assumptions where information is not known, assessments should be made for the variety of potential known options. Background Noise creep in terms of operational noise remains a significant concern and therefore needs careful consideration in terms of assessment and design of the substation to mitigate for noise.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects’ requirements, it has laid out the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. The assessment of inter-cumulative effects which assesses combined impacts with other proposed developments alongside the Proposed Project is presented within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects and Application Document 6.2.3.13 Part 3 Kent Onshore Scheme Chapter 13 Inter-Project Cumulative Effects**. Noise and vibration, air quality and dust and light cumulative effects are considered within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. Environmental protection matters/mitigation is outlined within **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured by Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Both scenarios for the Friston substation have been assessed within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
		Landscape and visual, converter station location	**Other Comments** ESC would like NGET to consider early planting around the converter station site at Saxmundham, ahead of construction commencing. ESC would like to highlight the pre-construction planting agreed under the ScottishPower Renewables consents around the Friston substation. ESC would not wish to see mitigation planting delivered under one project’s consent be subsequently harmed and its function diminished by another project following it.	N	Landscape mitigation proposals are identified in Proposed Project Design and Embedded Mitigation section of **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual** and within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**. A principle of the outline landscape strategy seeks to include advanced planting to establish areas of mitigation planting prior to construction commencing. The assessment of effects is split into two scenarios within the ES which clearly set out the implications on the consented SPR landscape planting should the Proposed Project tie-in at Friston Substation, of which the effects have been minimised as far as possible.
		Onshore mitigation	**Mitigation and Compensation**	N	The proposed management and mitigation relating to PRoW is set out in **Application Document 7.5.9.1 Outline Public Rights of Way**

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			Where the PEIR has identified significant residual harm following the application of the mitigation hierarchy, ESC expects NGET to first look to mitigate the effects, and then where appropriate to look at compensation for residual impacts. We would expect discussion on how to compensate the residual impacts. For example, in relation to the converter station site, 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. 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. Paragraph 1.7.11 of the Additional PEIR states 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." Paragraph 1.7.15 goes on to say "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." Given the assessed significant effects on the PRoW network, ESC would welcome conversations about how to best mitigate and compensate the effects, including potential enhancements to existing PRoW in line with ESC's ambitions in our Cycling and Walking Strategy. The Strategy seeks to create safe, coherent, direct, comfortable, and		**Management Plan – Suffolk**. The traffic and transport assessment within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** does not identify any significant impacts on PRoW in terms of diversions and closures, with the proposed embedded mitigation and control and management measures in place. Where National Grid has a temporary impact on a PRoW during construction, mitigation measures will be put in place. Where there is a permanent impact on a footpath, a suitable diversion will be provided. Landscape mitigation proposals are identified in Proposed Project Design and Embedded Mitigation section of **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual** and within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**. The landscape and visual impact assessment assesses the effects of the Suffolk Onshore Scheme, including the River Fromus bridge crossing, on landscape character and visual amenity, the details of which are located within **Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment and Application Document 6.3.2.1.D ES Appendix 2.1.D Visual Amenity Baseline and Assessment**. With regard to the comments relating to landscape and visual compensation, this has been discussed with stakeholders during landscape and visual thematic meetings and detail on this matter will be set out within a Statement of Common Ground. National Grid continues to work with other projects to explore opportunities for co-location and coordination and this includes opportunities for mitigation and enhancement.

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			attractive cycling, walking, and wheeling environments that lead to improvements in health and wellbeing, facilitate greater social interaction and play, encourage more environmentally sustainable lifestyles, reduce road congestion, and support economic growth. We understand the communities may have ideas on areas to offset or compensate the impacts of the projects, where impacts are directly linked to the projects. It is again important to reiterate that Sea Link is not being developed in isolation - there are multiple other projects proposing compensatory measures and so there is potential for NGET to coordinate compensation associated with Sea Link with other measures proposed by other project promoters.5 The Section 111 agreements reached with ESC by the ScottishPower Renewables projects are linked below. 5ExA.AS-37.D8.V1 EA1N Section 111 Agreement with East Suffolk Council ExA.AS-37.D8.V1 Section 111 Agreement with East Suffolk Council		
		Design, onshore route location, converter station location	**Summary of Asks** For ease of reference, a list of ESC's asks from NGET is extracted from the detailed response above and reproduced here. These are in addition to those set out at in our statutory response. In relation to Changes to Permanent Infrastructure: Changes to the Permanent Infrastructure Planned as Part of Sea Link, including Cable Routes and Converter Stations/Substations: • Further information about the implications for the Sea Link project from coordination with other projects • Further engagement on the Friston substation in relation to changes to the Order Limits made to reflect the ScottishPower Renewables consents, including drainage arrangements • Further information of and discussion on the decision to progress the western access route to the converter station site, including justification for removing the northern and southern access routes, and potential alternative routes which would not require crossing the Fromus • Clarification on the proposed pylons and modifications/works proposed to them, around the Friston substation	N	National Grid acknowledges this summary of the feedback from East Suffolk Council. Response to all the points raised are provided above.

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			• Provision of a full tree survey and arboricultural assessment for trees adjacent to the Fromus crossing for discussion • Assessment of the ecological value of trees in the area of the Fromus crossing, including identification of potential veteran trees • Photomontages to show the potential visual impact of the Fromus crossing in the landscape, both with and without landscape mitigation planting, including viewpoint from Hurts Hall and towards Hurts Hall from the west • Consideration of the impact of the increase in Order Limits around Hurts Hall, including consideration of the impact of landscape mitigation planting and environmental enhancements on the significance of the Hall and its setting • Full assessment of the impacts of the changes in relation to noise and vibration, air quality, dust, and light • Consideration be given to private water supplies along the cable route Consideration be given to the positioning of joint bay locations in relation to residential receptors and appropriate mitigation where needed, also applicable to cable sealing end compounds if required		
		Construction - general	In relation to Changes to Construction and Maintenance Work: Proposed Changes to How NGET Would Build and Maintain Sea Link in Construction and Operation: • Further consideration of the siting of construction compounds and the potential to coordinate compounds across projects, including ensuring the refined compounds remain fit for purpose and can accommodate the necessary infrastructure, including drainage arrangements • Consideration of potential to coordinate construction accesses to the Saxmundham converter station site with other projects • Further discussion on the core working hours for the construction period, and discussion on potential mechanisms to seek additional working hours, including the potential for works to be carried out on Saturday afternoons, Sundays, and bank holidays, and the type of activities anticipated	N	Following this and other feedback received in response to the Targeted consultation, National Grid has made further amendments to the proposed construction compounds around the converter station site – specifically with a view to improving coordination opportunities (**Application Document 7.1 Coordination Report**). It is recognised that working hours is a concern for the Council. National Grid will therefore maintain dialogue on this matter, whilst continuing to reiterate the purpose of amended working hours being to ensure that the Proposed Project can be delivered within the timescales required. Shortening working hours would potentially extend the working programme and put at risk the Proposed Project delivery by 2030. Similarly, National Grid will keep the Council informed about details of the construction methods and intend that all land along the cable route is fully reinstated, subject to the requirements and draft DCO, to existing conditions. The health and safety of the public, local communities and employees is National Grid's highest priority. Throughout the development of the proposals, National Grid has carefully evaluated the potential impacts of the Proposed Project on health and wellbeing, and where

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			• Further detail on the proposals for trenchless construction methods near the SSSI and cable landfall route, including confirmation on the extent to which this method would avoid alteration to the beach profile, with regard to morphological changes to beach height across and/or along the shore • Further discussion about the project's impact on mental health and wellbeing, including discussions on how to mitigate and compensate impacts where appropriate.		appropriate identified means of mitigating any impacts of the construction and operational phases (**Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing**). Details relating to the Proposed Project design and construction methodology are set out within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project. Application Document 6.2.4.1 Part 4 Marine Chapter 1 Physical Environment** uses recent erosion studies, beach and seabed profile and elevation data which are incorporated into the baseline assessment to establish the potential impacts and magnitude of the impact of the Proposed Project to morphological change at the coast, including the designated sites associated with the Proposed Project. The assessment concluded that during the Construction and Decommissioning Phases, the impact on nearshore beach morphology at the landfalls, including Pegwell Bay to Hacklinge Marshes SSSI and The Haven (Local Nature Reserve and SSSI), was Minor and Not significant. During the Operation and Maintenance Phase the impact of buried rock protection at the HDD exit pits was assessed for coastal geomorphology and associated sediment transport regimes. The impact was found to be Minor and Not Significant.
		Terrestrial ecology, onshore mitigation	In relation to Changes to Mitigation, Enhancements, and Approach to Biodiversity Net Gain: Proposed Changes to Environmental Mitigation, and Delivery of Enhancements to the Local Environment • Justification for the use of land for acid grassland creation and BNG • Sufficient evidence on the suitability of the proposed site for acid grassland creation and likely success of habitat creation be provided in the ES, including proposals to monitor its effectiveness during Sea Link's construction phase • Consideration of impacts on the setting of Hurts Hall from landscape mitigation proposals, and any impacts identified and balanced against the landscape benefits	N	Ecology mitigation proposals are presented in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. Information on field suitability for creating acid grassland and proposals for management and monitoring is provided in the outline Landscape and Ecology Management Plan accompanying the planning application (**Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan – Suffolk**). Landscape mitigation proposals are identified in the Proposed Project Design and Embedded Mitigation section of **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual** and within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**. The landscape mitigation proposals have been developed with input from the cultural heritage team to understand the impact on the surrounding heritage assets and balancing screening purposes. Visualisations for the purposes of the cultural heritage assessment include views from Hurts Hall and take into account the landscape mitigation proposals, which have accompanied the assessment set out within **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**.
		Coordination with other projects	In relation to Changes to the Strategy for Coordination: Proposed Changes to Coordination of the Construction and Operation of Sea Link with Other Planned Projects in Suffolk: • Further consideration and exploration of all opportunities to coordinate with other projects, beyond simply co-locating infrastructure,	N	National Grid acknowledge the Council's concerns and desire to see different projects coordinating approaches to construction. National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has laid out the Proposed Project in a way to not preclude other projects from constructing their required infrastructure.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			including discussion with ESC and other stakeholders • Exploration of potential to coordinate construction compounds with other projects • Further consideration of and discussion on the potential to share cable routes with other projects, specifically, but not limited to, the AC cable route between the Friston substation and the converter station at Saxmundham • Continued discussion and engagement about masterplanning the converter station site		National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**.
		Intra-project cumulative effects, consultation	In relation to other comments: • Consideration of and discussion on early pre-construction planting around the Saxmundham converter station site • Further discussions on ideas for mitigation and compensation, including potential enhancements to the existing PRoW network, and engagement with the affected communities to explore opportunities to offset or compensate impacts • Further discussion on community benefits and compensation for communities affected by the project	N	National Grid will continue to engage with the Council, other developers, relevant stakeholders and landowners regarding opportunities for pre-construction planting, to enable early establishment of new vegetation before new infrastructure is delivered. Similarly, ongoing dialogue will consider mitigation and enhancement opportunities and community benefits in line with the anticipated new Government guidance. Further information is contained in **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk and Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan – Suffolk**.

Table 1.8 East Sussex County Council

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Consultation	I can confirm on behalf of East Sussex County Council's Planning Service despite being an adjoining County to Kent we do not have any comments to make on the Proposed Sea Link Project	N	National Grid note the feedback.
		Walking, cycling and horse-riders	As the National Trail Officer (NTO) for the southeast section of the King Charles III England Coast Path (KCIIIECP), it is my responsibility to ensure the path is maintained to a high standard and seek opportunities to enhance the trail where possible. The KCIIIECP is a new National Trail that will pass around the whole of the English coast. When it is completed, the KCIIIECP will be the longest managed coastal walking route in the world (approx. 2,700 mile). The Trail brings significant health and wellbeing benefits, in addition to boosting local economies and coastal communities. It is a national asset that links iconic places and heritage sites along the coast, enabling people to experience, recognise and value the benefits of our environment. Taking this evidence into consideration, it is imperative that potential impacts of the Sea Link proposals on the KCIIIECP are fully considered. As a general comment, it is disappointing to note the KCIIIECP is missing from the environmental constraints map and incorrectly referenced within the latest consultation documents. For example, the Additional Preliminary Environmental Information – Executive Summary (paragraph 1.3.12) references the PRoW and locally promoted Saxon Shore Way route, yet makes no mention of the KCIIIECP National Trail. Going forward, it is requested that the effects on the KCIIIECP are appropriately considered and the trail is correctly referenced throughout scheme documents.	N	In **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism**, the baseline condition section reports on the existing PRoW network and recreational routes within the study area. The study area for PRoW and recreational routes is within, and up to 500 m radius from the Kent Onshore Boundary as 500 m is the distance threshold beyond which it is considered that people are unlikely to be deterred from making trips to an extent that they would change their habits, based on the Design Manual for Roads and Bridges (DMRB) LA 112. Whilst the omission of KCIIIECP within the Targeted consultation material is noted, the KCIIIECP has been included and assessed within **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism**. The KCIIIECP crosses the Kent Onshore Scheme Order Limits as it passes along Sandwich Road and is therefore identified as a sensitive receptor and appropriately considered within this Chapter . There will be no requirement to temporarily close/divert the KCIIIECP as a trenchless crossing will be implemented at depth below ground level. Access along the HVDC alignment will be required by foot/quad bike for monitoring purposes during construction and operation. Further details are set out within **Application Document 7.5.9.2 Outline Public Rights of Way Management Plan – Kent**.
		Construction – general, traffic and transport	Concerns are raised with the newly proposed construction and maintenance access route off Sandwich Road, via the former Hoverport site. Depending on the type and frequency of traffic, the introduction of vehicle movements could potentially create safety issues with path users. It is requested that the applicant clarifies their intentions for the proposed gated crossing point on the construction road, where it passes across the KCIIIECP/Public Footpath TR15. It is expected that access will be retained for trail users and the gates will be carefully positioned on the road to prevent people walking down the new access track, rather than obstruct the KCIIIECP.	N	The access point is assessed within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**. Details of how PRoW are managed during the construction phase, as well as the KCIIIECP and PRoW TR15, are provided within **Application Document Part 7.5.9.2 Outline Public Rights of Way Management Plan – Kent**. The proposed management and mitigation relating to the KCIIIECP and PRoW will be put in place irrespective of existing usage levels, to retain safe PRoW access for all users. Therefore, whilst it is acknowledged that survey data of KCIIIECP usage levels is available, this is not considered to be necessary to inform the proposed management of this route, particularly as trenchless methods will be undertaken and no crossing points or diversions of the KCIIIECP are expected.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			The applicant should be aware that there is a people counter installed on this section of the KCIIIECP to monitor levels of trail use. Please contact me if you would be interested to see this data.		
		Walking, cycling and horse-riders	A trenchless construction method is proposed for the installation of cables beneath the surface of the KCIIIECP around the landfall point at Pegwell Bay. While it is noted that this approach should minimise disturbance to the natural environment, the specific details of this method and its potential impacts remain unclear. Further clarification on this process is requested to provide reassurances that there will not be any impact on the KCIIIECP and its users.	N	As set out within **Application Document 7.5.9.2 Outline Public Rights of Way Management Plan – Kent**, trenchless methods will be undertaken and no crossing points or diversions of the KCIIIECP are therefore expected. Further detail on the measures which will be implemented to ensure that there is no impact on the KCIIIECP and its users will be set out within the detailed version of this document.
		Timescales/programme	Concerns are raised with the proposed working house for the construction phase. Whilst it is acknowledged this activity will not take place every weekend or bank holiday, the proposed working hours on Sundays and bank holidays is not supported. This is because those periods are popular times for public recreational activity and high levels of tourist traffic.	N	National Grid acknowledges these concerns. The amended working hours are intended to ensure that the Proposed Project can be delivered within the timescales required. Shortening working hours would potentially extend the working programme and put at risk the Proposed Project delivery by 2030. To give National Grid the flexibility to deliver the construction programme on time and incorporate standard industry working patterns, it has identified a need to include 7am to 5pm working on Sundays and bank holidays within the core working hours. The proposed construction core working hours (unless otherwise approved by the relevant Local Planning Authority) for all terrestrial works in Suffolk and Kent are: • Monday – Friday: 0700 to 1900; and • Saturday, Sunday and Bank Holidays: 0700 to 1700. Whilst this change gives National Grid the flexibility to carry out works when and where needed, it does not expect construction activity to take place on every Sunday or bank holiday. There will be restrictions on the type of activity that can occur on these days and these will be secured via Requirement 7 of Schedule 3 of the draft DCO (**Application Document 3.1**). The restrictions include limiting HGV and percussive piling activities. Further details of this mitigation are set out within the **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured via Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Details relating to the proposed construction working hours and any associated restrictions are contained in **Application Document 6.2.1.4 Part 1 Chapter 4 Description of the Proposed Project**.
		Landscape and visual, onshore mitigation	In terms of landscape and visual effects, the confirmed type of pylon (49m High, 20m Wide), temporary pylons and increase in overall height of the Minster Converter station would result in further adverse impact on the user experience of the KCIIIECP.	N	**Application Document 6.3.3.1.C ES Appendix 3.1.C Landscape Designation and Landscape Character Assessment and Application Document 6.3.3.1.D ES Appendix 3.1.D Visual Amenity Baseline and Assessment** set out an assessment of landscape and visual effects for construction, operation and maintenance, including for users of the KCIIIECP in detail as a summary within **Application Document**

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			Taking the above impacts into account, consideration should be given to appropriate mitigation works along the KCIIIECP, to compensate for the long term impacts of the project and inconvenience caused during construction for trail users. This could potentially be in the form of surfacing and infrastructure improvements along the trail, which would enhance the accessibility of the route for the public. One of the principal features of the KCIIIECP is that the Trail provides a continuous walking route around the coastline of England. It is therefore essential that public access is maintained along the trail for path users, at all stages of the project. Should the path need to be temporarily closed during the construction, operation or decommissioning phase, a diversion route should be provided and managed by the applicant for the duration of the closure. Naturally, the duration of the temporary closure should be minimised to reduce disruption for path users.		**6.3.3.1.D ES Appendix 3.1.D Visual Amenity Baseline and Assessment**. The assessment considers the design set out within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. There will be no requirement to temporarily close/ divert the KCIIIECP as a trenchless HVDC crossing will be implemented at depth below ground level. Access along the HVDC alignment will be required by foot/quad bike for monitoring purposes during construction and operation. Further details of how the PRoW are managed during the construction phase, as well as the KCIIIECP, are set out within **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**.
		Walking, cycling and horse-riding, legislation and policy	You should also be aware of the coastal margin, located adjacent to the KCIIIECP. This margin includes all the land seaward of the Trail and may extend inland, providing access rights for the public to enjoy the coastline. Most of the coastal margin is open access land under the Countryside and Rights of Way Act 2000 (CROW Act), though some areas do not have these access rights, due to the nature of the land and its use. Further details can be found here: https://www.gov.uk/guidance/manage-your-landon-the-england-coast-path Finally, please note the following development principles regarding the KCIIIECP: • No furniture, fence, barrier or other structure may be erected on or across the KCIIIECP without the express consent of the NTO. • There must be no disturbance of the surface of the KCIIIECP, or obstruction of its use, either during or following any approved development without the express consent of the NTO. • No hedging or shrubs should be planted within 1 metre of the edge of the KCIIIECP. • Please also make sure that the applicant is made aware that any planning consent given confers no consent or right to close or divert any section of the KCIIIECP at any time without the express permission of the NTO. Comments are made in reference to the following planning policy;	N	Details of how the PRoW are managed during the construction phase, as well as the KCIIIECP, are provided within **Application Document 7.5.9.2 Outline Public Rights of Way Management Plan – Kent**. The land within the order limits is designed in order to accommodate mitigation requirements. In addition, trenchless methods will be undertaken at landfall and no crossing points or diversions of the KCIIIECP are therefore expected. Further detail on the measures which will be implemented to ensure that there is no impact on the KCIIIECP and its users will be set out within the detailed version of this document. National Grid acknowledges the development principles advocated regarding the KCIIIECP National Trail. Design Principles (including landscaping) for the converter station building have been provided within the application for development consent (**Application Document 7.12.2 Design Principles – Kent**). The Design Principles provide guidance regarding the design intent and design principles that will be adopted and embedded into the detail proposals of the structure. Design Principles have been established with regard to the requirements of national policy and National Grid is maintaining ongoing dialogue with the Host Authorities with regard to design aspects of the Proposed Project. National Grid is seeking input from independent design review panels, as recommended by the Host Authorities. This will be an iterative process over the consenting, examination and delivery phases of the Proposed Project. The Design Principles for the Proposed Project will also reflect the principles set out in the National Infrastructure Commission's Design Group Project Level Design Principles.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			• National Planning Policy Framework – Paragraph 104 - Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to – Paragraph 180 - Planning policies and decisions should contribute to and enhance the natural and local environment by maintaining the character of the undeveloped coast, while improving public access to it where appropriate; • Thanet District Council Local Plan (Adopted 2020) – Policy SP27 - Green Infrastructure – Policy SP32 - Protection of Open Space and Allotments – Policy SP33 - Local Green Space – Policy SP38 - Healthy and Inclusive Communities – Policy SP43 - Safe and Sustainable Travel – Policy SP45 - Transport Infrastructure – Policy TP02 – Walking – Policy TP03 - Cycling This response is made on behalf of the King Charles III England Coast Path National Trail. The views expressed should be considered only as the response of the National Trail officer in respect of King Charles III England Coast Path matters relating to the proposal.		

Table 1.9 Essex County Council

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Construction – general, socio-economic, recreation and tourism, traffic and transport	The Sea Link project, presented by National Grid Electricity Transmission (NGET) is an electricity grid reinforcement scheme, consisting of the construction of 2GW High Voltage Direct Current (HVDC) undersea electricity link between Suffolk and Kent and includes onshore infrastructure, underground cabling from Aldeburgh to a converter station to the southeast of Saxmundham, then further underground cabling to the consented, but as yet unbuilt, substation at Friston. In Kent, the landfall location would be at Pegwell Bay. The proposed development would constitute a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008, therefore the Secretary of State at the Department of Energy Security & Net Zero (DESNZ) would decide on this scheme, on the advice of the Planning Inspectorate (PINS). ECC's interest, considerations and comments on the scheme reflects ECC's wider leadership role in protecting and promoting the interests of the county's communities, businesses and environment. Having reviewed the proposals, it is noted that there would be no direct, physical impact as a consequence of the proposed development. However, having reviewed the proposals, we consider that there could be residual impacts from the development during construction and operation and we believe that these principally relate to employment, education and skills, procurement and highways impact. This response should be read in conjunction within ECC's initial consultation responses.	N	National Grid acknowledges this response. **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism and Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism** assess the impacts of the Proposed Project on the following receptors: • the local economic environment (including employment generation, Gross Value Added and multiplier effects); • users of recreational routes and PRoW; and • residential properties, local businesses, visitor attractions, community facilities, open space and development land. Impacts relating to traffic and transport including highways are set out in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport and Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**.
		Inter-project cumulative effects, coordination with other projects	It is noted that the proposal could also have implications for cumulative projects that do directly impact Essex and ECC would like to ensure that there is some coordination between various developers to maximise project opportunities and benefits whilst minimising detrimental impacts.	N	National Grid is coordinating with developers of other large scale infrastructure projects, noting that other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are set out in **Application Document 7.10 Coordination Document**. The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with other projects where it is feasible. The assessment of inter-cumulative effects which assesses combined impacts with other proposed developments alongside the Proposed Project is presented within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects and Application Document 6.2.3.13 Part 3 Kent Onshore Scheme Chapter 13 Inter-Project Cumulative Effects**.

Table 1.10 Folkstone & Hythe District Council

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Legislation and policy inc. permits	**DECISION: NO OBJECTIONS in accordance with the planning application and plans.** **Informatives and notes** 1 No comments. In determining this planning application, the Council has had due regard for all relevant matters and particularly the National Planning Policy Framework. This includes the duty to work positively with the applicant to resolve potential issues and seek acceptable solutions. This decision relates ONLY to the requirements of Town and Country Planning Act 1990 and Planning (Listed Buildings and Conservation Areas) Act 1990. Separate determinations are required for other aspects of the planning regime, building regulations and environmental legislation. Any other permissions must be obtained separately from the relevant body	N	National Grid acknowledges the feedback and notes your 'no objection' to the Proposed Project.

Table 1.11 Friston Parish Council

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Consultation	SASES has assisted Friston Parish Council in its response to the further Sealink Section 42 Statutory Consultation. Accordingly SASES adopts the response of Friston Parish Council which should also be considered to be the response of SASES. **Introduction** This further consultation response is in respect of yet another consultation process relating to the additional preliminary environmental information published by National Grid. This response is in addition to that submitted in December 2023 which is attached for reference. FPC would note that as always its responses are largely ignored and would highlight in particular paragraph 5 of that response which highlighted the burden of multiple consultations. Paragraph 5 stated: The community is struggling under the burden of multiple projects with multiple consultations and uncoordinated application processes. This renders the entire process unfair. This is damaging the well-being of the community. National Grid's response is to conduct yet another consultation. These comments should not be considered to be a definitive or exhaustive view of the issues but those which were most immediately apparent. As you should be aware parish councils have very limited resources.	N	National Grid recognise that communities may experience consultation fatigue as result of ongoing engagement relating to the Proposed Project and other energy infrastructure projects. However, in order to remain compliant with the requirements of legislation and the interests of keeping stakeholders informed about the development of the design (which has occurred as result of feedback received in response to earlier rounds of public engagement), there is a statutory duty to undertake further formal consultation where the degree of change is material. Other projects are separate from the Proposed Project, being promoted by different developers and working to different timescales for delivery. National Grid is committed to coordinating consenting and delivery with other projects where opportunities are available, including the co-location of infrastructure where it can be demonstrated that this will support reductions in cumulative impacts. However, National Grid cannot secure consent for other projects, while the Proposed Project is designed to meet specific network reinforcement needs arising from grid connection agreements that National Grid must fulfil by 2030. Further details are contained in **Application Document 7.1 Coordination Document**).
		Onshore route location, design	**Now a National Grid Development at Friston** National Grid is seeking a separate consent for the National Grid substation. However the new plans issued show that National Grid is taking over the entirety of the substations site at Friston with the exception of the specific area on which the Scottish Power substations are to be built. This conclusively demonstrates that what is being built next to Friston is a National Grid connection hub development within which Scottish Power are being permitted by National Grid to build their substations. This is 180° different from the way these projects were presented to PINS and in the EA1N and EA2 examinations. Further it is understood that National Grid intends to build its substation with connections for three projects, EA1N, EA2 and Sealink. However during the EA1N and EA2 examinations National Grid assured the Examining Authorities that the National Grid substation was only being built to serve EA1N and EA2. It is not permissible to use the EA1N and EA2 DCOs to build a substation with three connection points.	N	National Grid has included the National Grid Friston Substation as outlined by SPR within the DCO submission so that the Substation, including the surrounding mitigation works, could be constructed under the Proposed Project's development consent, should SPR not bring forward the development. The submission will include the additional works required to connect the Proposed Project into the Friston Substation, which is additional works to that proposed by SPR. Information on Friston Substation is contained in Section 4.2 of **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
		Water environment, onshore mitigation	**Surface Water Flood Risk** As repeatedly stated surface water flood risk is a serious issue at the substations site which sits above Friston. The village suffers from surface water flooding to which the substation site is a significant contributor. The substation site at Friston has always been an unsuitable site because of surface water flood risk. National Grid has continued to ignore this and has not taken it into account in seeking its own separate consent for the National Grid substation. The environmental constraints plan provided does not address surface water flood risk at all. The failure to take account of surface water flood risk becomes even more acute with National Grid taking over most of the substations site. The plans show that National Grid is taking over the land to the south of the substations. This area is vital to the attempted mitigation of a number of key environmental impacts not least surface water flood risk and landscape damage. This area under the Scottish Power DCOs is subject to a whole range of mitigation measures (albeit inadequate) which were hard fought during the examination process. There is no mention of these measures. Therefore is it to be assumed that this mitigation has now been jettisoned? Further the change of ownership of the land needed for mitigation raises the issue of who will be responsible for this mitigation and for flooding in the village. For example if Friston floods whether during construction or operation who will be responsible and liable for the damage, National Grid or Scottish Power? If the worst was to happen and residents' homes are flooded there needs to be clear accountability and the ability to recover their loss easily without one party seeking to apportion liability to another. The plans also show another SUDS pond to the north west of the substations site which appears to discharge into the watercourse which will also be overburdened by discharges from the SUDS ponds required for the National Grid and Scottish Power substations.	N	**Application Document 6.8 Flood Risk Assessment** acknowledges the flood history of Friston, having drawn on all of the relevant Section 19 investigations reports and data generated from the Surface Water Management Plan (SWMP) for the Friston catchment. The SWMP data has been used, alongside Environment Agency data, to assess existing surface water flood risk in the Friston catchment. Where the Proposed Project interacts with any ordinary watercourses, appropriate re-provision of any loss of land drainage function is provided for in the Proposed Project's drainage design. Under Friston Substation Scenario 1 as explained in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**, where Friston Substation is installed under the current consent of SPR, there is the potential for conflict between SPR's proposed woodland and tree mitigation planting and the HVDC and HVAC cable corridors of the Proposed Project. In order to ensure that the SPR mitigation planting can maintain its required function, the Order Limits have been extended to allow future design details to be developed with SPR to ensure their planting is not subsequently removed by the Proposed Project. Further detail is contained in **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan – Suffolk**.
		Coordination with other projects	**Coordination** The order limits in respect of the cable route from the converter stations site to the substations site have been narrowed. It is understood this is because National Grid only plans to install the AC cables (of which there are six) for the Sealink project. If Sealink, Lionlink and Nautilus are developed consecutively this would mean an extended construction period for a cable route which is close to a number of residential dwellings with all the noise, dust, traffic and disruption etc which that would cause. Accordingly ducts for all three projects should be installed at the same time dramatically reducing the impact on residents. In order to	N	National Grid is coordinating with other developers of large scale infrastructure projects in Suffolk, noting that other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are set out in **Application Document 7.10 Coordination Document**. The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with Nautilus and LionLink in Suffolk where it is feasible. The assessment of inter-cumulative effects with Nautilus, LionLink and other proposed developments is also considered in the ES within **Application**

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			reduce disruption to residents every opportunity should be taken to coordinate the projects.		**Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
		Timescales / programme, intra-project cumulative effects, inter-project cumulative effects	**Extended working hours** This is another example of the responses to consultations being ignored. Rather than National Grid accepting the working hours stipulated in the Scottish Power DCOs (which are still excessive), where Saturday working is not permitted after 1 pm and working on Sundays and bank holidays is not permitted, it is now proposed that there should be seven days a week working. The reasons for this are spurious and misconceived. It is stated that "baseline traffic volumes are generally lower on a Sunday". This is not the experience of local residents. Whilst traffic patterns might be different on a Sundays and bank holidays this area attracts many weekend visitors and the A12 in particular is often very busy on a Sunday. Consistent with the persistent failure to acknowledge the real damage being caused to the well-being of the community, there is no reference to the impact on residents of construction noise and traffic on Sundays and bank holidays. One particular example is that Friston parish church is adjacent to the substations site. It will be bad enough that funeral and weddings etc will be conducted with intrusive construction noise in the background, but this will now be extended to Sunday services as well. This demonstrates 2 yet again the complete failure to understand why a substations site adjacent to a quiet rural community is so unsuitable. It is stated that "construction activity is not anticipated to take place regularly on Sundays and bank holidays". If so why include it at all and add to the community fears about the serious adverse impact of these projects?	N	To give National Grid the flexibility to deliver the construction programme on time and incorporate standard industry working patterns, it has identified a need to include 7am to 5pm working on Sundays and bank holidays within the core working hours. The proposed construction core working hours (unless otherwise approved by the relevant Local Planning Authority) for all terrestrial works in Suffolk and Kent are: • Monday – Friday: 0700 to 1900; and • Saturday, Sunday and Bank Holidays: 0700 to 1700. Whilst this change gives National Grid the flexibility to carry out works when and where needed, it does not expect construction activity to take place on every Sunday or bank holiday. There will be restrictions on the type of activity that can occur on these days and these will be secured via Requirement 7 of Schedule 3 of the draft DCO (**Application Document 3.1**). The restrictions include limiting HGV and percussive piling activities. Further details of this mitigation are set out within the **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured via Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Details relating to the proposed construction working hours and any associated restrictions are contained in **Application Document 6.2.1.4 Part 1 Chapter 4 Description of the Proposed Project**. Further detail on the implications of construction noise from works during weekend periods is provided in **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration and Application Document 7.5.6.1 Noise and Vibration Management Plan - Suffolk**. **Application Document 6.2.2.7 Part 2 Chapter 7 Traffic and Transport** and **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk** set out the parameters for the assessment of extended working hours, and the management measures for the control of trips made during working hours.
		Traffic and transport, construction - general	**Specific Comments arising from the Additional PEIR** There follows a number of specific comments which arise from the subject matter and/or content of specific sections of the PEIR. For obvious reasons these are focused on the Suffolk onshore scheme. Traffic and Transport – although this is not apparent from this section Friston Parish Council has been assured by the Sealink project team that no construction traffic of any type will use the B1121 which runs through Sternfield and Friston. Construction traffic includes HGVs, LGVs and transportation for construction workers going to and from site. Friston Parish Council is pleased that the project team has recognised the	N	National Grid acknowledges the feedback.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			unsuitability of this road which whilst characterised as a B road is little more than a country lane. It is understood that the B1121 will be used for four abnormal indivisible loads which will be two transformers required for each of the EA1N and EA2 substations. The access road which is shown will only be used for operational purposes and not for construction.		
		Walking, cycling and horse-riders, design	The extension of the order limits to Grove Road at the north of the substations site includPart of footpath 6 and the track adjacent to footpath 8. Friston Parish Council was told by representatives of National Grid that this was not for access purposes but to allow for a piped water supply to be brought to the site. Further details and confirmation are required.	N	National Grid can confirm that this area will not be used for access. This is included within the Order Limits for mitigation planting only. Details regarding planting are contained in **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan – Suffolk**.
		Health and wellbeing, timescales / programme	Health and well-being - Friston Parish Council commented on chapter 12 of the PEIR on this subject. Friston Parish Council remains very seriously concerned about the health and well-being of the community. National Grid is clearly not concerned about this subject given that it has conducted yet another consultation and proposing seven day working – see above. The area has been blighted and this creates financial uncertainty when people are trying to plan their financial futures which further worsens mental well-being. The real and serious damage to health and well-being to Friston residents resulting from the transformation of their environment from rural environment to an industrial one with all the change and uncertainty which has been created is being ignored.	N	A complete and detailed assessment of health and wellbeing effects has been undertaken, which takes into account the impact of change and uncertainty on health and wellbeing. This is set out in **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing** and concludes that there are no anticipated significant effects as a result of the Proposed Project. This is in combination with **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** which assesses the impact of the Proposed Project in combination with a number of major infrastructure projects in the study area.

Table 1.12 Kelsale-cum-Carlton Parish Council

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Needs case, alternative solutions, timescales / programme	Kelsale-cum-Carlton Parish Council (KcC PC), along with our colleagues in other local town and parish councils, calls for an immediate moratorium and a government enquiry on all electricity transmission network development. It is in the national interest to determine a strategic, holistic and balanced way forward to meet the UK's Net Zero targets rather than rushing into poorly thought through and ill-conceived decisions. KcC PC incorporates by reference its position set forth in its response to the Sea Link Statutory Consultation submitted on 18 December 2023 and focuses this response primarily on the Project Update as published by National Grid in July 2024 and how it will affect Kelsale-cum-Carlton residents. We reiterate our overarching position set forth in our Statutory Consultation response as follows: Kelsale-cum-Carlton Parish Council strongly opposes the Sea Link proposal. In addition to the gross industrialisation of the tranquil rural landscape in Saxmundham bringing no jobs and most certainly resulting in loss of tourism, the primary serious detrimental effect to Kelsale-cum-Carlton would be the additional construction traffic from Sea Link exacerbated by the substantial amount of traffic generated by Sizewell C and the Sizewell Link Road construction and other energy projects. We recognise the need for additional electricity and support the coordinated development of alternative energy sources such as offshore wind power, but the failure of NGET and other energy companies to engage with each other or to consider options to minimise disruption to our community will seriously diminish the quality of life for our residents. We, therefore, strongly oppose the Sea Link project on behalf of our 1100 residents, Parish-based businesses, and its significant farming community. We have listened carefully to NGET's virtual presentation to our Parish Council on 31 July 2024 and read all documents associated with this project update. We strongly object to NGET's new proposal to extend working hours to Sunday and Bank Holidays, but also have the following two observations about crucial items missing from the Project Update despite NGET's assertion that it has 'been reviewing all feedback received'.	N	National Grid has engaged with other project developers, seeking to identify opportunities for co-ordination whilst maintaining its obligations to facilitate network connection agreements by providing the required network reinforcement. In doing so, National Grid acknowledges the Parish Council's concerns about the potential impacts of the Proposed Project and is committed to developing a scheme that takes account of the feedback received during the course of consultation to avoid or minimise as far as possible and to mitigate the significant effects of the construction and operation phases. Details are contained in **Application Document 7.10 Coordination Document**. **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network, with the mitigation identified within **Application Document Outline Construction Traffic Management and Travel Plan - Suffolk**. It is acknowledged that the Proposed Project will be under construction alongside other schemes in the area which has been considered within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** (for each discipline, including Traffic and Transport). **Application Document 6.3.3.1.C ES Appendix 3.1.C Landscape Designation and Landscape Character Assessment and Application Document 6.3.3.1.D ES Appendix 3.1.D Visual Amenity Baseline and Assessment** set out an assessment of landscape and visual effects for construction, operation and maintenance. Landscape mitigation proposals are identified in Proposed Project Design and Embedded Mitigation section of **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual** and within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk** which has been developed in collaboration between National Grid's landscape and heritage teams as well as stakeholder consultation to minimise effects as far as possible. The landscape mitigation proposals are considered within the operational assessment of effects, contained within **Application Document 6.3.2.1.C Appendix 2.1.C Landscape Designation and Landscape Character Assessment**. **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism** presents a full socio-economic assessment of effects, including economic impacts and direct and severance effects on sensitive local businesses, visitor attractions and tourism assets.
Inter-project cumulative effects			**Observations:** **Cumulative Impact**	N	National Grid is coordinating with other developers of large scale infrastructure projects, noting that other projects are outside its control. National Grid has set out details of how it has coordinated with other

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			Kelsale-cum-Carlton (KcC) Parish Council (PC) raised concerns about cumulative impact during the Sea Link Statutory Consultation. NGET has failed to acknowledge these concerns in its Project Update documents or presentations preferring instead to remove reference to co-location with Nautilus and Lion Link and accordingly reducing the draft order limits of Sea Link space in 'the surrounding area for delivery and potential co-location of key infrastructure' as recorded in the PEIR (Preliminary Environment Information Report). By adopting this self-serving tactic in its Update, it has effectively removed the need to account for the cumulative effects of all three proposed converter and infrastructure projects. This is unacceptable and obfuscatory. In its presentation to KcC PC, NGET acknowledged that the site will be used for up to three converters – Sea Link, Lion Link and Nautilus. Cumulative impact must be considered. Kelsale-cum-Carlton lies within a few miles of the site of up to nine current and proposed Nationally Significant Infrastructure Projects (NSIPS) which will provide above 25% of the UK's national energy production or transmission. NGET refuses to consider the devastating cumulative impact of all these projects, which will be built at approximately the same time over a period of more than ten years, on local communities and the negative effect this will have on residents' health and wellbeing, ability to go about their daily lives, access to health and other services and livelihoods especially for those in the hospitality and tourism industry. NGET conducted traffic surveys in January and February 2024 – the lightest months for traffic volume in East Suffolk. Copies of the traffic surveys were repeatedly requested by Kelsale-cum-Carlton PC and others, but NGET refused to provide them saying that it was raw data and not been analysed yet. NGET noted in a letter to KcC PC that 'The surveys are being collated and will have to be carefully analysed and interpreted as part of the preparation of the environmental statement, so the work is in unfinished form. We do not think that it is in the public interest, nor that it would be useful, to provide raw data from individual surveys because at present, the data is spread across more than 50 spreadsheets. The full and proper analysis and interpretation of all survey data will be published in the environmental statement which is due to be submitted to the planning inspectorate in 2025. If the application is accepted, then the environmental statement will be made publicly available from around 28 days after submission.' Or, to paraphrase, 'you won't understand it, so we aren't going give it to you'. A derisory and patronising statement indeed		projects as part of its DCO application. Further details are set out in **Application Document 7.10 Coordination Document**. The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with other projects where it is feasible. The assessment of inter-cumulative effects with Nautilus, LionLink and other proposed developments is also considered in the ES within the **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**, based on **Application Document 6.3.1.5.C ES Appendix 1.5.C Inter-Project Cumulative Effects Short List**, which includes more than 25 developments (also including Sizewell C Nuclear Power Station, East Anglia ONE North Offshore Windfarm and East Anglia TWO Offshore Windfarm). This includes assessment criteria relating to traffic and transport, as covered within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. Cumulative effects associated with local communities and human health and wellbeing have been assessed within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects Assessment**. Baseline traffic flows across the Suffolk study area are provided within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** and the supporting appendices.

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			especially since the PEIR and other documents have hundreds of pages. NGET also stated in the same letter that the surveys would 'inform our work on the Sea Link project'. To withhold information, which NGET say will inform their work until 2025 and not allow those who are responding to consultations is wrong. NGET is once again ensuring that it is impossible for those responding to consultations to assess their information and respond accordingly. Yet another obfuscatory act.		
		Inter-project cumulative effects, traffic and transport	No proper assessment has been undertaken by NGET that takes into account the cumulative impact of traffic. Work has already begun at Sizewell C and, according to the Freight Movement – Section 3 of its Construction Traffic Management Plan, an estimated 2478 two-way journeys involving AILS (1078), HGVs (700) or LGVs (700) are predicted to be travelling to the site EVERY DAY during peak construction (4 years into the project – about the time the proposed converters peak construction in 2028/29) as well as vehicles used by construction workers. To put that number into context, over a 24-hour period, 103 vehicle journeys per hour, double that to 206 vehicle journeys per hour over a 12-hour period. In its October 2023 PEIR document, National Grid estimates that Sea Link will add another 458 AILs, HGVs and LGVs with a workforce of 414 which would add another 38 vehicle journeys per hour over a 12-hour period. Therefore, with just Sizewell C and Sea Link, there are a total of 244 vehicle journeys PER HOUR over a 12-hour period. These 244 vehicle journeys PER HOUR will follow the same route up the A12. If the Sizewell Link Road were somehow used for all of these vehicle journeys instead of the proposed route, the 244 vehicle journeys PER HOUR would be on that road as well. It is fair to assume that converters for Lion Link and Nautilus will have similar numbers of vehicles and workers so add two times 458 vehicle journeys which is 916 or 76 more PER HOUR. Now, the number becomes 320 vehicle journeys PER HOUR. Worker vehicles are not included and will add to these numbers. All this additional traffic on the A12 which is the only major road serving East Suffolk and, as such, already has high levels of congestion and traffic from local residents, visitors and the farming community. This staggering 320 vehicle journeys PER HOUR (or 5 PER MINUTE or 1 every 11 SECONDS) does not even include any vehicles that may be used in the construction of the three (3) substations proposed in nearby Friston. By looking at each of these projects in isolation, National Grid is being disingenuous. The rural road network simply can't support it. The effect will be absolute grid-lock and stress	N	The assessment set out within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** considers flows associated with the construction phase for the Suffolk Onshore Scheme. This considers the full five-year construction period and demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network, with the mitigation identified within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**. The majority of construction vehicles accessing the Site will fall into the 'normal' size category, defined as a vehicle not classed as an abnormal load (i.e. cars, transit vans and HGVs). Nonetheless, it is expected that seven Abnormal Indivisible Load (AIL) movements will be required for the Saxmundham Converter Station transformers, which will either be routed via the B1121 Main Road or from the Snape Road Access (via Leiston). No AIL movements are required for the Friston Substation element of the project. The cable delivery drums may meet the AIL requirements depending on the detailed design and proposed section length to be used on the project, the number of cable drum movements will be defined at detailed design stage, but it is assumed that approximately 40 vehicles will be required (22 for the HVDC and 18 for the HVAC). It is acknowledged that the Proposed Project will be under construction alongside other schemes in the area. The assessment of cumulative effects on PRoW as a result of committed developments is set out within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** based on **Application Document 6.3.1.5.C ES Appendix 1.5.C Inter-Project Cumulative Effects Short List**, which includes more than 25 developments including Sizewell C Nuclear Power Station, LionLink, East Anglia ONE North Offshore Windfarm and East Anglia TWO Offshore Windfarm. The Proposed Project is coordinating with other large scale infrastructure projects in Suffolk, noting that other Projects are outside the control of National Grid. National Grid has set out details of how the Proposed Project has coordinated with other projects as part of its DCO application. For further details, please refer to **Application Document 7.10 Coordination Document**. **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk** has been produced in order to mitigate the impacts of the Proposed Project on PRoW and the approved King

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			affecting health and wellbeing for locals, but more importantly these ill-conceived projects could result in a very dangerous situation for all road users (cars, cycles, pedestrians, mobility scooters etc) including the most vulnerable. Kelsale-cum-Carlton is literally stuck in the middle of these major energy projects. Residents are hemmed in by the traffic on either side preventing access to services in Saxmundham (primary service centre), Leiston (alternative vet and GP surgery) and other local and small towns as well as creating knock-on effects as vehicles 'self-route' down Quiet Lanes and other unsuitable roads to avoid congestion. This is wholly inappropriate and has the potential to put people in real danger. This effect has already been felt with the increase in Sizewell C traffic and accidents on the A12 resulting from the increased traffic. Below is a photo of a car being pulled out of a ditch in North Green Kelsale in July 2024 after traffic on a single-track lane, which most of our Parish has, met more traffic coming in the other direction after a crash on the A12 at Yoxford. A result of no one going anywhere and cars up banks in ditches and verges. Local communities, including Kelsale-cum-Carlton, have made the case consistently at DCOs and various meetings and briefings that the cumulative impact assessments of these overlapping programmes have not yet been made and have not taken into account patterns (and growth) of existing local traffic. Tourism and agriculture, our two existing major industries, exert highly seasonally skewed pressures (annual, monthly and weekly) on the rural road infrastructure. Building and development programmes such as the 800 new homes at the Saxmundham Neighbourhood Garden Development will also exert as yet unpredictable local pressures; and the employment multiplier effects promised by energy developers will also need to be taken into account in predicting traffic patterns, pressures and safety measures required to balance the growth and patterning of traffic stresses. As a final note, the additional traffic (at least 320 vehicle journeys PER HOUR or 5 PER MINUTE or 1 every 11 SECONDS) that NGET is putting on an unsuitable rural road network is recognised and obvious. Residents will hold NGET fully liable for the consequences of their actions including those that result in accidents, minor and serious, and other incidents.		Charles III England Coast Path (categorised as a national trail) in Suffolk. Impacts on tourism and agriculture are contained in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 2 Socio-Economics, Recreation and Tourism and Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils**. The assessment of inter-cumulative effects which assesses combined impacts with other proposed developments alongside the Proposed Project is presented within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
		Alternative solutions	Analysis of Viable Alternatives – Strategic Offshore Grid, Brownfield Sites Kelsale-cum-Carlton recognises the aim of achieving Net Zero, but this must not be done simply in the most expedient way possible, but in the best way possible, given the time	N	National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this

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			constraints and taking maximum advantage of emerging technologies with subsea cable development and internal wind turbine converters. NGET has consistently dismissed offshore grids even though its own analysis has shown it is better and cheaper. NGET has the resources to push back on short-sighted targets, pause and develop a strategy for which it and the UK can be proud. Once the Suffolk countryside is destroyed, it is gone forever. Is this the legacy we wish to leave for our children? Constructing converters and substations on arable farmland rather than using brownfields is short-sighted.		project. Therefore, delivery outside of this area would not fulfil the network reinforcement requirement that the Proposed Project is intended to provide. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that In Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide.
		Health and wellbeing, timescales / programme, traffic and transport	**Objection:** **Extending Working Hours to Sunday and Bank Holidays** NGET's sole rationale for extending working hours to Sundays and Bank Holidays from 7 am to 5 pm is grounded on	N	To give National Grid the flexibility to deliver the construction programme on time and incorporate standard industry working patterns, it has identified a need to include 7am to 5pm working on Sundays and bank holidays within the core working hours. The proposed construction core

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			'accommodating contractor requirements and to give the flexibility to deliver the programme on time'. Residents' health and wellbeing, ability to worship peacefully at the nearby St John's Church which is part of the Benefice of Saxmundham with Kelsale-cum-Carlton or enjoyment of leisure activities on a Sunday without being subjected to the constant noise and congestion associated with construction of these massive converters is disregarded and seemingly unimportant. **Health and Well-Being** Communities' health and well-being at all times, but especially on Sundays and Bank Holidays, is crucial to quality of life. Cllr Sarah Whitelock, East Suffolk's cabinet member for Communities, Culture, Leisure and Tourism said: 'Improving the mental health and wellbeing of our residents is one of the main priorities for this administration. We know that many people in East Suffolk are struggling with their mental health following the Covid-19 pandemic, the high cost of living and other challenges'. In East Suffolk Council's Supplementary Planning Document date June 2024, the health and well-being pillar key determinants were identified as follows: Physical Body – adequate exercise and nutrition for strength, flexibility, endurance, and resilience to infection, stress and healing from injury or infection; independence and freedom from disease and infirmity; adequate access to treatment and care to meet physical health needs; adequate access to sunlight and natural light; adequate quality and quantity of rest; adequate sanitation and hygiene; genetic inheritance of physical health challenges. Mental Mind – stimulation, experience and demands are adequately balanced with rest and relaxation; exposure to acute or chronic stress at individual, relational or system level; level of access to treatment and care to meet mental health needs; freedom from eco-anxiety; genetic inheritance of mental health challenges. Natural Environment Connection – access to and ability to have regular connection to the natural world including other species, natural systems, seasonality and climate and; opportunity to act as a steward to a specific natural environment of value or the wider natural world. Self-actualisation and Spirituality – personal development; sense of purpose, meaning, feeling life is worthwhile and experiencing life satisfaction; experiences and lifestyle is in alignment with one's values and preferences; sense of being connected to and influenced by something more powerful than oneself; the need to explore and travel for its own sake.		working hours (unless otherwise approved by the relevant Local Planning Authority) for all terrestrial works in Suffolk and Kent are: • Monday – Friday: 0700 to 1900; and • Saturday, Sunday and Bank Holidays: 0700 to 1700. Whilst this change gives National Grid the flexibility to carry out works when and where needed, it does not expect construction activity to take place on every Sunday or bank holiday. There will be restrictions on the type of activity that can occur on these days. The restrictions include limiting HGV and percussive piling activities. Details relating to the proposed construction working hours and any associated restrictions are contained in **Application Document 6.2.1.4 Part 1 Chapter 4 Description of the Proposed Project**. The working hours are secured by Requirement 7 of Schedule 3 of the draft DCO (**Application Document 3.1**). The health and safety of the public, local communities and employees is central to everything that National Grid does. Throughout the development of the proposals, National Grid have carefully evaluated the potential impacts of the Proposed Project on health and wellbeing, and where appropriate identified means of mitigating any impacts. A complete assessment of health and wellbeing effects has been undertaken. This is set out in **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing**. This concludes that there are no anticipated significant effects as a result of the Proposed Project. A Construction Code of Practice will help control and manage aspects of the development scheme that could affect health and wellbeing. Details are contained in **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**.

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			Social and Place Connections ('roots') – social and community connections meet needs for companionship, belonging, intimacy, empathy, play, and having at least one friend that feels safe and can be trusted and relied upon in times of difficulty; place connection, having a sense of being 'rooted'		
		Timescales/programme	If Sea Link's hours are extended to Sunday and Bank Holidays, the stress of the non-stop seven (7) day a week barrage of construction traffic which residents will encounter when accessing services in Saxmundham especially the grocery stores, in addition to traffic from Sizewell C, will have a significantly adverse effect. Further, the knock-on effects as vehicles self-routing down Quiet Lanes which are used by joggers, riders (horse and cycles), dog walkers etc and other unsuitable roads will destroy the residents' ability to rest and relax. Residents have already reported being anxious and depressed about the loss of the countryside, mass industrialisation, depletion of tranquil views and lack of connection to the natural environment. People live in this area for the connection to the natural world and relatively quiet rural life-style which is now under threat. For vulnerable people who are visited on Sundays by members of their family or enjoy a roast lunch out with friends and family, the difficulty in moving about will impact their ability to connect and have a deleterious impact on their sense of place.	N	**Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport and Application Document 7.5.1.1 Construction Traffic Management and Travel Plan - Suffolk** set out the parameters for the assessment of extended working hours, and the management measures for the control of trips made during working hours. **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing**, contains the health and wellbeing assessment which has been undertaken.
		Cultural heritage, noise and vibration, timescales / programme	**Ability to Worship and Quietly Reflect** St John's Church is a part of the Benefice of Saxmundham with Kelsale-cum-Carlton which also includes St Mary's and St Peter's Church in Kelsale and St Peter's Church in Carlton. Its programming is shared equally between St Mary's and St Peter's Church and many Kelsale-cum-Carlton residents worship and enjoy activities at both places. St John's Church is located directly in front of the Wood Farm site, a site which is wholly unsuitable on every level, and the noise and vibrations associated with both the construction activity and traffic to the site will have a substantial adverse effect on parishioners' spirituality and sense of being connected to something more powerful than oneself. In Section 1.10.4 of the document 'Additional Preliminary Environmental Information', National Grid acknowledges the potential 'to result in significant adverse affects…' but attempts to mitigate this with the self-serving statement that Sunday or Bank Holiday working will be 'less intense than works at other times (e.g. during the week).' This is disingenuous and is not backed up by any data. National Grid says data will be forthcoming at another time (perhaps using the traffic surveys from January and February when traffic volume is low) and that the proposal will be subject to further consultation but also	N	National Grid acknowledges these concerns. The potential for impacts on St John the Baptist Church have been included as part of the cultural heritage assessment focused on Saxmundham Conservation Area. For further details please refer to **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**. No significant effects were identified from a socio-economic and health assessment perspective (**Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism and Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing**). To give National Grid the flexibility to deliver the construction programme on time and incorporate standard industry working patterns, it has identified a need to include 7am to 5pm working on Sundays and bank holidays within the core working hours. The proposed construction core working hours (unless otherwise approved by the relevant Local Planning Authority) for all terrestrial works in Suffolk and Kent are: • Monday – Friday: 0700 to 1900; and • Saturday, Sunday and Bank Holidays: 0700 to 1700. Whilst this change gives National Grid the flexibility to carry out works when and where needed, it does not expect construction activity to take place on every Sunday or bank holiday. There will be restrictions on the type of activity that can occur on these days and these will be secured

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			says that it does not expect 'additional significant adverse effects' in Section 1.10.5 which contradicts it statement in 1.10.4. Sunday and Bank Holiday working hours are unacceptable to Kelsale-cum-Carlton residents who deserve a day of peaceful worship at the church which is located so close to the Wood Farm converter site.		via Requirement 7 of Schedule 3 of the draft DCO (**Application Document 3.1**). The restrictions include limiting HGV and percussive piling activities. Further details of this mitigation are set out within the **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured via Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Details relating to the proposed construction working hours and any associated restrictions are contained in **Application Document 6.2.1.4 Part 1 Chapter 4 Description of the Proposed Project**. The assessment of the Saturday lunchtime peak (12pm-1pm) within **Application Document 6.2.2.7 Part 2 Chapter 7 Traffic and Transport** is considered to offer a robust assessment of the weekend period when higher levels of construction vehicle movements are expected than compared to Sundays and Bank Holidays. **Application Document 6.2.2.7 Part 2 Chapter 7 Traffic and Transport** and **Application Document 7.5.1.1 Outline CTMTP – Suffolk** set out the parameters for the assessment of extended working hours, and the management measures for the control of trips made during working hours. **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** describes how the Proposed Project would typically be constructed and installed. **Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan** and **Application Document 7.5.2 Outline Offshore Construction Environmental Management Plan** have been produced. This includes outline Code of Construction Practice (**Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**). The technical chapters within the Parts 2-5 have taken account of the control and management measures which are set out in the outline code.
		Converter station location, alternative solutions	**Conclusion** The siting of up to three converter stations at Wood Farm in Saxmundham is inappropriate, unnecessary and wrong. National Grid has failed to consider viable alternatives such as a meshed offshore grid and the adverse cumulative impact of the up to nine major energy projects in such a small area on local communities. Options exist, but NGET refuses to look at them, opting for short term solutions that destroy the countryside and the lives of people that live here. Kelsale-cum-Carlton PC remains supportive of a pause and review which aims for a coordinated assessment of all proposed transmission infrastructure that makes landfall on the East Anglian coast, an objective assessment of landing points at both ends of Sea Link, specifically brownfields where	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. National Grid have listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised these impacts onshore and offshore where possible. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid

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			there is existing infrastructure, and a fully costed scenario for an integrated offshore grid. We do not support the ill-conceived and poorly thought-through updates or the conclusions drawn therefrom suggested by NGET especially the seven (7) day a week working and urge a rethink that will make the UK proud of its legacy in years to come.		has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.13 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.**

Table 1.13 Kent County Council

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8 July 2024	11 August 2024	Water environment, climate change	Many thanks for your consultation regarding the above proposal. Having reviewed the information submitted we can confirm that it raises no significant additional concerns from ourselves. We note the proposals to raise ground levels in association with the Convertor Station and will aspect for this to be considered as part of the Flood Risk Assessment, as previously stated: • we would stress that as part of any future FRA or Drainage Strategy report that consideration is applied to situating property, roads and drainage features outside areas to being identified as being at risk. This is to minimise impact on access/ egress and allow the drainage features to function as intended. Whilst we have no particular preference as to whether a Flood Risk Assessment forms part of an ES or is submitted as a standalone document, any identified flood risk or surface water management issues should be appropriately considered within the application documentation (with appropriate mitigation recommended wherever necessary). We will expect for the drainage strategy to encompass a detailed drainage impact assessment or surface water management strategy and take into account the latest climate change guidance for peak rainfall allowances.	N	An assessment of flood risk to the Converter Station site is presented in **Application Document 6.5 Flood Risk Assessment**. The assessment confirms that in situating project infrastructure, including drainage features and construction access routes, areas at risk of flooding have been avoided where practicable. The Flood Risk Assessment describes key design principles for managing surface water drainage, including confirmation of the climate change allowances that have been incorporated into the designs. A commitment is also made in **Application Document 7.5.3.2 Construction Environmental Management Plan Appendix B Register of Environmental Actions and Commitments (REAC)**, for the Contractor to develop a Drainage Management Plan. This is secured by Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Traffic and transport, construction - general	**Highways and Transportation** The County Council, as the Local Highway Authority, notes that there appears to be little material change with regard to highway matters in the consultation, and hence the Local Highway Authority's response to the proposals remains largely unchanged from the previous consultation which took place in December 2023.	N	Comments noted in terms of how the proposals have evolved since the PEIR. Details of traffic flows using minor access routes have been included within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**. This document includes details of the Saturday assessment, and also addresses the scenario for Sunday / Bank Holiday traffic. It is noted that the access at Sandwich Road has been added for the construction phase. As such the study area has been adjusted to include consideration of this road.
		Timescales/programme, traffic and transport	In relation to the proposed extension of construction hours to include Sundays and Bank Holidays, it should be noted that the Thanet District attracts significant levels of bank holiday traffic destined for the coast. Therefore, within the context of the forthcoming Transport Assessment (TA), these increased levels of traffic would need to be considered, ideally in the form of a separate traffic modelling scenario using this peak traffic as a baseline.	N	**Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport and Application Document 7.5.1.2 Construction Traffic Management and Travel Plan - Kent** set out the parameters for the assessment of extended working hours, and the management measures for the control of trips made during working hours.
		Traffic and transport	To reiterate previous comments raised as part of earlier consultations, the Local Highway Authority would request	N	A detailed description of the access proposals is provided in **Application Document 7.5.1.2 Outline Construction Traffic**

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			more detail in respect of construction vehicles using secondary routes such as Marsh Farm Road, Hill Court Road, Cooper Street Drove, Richborough Road and Whitehouse Drove. Whilst it is anticipated that only Light Goods Vehicles (LGVs) will use these routes, this could still be vehicles of up to 3.5t using single track country lanes only wide enough for one vehicle with very few passing places over considerable lengths. Condition surveys will be required on these routes, as outlined in the TA, and some temporary passing places may be required dependent on the anticipated number of trips and vehicle types.		**Management and Travel Plan - Kent**. The construction vehicle routing has been designed in order to minimise impacts, as set out within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**.
		Traffic and transport	The proposed new access off Sandwich Road near Pegwell Bay may have necessitated a review of the TA study area, although the County Council has been subsequently informed that this access is designated for use during the operational phase only, as a maintenance access. Movements at this access should be quantified in the TA, although they are unlikely to have any material impact on the highway network.	N	An access for construction traffic will be provided at Sandwich Road and, as such, the study area has been adjusted to include consideration of this road. This is set out within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**.
		Walking, cycling and horse-riders, design, construction - general	**Public Rights of Way (PRoW)** Public Rights of Way (PRoW): As a general statement, the County Council is keen to ensure that its interests are represented with respect to its statutory duty to protect and improve PRoW across the County. The County Council is committed to working in partnership with the National Grid Project Team to achieve the aims contained within the County Council Rights of Way Improvement Plan (ROWIP). Specifically, these relate to quality of life, supporting the rural economy, tackling disadvantage and safety issues, and providing sustainable transport choices. The proposed amendments to the project outlined would combine to only increase the significant adverse impact on the PRoW Network across the area. This gives the County Council further concern as to how these proposals can be addressed, managed and meaningfully mitigated. Project Update Document The County Council notes the following proposals which form part of this consultation: • Increase of height to the converter station • Confirmation of type of pylon (49m H, 20m W) Both the above would result in further adverse impact on the amenity (landscape and visual) of the PRoW network. Furthermore, new construction and maintenance access and compounds would present further adverse impact on PRoW routes previously unaffected by the project (TR33 and TR15).	N	**Application Document 6.3.3.1.C ES Appendix 3.1.C Landscape Designation and Landscape Character Assessment and Application Document 6.3.3.1.D ES Appendix 3.1.D Visual Amenity Baseline and Assessment** set out an assessment of landscape and visual effects for construction, operation and maintenance, including those on the local PRoW network where appropriate. The assessment considers the design set out within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The proposed management and mitigation relating to PRoW and the KCIIIECP is set out within **Application Document 7.5.9.2 Outline Public Rights of Way Management Plan – Kent**. The traffic and transport assessment within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** does not identify any significant impacts on PRoW in terms of diversions and closures, with the proposed embedded mitigation and control and management measures in place. There will be no requirement to temporarily close/ divert the KCIIIECP as a trenchless HVDC crossing will be implemented at depth below ground level.

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			This must be addressed appropriately. The proposed site of a construction compound adjacent to the National Trail - the King Charles III England Coast Path - is of concern, and the National Trails Officer must be consulted on this proposal. Furthermore, additional temporary pylons increase adverse impacts on PRoW and the proposed increase in working hours to Sundays and Bank Holidays further significantly impacts on PRoW amenity and use.		
		Walking, cycling and horse-riders, intra-project cumulative effects, onshore mitigation	**Preliminary Executive Summary** **Paragraphs 1.3.10-1.3.11** The County Council has serious concerns regarding the increased height of the converter station and the scale of the confirmed type of pylon. The temporary construction compound siting and new access road affecting PRoW and the National Trail would present further impacts on the network and routes previously unaffected.	N	**Application Document 6.3.3.1.C ES Appendix 3.1.C Landscape Designation and Landscape Character Assessment and Application Document 6.3.3.1.D ES Appendix 3.1.D Visual Amenity Baseline and Assessment** set out an assessment of landscape and visual effects for construction, operation and maintenance, including those on the local PRoW network where appropriate. The assessment considers the design set out within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
			Paragraph 1.3.12 Reference to the Saxon Shore Way As previously stated in all correspondence, this is also the King Charles III England Coast Path - a National Trail. It is disappointing that this reference remains incorrect. The increased impact on all PRoW and a National Trail should not be underestimated and the reference to the increased impact being a “possibility” is very disappointing and also considered by the County Council to be incorrect.	N	**Application Document 6.3.3.1.C ES Appendix 3.1.C Landscape Designation and Landscape Character Assessment and Application Document 6.3.3.1.D ES Appendix 3.1.D Visual Amenity Baseline and Assessment** set out an assessment of landscape and visual effects for construction, operation and maintenance, including those on the local PRoW network (including the King Charles III England Coast Path (noting its status as a National Trail) and Saxon Shore Way), where appropriate. The assessment considers the design set out within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. Both the visual effects on users of the Saxon Shore Way and King Charles III England Coast Path are clearly set out within the summary section in **Application Document 6.3.3.1.D ES Appendix 3.1.D Visual Amenity Baseline and Assessment**. The proposed management and mitigation relating to PRoW and the KCIIIECP is set out within **Application Document 7.5.9.2 Outline Public Rights of Way Management Plan – Kent**. The traffic and transport assessment within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** does not identify any significant impacts on PRoW in terms of diversions and closures, with the proposed embedded mitigation and control and management measures in place. There will be no requirement to temporarily close/ divert the KCIIIECP as a trenchless HVDC crossing will be implemented at depth below ground level.
			Paragraphs 1.3.17 – 18 Extended Working Hours For the reasons stated in the text (socio-economics, recreation and tourism and the health and wellbeing assessments), in respect of PRoW the County Council is opposed to the extended hours. The mitigation measures that would, or could, be proposed to reduce this impact lack detailed consideration and the County Council would therefore		To give National Grid the flexibility to deliver the construction programme on time and incorporate standard industry working patterns, it has identified a need to include 7am to 5pm working on Sundays and bank holidays within the core working hours. The proposed construction core working hours (unless otherwise approved by the relevant Local Planning Authority) for all terrestrial works in Suffolk and Kent are:

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			expect for more detail to be provided as soon as possible, ideally ahead of submission. Furthermore, in respect of the statement "Therefore, the potential for significant adverse effects cannot be ruled out at this stage…", it is the view of the County Council, in respect of PRoW, that significant adverse effects would be actual and not potential.		• Monday – Friday: 0700 to 1900; and • Saturday, Sunday and Bank Holidays: 0700 to 1700. Whilst this change gives National Grid the flexibility to carry out works when and where needed, it does not expect construction activity to take place on every Sunday or bank holiday. There will be restrictions on the type of activity that can occur on these days. The restrictions include limiting HGV and percussive piling activities. Details relating to the proposed construction working hours and any associated restrictions are contained in **Application Document 6.2.1.4 Part 1 Chapter 4 Description of the Proposed Project**. The working hours are secured by Requirement 7 of Schedule 3 of the draft DCO (**Application Document 3.1**). A Construction Code of Practice will help control and manage aspects of the development scheme that could affect health and wellbeing. Details are contained in **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**.
		Walking, cycling and horse-riders, construction – general, onshore mitigation	**Summary** The County Council considers that the proposed amendments would increase the adverse impact on the PRoW network both directly, and in the surrounding area. As per our previous consultation responses, the effects of both construction and operation of this project on the PRoW asset and its multiple benefits should not be underestimated. The County Council requires much greater detail of the above, including mitigation proposals and requests engagement on these matters as soon as possible.	N	**Application Document 7.5.9.2 Outline Public Rights of Way Management Plan - Kent** has been prepared in consultation with KCC to mitigate PRoW impacts. Considering the mitigation measures set out in this document, **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism** concludes that there are no anticipated significant effects on PRoW recreational routes as a result of the Proposed Project. **Application Document 6.3.3.1.D ES Appendix 3.1.D Visual Amenity Baseline and Assessment** sets out an assessment of visual significant effects for construction, operation and maintenance, which considers the visual amenity of the PRoW network where appropriate. The assessment considers the design set out within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The assessment of PRoW diversions and closures within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** also concludes that there are not expected to be any significant effects during the construction phase.
		Landfall location	**Minerals and Waste** The County Council, as Minerals and Waste Planning Authority, notes that the area of the Kent landfall of these proposals has a very limited amount of safeguarded Storm Beach gravels which have limited to no economic viability. Therefore, in respect of Minerals and Waste, the County Council has no further comments on the proposals"	N	National Grid acknowledges the feedback.
		Water environment	**Sustainable Urban Drainage Systems** The County Council, as Lead Local Flood Authority, has reviewed the consultation material and can confirm that it raises no significant additional concerns.	N	An assessment of flood risk to the Converter Station site is presented in **Application Document 6.5 Flood Risk Assessment**.

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			The County Council notes the proposal to raise ground levels in association with the Convertor Station and will expect this to be considered as part of the Flood Risk Assessment (FRA). The Lead Local Flood Authority would also draw attention to commentary raised as part of the previous consultation response which remain relevant.		
		Cultural heritage	**Heritage Conservation** The County Council's Principal Archaeological Officer has had prior input to this project and inputted into the County Council response to the 2023 Statutory Consultation. The officer has been in continuing dialogue with the applicant's archaeological team with respect to the assessment, survey and evaluation work that is needed to understand the impact of the scheme on archaeological remains and the significance of those remains. As previously noted, the KCC Heritage Conservation Service leads on providing archaeological advice to both district councils. Impacts on the setting of Built Heritage will be led on by the district Conservation Officers and Historic England. Historic England will generally lead on advice with respect to Offshore Archaeology below the Mean Low Water mark. The County Council comments are provided with respect to the onshore archaeology within Kent.	N	National Grid acknowledges the feedback and will continue to engage with Kent County Council on heritage matters. Full details of the assessment are included in **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**. The archaeological evaluation report also forms part of the DCO submission and can be found in **Application Document 6.3.3.3.F ES Appendix 3.3.F Archaeological Evaluation Trenching Report (Draft)**.
		Cultural heritage	**Consultation since October 2023** Since providing comments on the Preliminary Environmental Information Report (PEIR) in October 2023, the County Council's Principal Archaeological Officer has been involved in detailed discussions with respect to developing the baseline. To date the geophysical survey works have been completed and a report provided for review. The geophysical survey results have reinforced the richness of the archaeology within the scheme area and helped to inform discussions on further assessment, evaluation and siting. A substantial programme of trial trenching, targeted on the results of the geophysical survey and other baseline features, has been agreed for the Kent Onshore Scheme that falls west of the golf course. The trial trenching is presently under way and being monitored by the County Council's Principal Archaeological Officer. Initial discussions have been undertaken with respect to geoarchaeological assessment, modelling and evaluation of the deposits within the former Wantsum Sea Channel that will be affected by potential deeper works and in particular the area of the converter and substation. The County Council has also advised a refresh of baseline information from the Historic Environment Record (HER). The HER has been	N	National Grid acknowledges the feedback. The results of the Archaeological Evaluation Trenching have been shared with Kent County Council's Principal Archaeological Officer, and has been used to inform the design, as well as the assessment of impacts and the required mitigation. A revised HER data search was also undertaken, with the data incorporated into the baseline report. Details are contained in Application Document **6.3.3.3.A ES Appendix 3.3.A Cultural Heritage Baseline Report**. Full details of the assessment are included in **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**. The archaeological evaluation report also forms part of the DCO submission and can be found in **Application Document 6.3.3.3.F ES Appendix 3.3.F Archaeological Evaluation Trenching Report (Draft)**.

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			updated considerably in the study area with ongoing archaeological fieldwork and as a focus for record cleaning in the current County Council's Thanet Mapping Project.		
		Onshore route location, cultural heritage	**Changes to Permanent Infrastructure** High-voltage direct current transmission (HVDC) Cable Route The proposed HVDC cable route is proposed to be realigned to avoid the water infrastructure in the field to the east of the A256 and the A256, and will be crossed through trenchless techniques. The field is known to contain significant and extensive archaeological remains and siting of the cable route in the field should be informed by the ongoing archaeological assessment and evaluation.	N	Geophysical survey data as well as evaluation trenching has provided additional information relating to buried archaeological remains associated with a multi-period complex that straddles the A256. This information has been used to inform the design with areas of archaeological remains avoided where possible. Where remains cannot be avoided, a robust mitigation strategy will be developed and agreed with heritage stakeholders.
		Design, converter station location	**Converter Station Height** The overall height of the converter site will be increased due to the construction of a 2m high stone platform beneath it. The additional height will need to be considered in the assessment of the impacts on the setting of Richborough Castle and the Ebbsfleet Hill enclosure. The modular columns and piling that will support the platform and Converter Station are likely to be dense and deep in nature and extend up to 20m in depth. Deeply buried archaeological and geoarchaeological deposits may be substantially affected in this area. Geoarchaeological modelling and evaluation will be needed to inform on the impacts of this aspect of the scheme and the design of the foundations for the station. Shallower deposits are being assessed as part of the present evaluation scheme.	N	Impacts on the setting of the scheduled Richborough Fort and the non-designated Ebbsfleet Lane complex have been considered as part of **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**. This assessment included the production of visualisations with viewpoint photography locations agreed with Kent County Council and Historic England. Evaluations trenching, based on geophysical survey data, was undertaken to assess the potential for impacts on shallow remains/features that might exist. An additional geo-archaeological exercise was undertaken to examine the potential impacts on deeper deposits. The archaeological evaluation report also forms part of the DCO submission and can be found in **Application Document 6.3.3.3.F ES Appendix 3.3.F Archaeological Evaluation Trenching Report (Draft)**. Data from these works was used to inform the impact assessment as well as develop the mitigation strategy that will be agreed with heritage stakeholders.
		Onshore route location, cultural heritage	**Location and Type of Pylons** The proposed change is fewer and taller pylons. The impact on the setting of Richborough Castle and the Ebbsfleet Hill enclosure need to be considered with respect to the changes. Archaeological assessment should inform the siting of the pylons.	N	Impacts on the setting of the scheduled Richborough Fort and the non-designated Ebbsfleet Lane complex have been considered as part of **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**. This assessment included the production of visualisations with viewpoint photography locations agreed with Kent County Council and Historic England. Geophysical survey has provided some detail relating to buried deposits in the areas of the current tower locations. This has also been informed by a geo-archaeological assessment. Evaluation trenching will be undertaken as part of the pre-construction works if the Proposed Project is consented, and the information gathered will inform the mitigation strategy to be agreed with heritage stakeholders.
		Construction – compound areas, cultural heritage	**Changes to Construction & Maintenance Infrastructure** **Construction & Maintenance Compounds**	N	The results of the geophysical survey and evaluation trenching have been used to assess the archaeological potential of the area, as well as the potential impacts. The results have also been used to inform the

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			The County Council notes the intention to remove the construction compound to the east of the A256 which is in an archaeologically sensitive area. The increase of the proposed compound to the west is equally sensitive. Reduction of the overall order limits may constrain flexibility to avoid impacts on significant archaeology. The location, extent and design of construction compounds should be fully informed by the archaeology assessment an ongoing evaluation.		design, and as part of this process the compound on the western side of the A256 has been relocated to an area believed to be less archaeologically sensitive. The results of the fieldwork have been used to inform the baseline and assessment, **Application Document 6.3.3.A ES Appendix 3.3.A Cultural Heritage Baseline Report** and **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage.** Full details of the fieldwork also forms part of the DCO submission and can be found in **Application Document 6.3.3.3.D ES Appendix 3.3D Geophysical Survey Report** and **Application Document 6.3.3.3.F ES Appendix 3.3.F Archaeological Evaluation Trenching Report (Draft)**.
		Construction – compound areas, cultural heritage	**Construction & Maintenance Access** The impacts of the proposed new construction and maintenance cases and compounds east of Cliffsend should be assessed and possibly evaluated. Access routes in fields west and east of the A256 and on Ebbsfleet Lane should be informed by archaeological assessment and evaluation where appropriate.	N	The proposed compound east of Cliffsend has now been moved to a new field which has been previously disturbed and is therefore assumed to be of negligible archaeological potential. Most areas of access tracks east and west of the A256 have been informed through geophysical survey and evaluation trenching. This has informed design with at least one access track moved into an area of previous disturbance on the eastern side of the A256. Further works will be undertaken where appropriate once a final design for tracks has been agreed. All works will be approved by heritage stakeholders.
		Cultural heritage, onshore mitigation, terrestrial ecology	**Temporary Pylons and Masts 5** The siting and design of the temporary masts / pylons should be informed by archaeological assessment and evaluation where appropriate. Mitigation, Enhancement and Approach to Biodiversity Net Gain The County Council notes the extension of the draft order limits to deliver additional environmental mitigation. Most of this falls within the former Wantsum Sea Channel where earthworks associated with the use for the marshland or the reclamation may survive. Proposals for enhancement should take account of archaeological considerations including potential benefits in managing heritage assets in the area.		As part of future surveys for the location of the temporary pylons, National Grid will carry out the appropriate geo-physical surveys and any works will be agreed through a Written Scheme of Investigation with the County archaeologist. Mitigation, including enhancement, will be agreed with heritage stakeholders as part of the development of the mitigation strategy.
		Construction – compound areas	**Additional PEIR Executive Summary** The County Council notes that the potential impacts of the larger construction compound to the west of the A256 and the reception pits for the A256 crossing have been recognised (paragraph 1.3.13). It should be noted that given the potential significance of remains in this area, it may be that preservation in situ is appropriate rather than the 'excavation, recording and publication' that is referred to. The commentary above about scheme limits and flexibility relate to this. The	N	The results of the geophysical survey and evaluation trenching have been used to assess the archaeological potential of the area, as well the potential impacts. The results have also been used to inform the design, and as part of this process the compound on the western side of the A256 has been relocated to an area believed to be less archaeologically sensitive, and areas of archaeological sensitivity avoided where possible. The results of the fieldwork have been used to inform the baseline and assessment in **Application Document 6.3.3.A ES Appendix 3.3.A**

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			evaluation trenching (and geophysical survey works) will be helpful in considering options for the compounds. The County Council agrees with the statement (paragraph 1.3.14) concerning the impacts of the Minster Substation and Converter Station and further analysis is needed to model the deposits and potential impacts.		**Cultural Heritage Baseline Report** and **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage.** Full details of the fieldwork also forms part of the DCO submission and can be found in **Application Document 6.3.3.3.D ES Appendix 3.3D Geophysical Survey Report** and **Application Document 6.3.3.3.F ES Appendix 3.3.F Archaeological Evaluation Trenching Report (Draft)**. A geo-archaeological assessment is being undertaken for Minster Marshes to assess the archaeological potential of deposits and inform mitigation. This document forms part of the submission, and can be found in **Application Document 6.3.3.3.G ES Appendix 3.3.G Geo-Archaeological Desk-Based Assessment**.
		Cultural heritage, construction - general	**Additional PEIR** **Paragraphs 1.8.31 - 1.8.33 - Existing Baseline** The County Council can confirm that there has been detailed discussions with the applicant's archaeologists concerning the geophysical survey works and results and subsequent (ongoing) trenching works. Extensive and complex archaeological remains have been identified in the scheme area above the marshlands and the County Council agrees that the masking effect of deposits in the former Wantsum Channel is likely to have affected geophysics results in that area. Trenching and geoarchaeological assessment and evaluation will help to inform the baseline and impacts in this area. **Paragraphs 1.8.34 - 1.8.35 - Summary of Key Changes for Cultural Heritage** Reduction of the scheme limits may result in reduction of flexibility to accommodate siting of development features such as the compound and preserve archaeological remains where appropriate. Paragraphs 1.8.36 – 1.8.14 - Likely Significant effects During Construction Comments on the extended compound to the west of the A256 and the scope of mitigation are included above. Preservation in situ may be appropriate given the significance of the 6 remains in this area and reduction of the scheme limits may affect flexibility to consider alternatives. Evaluation works should help to establish significance and appropriate mitigation. The County Council agrees with the summary of the potential for deeper archaeological deposits and impacts in the area of the Substation and Converter Station and the approach to evaluation of the effects. The County Council will continue to work with the applicant's archaeologists and Historic England to design a suitable scheme of evaluation.	N	National Grid acknowledges the feedback.

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		Terrestrial ecology	**Biodiversity** The County Council notes that a considerable number of the ecological surveys are underway. Until these are completed, and the impact of the project is fully understood, the County Council does not wish to provide detailed comments. The County Council therefore would urge engagement once these surveys have been completed. The County Council notes that there is a need to ensure that the ecological assessment is based on the current layout and it is informed by other technical consultants to ensure there are no conflicts within the various reports. Where there has been changes to the boundary and the layout, there is a need to ensure that the whole area/adjacent aeras have been covered by the ecological surveys. The County Council would wish to be engaged on the outputs from those surveys. Where habitat creation is proposed, there is a need to ensure that it is demonstrated within the submission that it will be secured and through what means. The County Council would also welcome engagement on this.	N	Kent County Council have been kept informed of surveys ongoing and survey reports have been shared as soon as they are available. The County Council has also been talked through a summary of the impact assessment against each receptor. Survey coverage aims to pick up all affected areas, and where this has not been possible any limitations are discussed in the reports.
		Consultation	The County Council would welcome continued engagement as this proposal progresses. If you require any further information or clarification on any matters raised above, please do not hesitate to contact me.	N	National Grid acknowledges this response., National Grid engaged with Kent County Council throughout the preparation of the DCO application and will continue to do so going forward. Further details in relation to the consultation that has been undertaken are set out in **Application Document 5.1 Consultation Report**.

Table 1.14 Leiston-cum-Sizewell Town Council

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8 July 2024	11 August 2024	Needs case, onshore mitigation	While this Council understands the need for energy evolution, members stand by the response to your December 2023 Consultation, which is attached at the foot of this document. Our overriding concern remains that this small area on the Suffolk Coast will become an 'energy hub' for the whole of the south-east, which will threaten our thriving hospitality industry and be a blight on our Heritage Coast and our precious environment, while compromising the quality of life for our residents. Sizewell C is burden enough for this small area and we therefore strongly oppose the addition of further energy projects in our locality and ask for further exploration into offshore technology to service the London/Kent area. In addition to our previous response, Council makes the following observations from the revised consultation submission: Council welcomes the additional proposed habitat mitigation, although this is still small compensation for trees, hedges and farmland habitat lost to the project.	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure. National Grid have listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised these impacts onshore and offshore where possible. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.** Ecological mitigation is justified in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. It should also be noted that the Proposed Project is committed to achieving 10% Biodiversity Net Gain. Further details are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that In Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each

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					connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. This evidence shows that the offshore grid approach does not result in less onshore infrastructure, nor does this approach represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide.
		Coordination with other projects, alternative solutions	The substation (and the two associated Scottish Power convertor stations) location create industrialisation to the present area north of Friston, near Saxmundham. Had the substation at Friston not been consented in its current location but had been placed further along the overhead cable route, closer to the field identified for the Sea Link convertor station, it would have limited the area affected by the cumulative impact of the energy projects. Collaboration with Scottish Power at an earlier date might have made this possible. Council notes the direct route from the A12 south of Saxmundham is shorter and takes up less land than the northerly proposal but is extremely close to Hurts Hall, Saxmundham and the village of Sternfield. We therefore ask again, why collaboration with SZC to use the already consented SZC link road is not an option. Our previous response: Sea Link Consultation, December 2023 Leiston-cum-Sizewell Town Council (LTC) Response Thank you for the opportunity to comment on the proposals outlined at this consultation phase. LTC understands the urgent challenges facing the National Grid. However, this Council agrees that a solution that will not burden this region with further Nationally Important Infrastructure Projects in an Area of Outstanding Natural Beauty must be found. LTC would like to take this opportunity to express our dismay that in addition to Sizewell C and SPR consents, we are now faced with National Grid projects which are not joined up and will see this small section of the continually eroding Suffolk coast take on even more responsibility and the resulting impact. LTC are therefore not in favour of supporting the Sea Link project. So please accept this document as our response. LTC observations following the exhibitions held at Aldeburgh and Saxmundham and the meeting with Sea Link representatives held at Kelsale-cum-Carlton Parish Council meeting on 13 December 2023 The impact on Leiston The community of Leiston has shouldered responsibility for a proportion of the UK's electricity generation for decades. It has been host to two nuclear power stations and is about to	N	National Grid acknowledges these concerns but is obliged to fulfil established connection agreements and is working closely with SPR to coordinate delivery of the related projects within the parameters of their respective timescales. National Grid is coordinating with other large scale infrastructure projects, noting that other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are set out in **Application Document 7.10 Coordination Document**. National Grid is working closely with all other developers in the area to investigate where they can coordinate facilities to reduce the impact of the projects. The Proposed Project will not be able to apply for its DCO relying on infrastructure proposed by other DCO's. However, this does not mean that National Grid will not, where possible, agree with these projects should they come forward with a means of sharing infrastructure, if that is possible and it will not affect the programme of the other project. The cumulative impact of the Proposed Project together with other projects in the area is set out in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. With regard to the specific effects identified here, the potential for impacts on the setting of heritage assets was discussed with key stakeholders including Suffolk County Council and Historic England and, as part of this procedure, a list of assets to be fully assessed was agreed. The assessment of landscape impacts is contained within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual** and the impacts on cultural heritage in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**. Regard to the Council's previous response has been provided in section 24 of **Application Document 5.1.6 Appendix E Statutory Consultation**.

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			embark on a decade plus of construction for SZC. During consultation for SZC, residents sought some solace from knowing that the countryside to the south and west of Leiston would not be impacted by construction and that our leisure amenity could be sought via both those directions. However, the impact of the proposed onshore cabling infrastructure has left Leiston facing many years of upheaval in every direction. Effectively, cutting the town off from all the major routes north, south and west. The following is a snapshot of issues facing our community: Residents working outside the immediate area will face the prospect of a difficult and longer commute as they negotiate construction traffic and associated infrastructure build to support the projects. Employees working in Leiston will face longer journeys to the town and could be forgiven for seeking employment elsewhere. Trips to hospital (already 45 minutes) will take even longer and emergency vehicles accessing the town will face even longer delays getting to patients. The demographic of our town will suffer an imbalance, as those who seek a quieter life move away from the town. This is not conducive towards a healthy community. In effect, the lives of our residents will lose all the qualities associated with living on the Suffolk Heritage Coast as it becomes increasingly industrialised, and could force out the residents who are not directly, or indirectly, associated with the construction projects. The AONB, Tourism and leisure amenity for residents This Council believes the cumulative impact of all the energy projects will make this much sought-after holiday destination far less attractive to visitors, or to people who would like to make this area home. We have concerns that cable landfall near Aldeburgh is at a location where tunnelling will take place under the RSPB reserve at North Warren, which has developed into a fine wetland habitat over a number of years. Despite reassurances from the Sea Link team, we cannot be sure that vibration and water ingress will not disturb the creatures living on the reserve and we will await with interest the conclusion of the Ecological Impact Assessment. This stretch of coastline is also the location for rare, ground nesting birds like little terns and for precious shingle flora. Once disturbed, this habitat will take many years to recover.		

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			The Scallop, a tribute to Benjamin Britten, is located close by and is a magnet to visitors who spend time in the quiet surroundings that inspired the composer. While we understand the construction is temporary, the loss of tourist income from just a few seasons of upheaval in this location will be damaging. Comparison with Hinkley Point C and Bridgwater is not an appropriate benchmark as it is NOT a holiday destination. Therefore we urge Sea Link not to be influenced by an apparent increase in tourism in the Hinkley area. The tourist offer for Leiston and the surrounding towns and villages is already under threat from the projects already consented and will further damage the tranquility that visitors to this area, and the residents, are seeking. Tourist accommodation, currently much in demand, will be sought out by construction workers, making any tourism 'mitigation' a pointless exercise. As already mentioned, local residents who regularly used the leisure amenity offered by the Sizewell Belts and the beach, were assured that during SZC consultation, the countryside amenity to the south and west would be further enhanced for walking and other leisure activities, to compensate for the loss of area in and around the SZC development site. Sadly, these areas are now the subject of cable route infrastructure. We have seen the damage caused from Bawdsey to Bramford, so we know what to expect. We asked how many mature trees and hedges would need to be removed to provide a temporary haul road, the answer 'minimal' was not a satisfactory response and we await more detail on the impact of the cable route and haul road on our countryside in the Ecological Impact Assessment. Converter and substations The Suffolk coast and its inland parishes are highly unsuitable for the converter and substations. Already faced with such infrastructure at Friston from SPR, we are now seeing proposals for more to service Sea Link, Lionlink and Nautilus in Saxmundham and Friston. We believe cable landfall and other associated infrastructure should be located within a reasonable distance of a brownfield site where such infrastructure sits comfortably. This once more demonstrates the unsuitability of our Suffolk coast for any more energy infrastructure. Parishes the size of Friston will become dwarfed by this large, industrial scale project and the resulting noise and light pollution will be a permanent legacy, even after the upheaval of construction.		

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			The cumulative impact of traffic and contractors with other projects LTC understands that the projected numbers have yet to be worked up. Therefore, please can we respectfully bring to your attention how vehicle movements and contractor numbers (hence more vehicles) have increased in Somerset as the Hinkley Point C project has progressed to peak construction. This must be considered fully when determining these figures. The supermarkets on the easterly side of Saxmundham are used intensively by Leiston residents. The infrastructure around this area already makes traffic build up at the traffic lights in Saxmundham, causing lengthy traffic jams up the hill towards Leiston. The construction of the proposed converter station(s) at Wood Farm would add unprecedented pressure at this pinch point as one of the proposals for the haul road crosses the B1119 at the top of the hill. Collaboration with other projects Although wholly against the Sea Link project hitting landfall on our Heritage Coast, should the project proceed LTC seeks assurance that all possible avenues to work collaboratively with other projects are explored. E.g: That the SZC link road with the A12 (already consented) is used to access the converter station construction site at Saxmundham, with a haul road branching off at a location west of Theberton That SZC park and ride facilities are utilised for contractors That cables routes for multiple projects reach landfall at the same location In conclusion As a standalone project, without SZC and the SPR cable landfall, the Sea Link proposals might not have caused this Council as much concern and could have been acceptable with mitigation. But ‘consultation fatigue’ in this area is leaving us fearful for what the next 10 years plus will bring to this rural community. LTC understands that there are alternative solutions to the dilemma facing the National Grid, which are yet to be thoroughly researched. We therefore request that at this very early stage in your proposals, Sea Link and Nationalgrid Group plc explore these alternatives as a matter of urgency before our town and the neighbouring parishes situated within the Suffolk Coast and Heaths AONB, become an industrialised cul-de-sac. Thank you for taking our views into consideration.		

Table 1.15 London Borough of Bexley

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Needs case	I write to you following receipt of your letter dated 5th July 2024 which invites the London Borough of Bexley to comment on the proposed changes relating to the above referenced Nationally Significant Infrastructure Planning application. Having reviewed the documentation published, due to the location of the development the Council have no comments to make on this proposal.	N	National Grid acknowledges the Borough's feedback.

Table 1.16 Medway Council

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Needs case, consultation	I refer to your letter of consultation regarding the above and would inform you that the Council RAISES NO OBJECTION to it. Medway Council raises no objection following the statutory consultation under sections 42 and 47 of the Planning Act 2008 (as amended) regulation 4 the Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009 - Statutory Consultation for the Proposed Sea Link Project. Your attention is drawn to the following informative(s) :- This response is based on the email correspondence, section 48 notice, sea link feedback form and sea link community newsletter received 8 July 2024.	N	National Grid acknowledges the Council's comments.

Table 1.17 Minster Parish Council

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Needs case, onshore environmental impact	Minster Parish Council (MPC) as the potential host Parish Council area in which the proposed National Grid Electricity Transmission proposals (Sea Link) are to be located – subject to the granting of a Development Consent Order (DCO) – has the following views: The administrative area of Thanet District is facing an unprecedented level of housing growth, with significant strategic housing allocations being delivered on agricultural land. The Parish of Minster is not immune from this, with an allocation of 250 houses now under process alongside a smaller allocation of 35 units yet to commence. The effects and consequence of the housing growth are such that it places immense pressures on the communities in which it is situated and strengthens the importance of maintaining and enhancing the remaining environment. MPC considers that Minster Marshes is one the most environmentally sensitive locations remaining in the Thanet area. Consequently, the value of this location next to Minster Marshes cannot and should not be underestimated given the ecology, landscape, biodiversity and wildlife situated in the locality. The Sea Link proposals have generated a groundswell of objection relating to environmental impact on Minster Marshes which MPC recognises. MPC therefore OBJECTS to the proposals.	N	The baseline landscape character is presented in **Application Document 6.3.3.1.B ES Appendix 3.1.B Landscape Baseline**, including a consideration of Minster Marshes, which has been used as a means of assessing the landscape effects presented in **Application Document 6.3.3.1.C ES Appendix 3.1.C Landscape Designation and Landscape Character Assessment**. This assessment has assessed the likely significant effects from the construction, operation and maintenance of the Proposed Project on the landscape component and character and considers the design set out within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The ES provides a detailed assessment of impacts on designated sites, as well as wildlife outside designated sites including birds, water voles, otter, beaver, reptiles, fish, invertebrates, bats, badgers and dormice. The ES will also present necessary mitigation for impacts. Beyond this the project has committed to providing 10% Biodiversity Net Gain. Further details relating to the alternatives considered for the Proposed Project, are set out in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**.
		Alternative solutions, water environment, climate change	In recognising the need for strategic electricity network enhancement, it is felt that a sequential analysis of all other land-based options needs to be undertaken with cost benefits being balanced against environmental impacts. The site at Minster Marshes should not be progressed simply because it appears to be the most effective location through cost and operational expediency. It is also noted that Minster Marshes and adjacent lands are situated in an area that is subject to significant future flooding risk associated with Climate Change indicators illustrating that the locality will be under water by 2050. The recent National Audit Office Report issued in November 2023 highlighted that the government acknowledges that building new flood defences and maintaining existing ones is no longer enough and that a wider range of interventions is now needed to build resilience against increasing flood risk. MPC suggest that one such intervention is not to build in locations subject to future flood risk such as Minster Marshes; water and electricity are not good bedfellows…..	N	**Application Document 6.8 Flood Risk Assessment** has been prepared which presents the assessment of flood risk from a wide range of sources, accounting for the predicted effects of climate change over the lifetime of the proposed development. Further details relating to the alternatives considered for the Proposed Project, are set out in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**.

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		Construction – general	In the event that Sea Link proceeds on Minster Marshes, MPC also wish to see a fully detailed scheme of operations outlining how the construction, operation and subsequent maintenance of the facility will be conducted. It is inevitable that there will be a range of disruptions to Minster and on Minster MarshParticularly. Significant assurance will be needed to mitigate the impacts of the project and to protect the locality while works are being carried out. This is because MPC have concerns regarding potential issues from construction traffic accessing any part of the overall project area via the already congested Minster village or the narrow surrounding roads and lanes.	N	The proposed management and mitigation relating to construction traffic is set out within **Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan - Kent**. The traffic and transport assessment within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** does not identify any significant impacts on the highway network during the construction phase with the proposed embedded mitigation and control and management measures in place.
		Community benefits / enhancements	MPC considers that, in offsetting the harm to the locality, a Community Infrastructure Fund should be provided by the applicant. This should be provided for the benefit of MPC and used for projects that provide compensatory environmental benefit in the parish. One such measure could relate to the provision and retention of a footbridge across the River Stour for walkers linking Richborough to Minster Marshes and through to Minster and Thanet generally. The Chancellor of the Exchequer recently indicated that local communities should seek to obtain benefits from Nationally Significant Infrastructure Projects. Consequently, without prejudice to any future decision, MPC requests that an enduring, annualised community legacy fund is provided in the event that the Sea Link project is implemented. In conclusion, MPC, requests that our comments are recorded as a formal response to the current consultation and are formally recorded in the Consultation Report.	N	National Grid supports the delivery of community benefits associated with transmission infrastructure, and already has a number of established programmes which deliver this. National Grid is waiting for the Government's position on the provision of community benefits associated with transmission infrastructure. This will determine its future approach. National Grid is working to understand local and regional aspirations and priorities in relation to community benefits. It welcomes the suggestions for delivering community benefits and as the Proposed Project progresses, it will work with stakeholders and local communities to further inform this.

Table 1.18 Monkton Parish Council

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Needs case, terrestrial ecology, agriculture and soils	Monkton Parish Council wish to register the strongest objection against the current proposals for the SeaLink project to construct a massive converter station on Minster Marshes with associated construction sites and access across much of the Stour river mouth area. The most crucial argument against this project is the disturbance to the National Nature Reserve of Pegwell Bay (a SSSI, Special Protection Area and an internationally important wetland RAMSAR site). Wildlife is not aware of boundaries and many of the protected birds can be seen in the fields (and sometimes gardens) outside the nature reserve and much further up the river. The smaller SSSI in the area adjacent to the proposed converter station is deserving of equal protection under UK law. WITH MUCH OF OUR FARMLAND DISAPPEARING UNDER HOUSING DEVELOPMENT, THANET'S LAST REMAINING WILDLIFE AREAS MUST BE PRESERVED FOR FUTURE GENERATIONS. For the above reasons, along with those well expressed by other campaign groups, we ask that this proposal in this particular location is reevaluated, and a more suitable site found.	N	The ES provides a detailed assessment of impacts on Pegwell Bay and the Thanet Coast & Sandwich Bay SPA, Sandwich Bay SAC and underlying SSSI designations, as well as wildlife outside designated sites including birds, water voles, otter, beaver, reptiles, fish, invertebrates, bats, badgers and dormice. The assessment of impacts on statutory designated sites has been discussed with Natural England along with appropriate mitigation. The assessment is presented in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity and Application Document 6.2.2.3 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. The main alternatives considered by National Gird in the development of the Proposed Project are outlined within **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**.

Table 1.19 Saxmundham Town Council

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Needs case, coordination with other projects, legislation and policy inc. permits	**Preliminary Environmental Information Report** Saxmundham Town Council refers to our response to the Statutory Consultation of December 2023 and confirms that our position on the proposed project has not altered: 'Saxmundham Town Council strongly opposes the Sea Link project. The imposition of one, or more monolithic converter stations adjacent to Wood Farm in Saxmundham is nothing more than industrialisation and decimation of our rural countryside and way of life'. 'Whilst NGET has undertaken the prescribed statutory pre-application consultations, the views of Saxmundham's townspeople and the credible alternative of brownfield infrastructure sites, are seemingly dismissed'. Whilst we understand that NGET has removed reference to co-location with Nautilus and Lion Link and accordingly reduced the draft order limits of Sea Link, space in 'the surrounding area for delivery and potential co-location of key infrastructure' is recorded in the PEIR (Preliminary Environment Information Report). The lack of coordination increases work for all levels of local democracy. Instead of synchronisation, each project is subject to a separate Development Consent Order (DCO) and this unduly burdens local councils, and concerned residents and other stakeholders, with hours of additional work. Despite many requests and the government's EN-1 Overarching National Policy Statement for Energy1, it is apparent that companies under the umbrella of National Grid cannot or will not work together. Such lack of direction proposed between NGET and National Grid Ventures (NGV) is disappointing. Moreover, in the process of reducing the draft order limits to omit Lion Link and Nautilus projects, NGET has effectively removed the need to account for cumulative effects of all three proposed converter and infrastructure projects. Accordingly, Saxmundham Town Council reiterates our demand in our Sea Link Statutory Consultation response, for: 'An immediate moratorium and a speedy government enquiry on all electricity transmission network development. This is vital to determine a strategic and holistic way forward which meets the UK's net zero targets but is considerate to those affected by the necessary onshore infrastructure' We are disappointed that whilst NGET has request feedback for limited aspects in the July 2024 Additional Statutory Consultation, no mention is made to the proposed final design of the converter station building. We exhort NGET that if the	N	National Grid acknowledges the concerns highlighted in these comments. However, the Proposed Project is designed to meet specific network reinforcement needs arising from grid connection agreements that National Grid is obliged to fulfil by 2030. Since the connecting projects are being promoted by different companies, with different project teams, covering several different geographical locations and on different timelines for delivery, it is not possible to co-ordinate simultaneous delivery of all of the network reinforcements coming forward under the Great Grid Upgrade programme. The rationale underlying the decision-making process that identified the Saxmundham Converter Station site as the preferred option emerged as a result of many respondents to the Non-statutory consultation expressing the view that all major energy projects currently proposed in East Suffolk should be coordinated, thus reducing the perceived spread of industrialisation and reducing impacts on the area. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.** National Grid has undertaken an assessment of cumulative effects in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** which is based on **Application Document 6.3.1.5.C ES Appendix 1.5.C Inter-Project Cumulative Effects Short List**, which includes more than 25 developments including Sizewell C Nuclear Power Station, LionLink, East Anglia ONE North Offshore Windfarm and East Anglia TWO Offshore Windfarm. A conservative approach was adopted when identifying other projects which could have an overlap with the construction programme of the Proposed Project. National Grid has given careful consideration to the design of the converter station, presenting a range of potential options in this

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			project proceeds an innovative design should be submitted that mitigates and camouflages the appearance of the 26-metre converter station and is sympathetic to the rural parkland landscape. If the suggested design submissions proceed, the buildings would detrimentally impact three important views as published in the Saxmundham Neighbourhood Plan. Notwithstanding our comments above and our original responses to the Statutory Consultation of December 2023, we address the proposed changes as recorded in NGET's document The Great Grid Update, Sea Link, Additional Preliminary Environment Information, Version A, July 2024, as follows. 1Overarching National Policy Statement for energy (EN-1) - GOV.UK (www.gov.uk)		consultation. Following this, Design Principles are being established with regard to the requirements of national policy and National Grid is maintaining ongoing dialogue with the Host Authorities with regard to design aspects of the Proposed Project. Furthermore, input is being sought from independent design review panels, as recommended by the Host Authorities. This will be an iterative process over the consenting, examination and delivery phases of the Proposed Project. The Design Principles for the Proposed Project will also reflect the principles set out in the National Infrastructure Commission's Design Group Project Level Design Principles. The design principles are contained in **Application Document 7.12.1 Design Principles – Suffolk**. Much of what is expressed here relates to Government policy and is not therefore within National Grid's remit for the Proposed Project.
		Water environment, onshore mitigation, legislation and policy inc. permits	**Environmental Topics with Similar Effects to the Original PEIR – Suffolk Offshore Scheme** **Water Environment** NGET claim that by selecting the access route from the A12, via the B1122 Benhall to Saxmundham Road, that there will be a neutral effect on the water environment. Moreover, they argue that their changes are beneficial for the water environment, by placing the access 'slightly further north 'at a crossing that is narrower resulting in less interaction with the floodplain. Finally, that to compensate, additional Biodiversity Net Gain (BNG) land either side of the bridge has been added to the draft order limits to allow for watercourse improvements. Saxmundham Town Council's concern for the watercourse is principally directed at the water run-off from the actual converter site that has the potential to result in flooding and water course pollution issues. This will be aggravated by the introduction of a bridge crossing in this location that is dramatically increased in dimensions from 3.4 metres from 2.6 to 6 metres in height. To achieve this considerable earthwork of 80 metres to each side of the River Fromus will be required. We consider that this work has the potential to create surface water flooding due to construction plant and vehicles compacting and trenching the surrounding land. Importantly there is potential for increased river pollution due to run off from former agricultural land and introduction of pollutants from construction plant and vehicles. In light of this, we consider the works will not have a neutral effect on the water environment. We exhort NGET to ensure measures to consider climate change adaption and resilience are adopted in accordance with government's EN-5 National Policy Statement for Electricity Networks Infrastructure.2	N	Rainfall runoff from the Converter Station site will be collected and, via series of SuDS features, will be treated and attenuated prior to release into the surrounding water environment. Discharges will be made at rates that are no greater than pre-development rates. The proposed bridge crossing of the River Fromus is designed to avoid any disturbance to the River's channel, banks and immediate riparian corridor, being set back, as assessed within **Application Document 6.8 Flood Risk Assessment**. Land is set aside adjacent to the River to deliver improvements. Full watercourse surveys have been undertaken along a suitable length of the River, the findings of which have been used to inform the Biodiversity Net Gain assessment. Further details are set out in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**. Mitigation for farmland bird species has been included within the proposals to mitigate for the loss of farmland habitat. Further details are also available in **Application Document 6.2.2.4 Part 2 Suffolk Chapter 4 Water Environment**.

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			Mitigation must include a full watercourse survey with measures to prevent construction and operational stage water run- off from entering the watercourse. Saxmundham Town Council considers that the introduction of Biodiversity Net Gain (BNG) in this location only partly addresses the issue of BNG as the land in some areas is already removed from agriculture. Saxmundham Town Council also exhorts NGET to demonstrate corporate social responsibility by aiming higher than achieving a 'neutral' effect on the water environment by introducing compensatory measures to improve the River Fromus habitat and wildlife areas. Whilst not exhaustive we suggest a Boardwalk in Saxmundham that provides access to the river and allows for floodplain mitigations plus improvements to Carlton Wood. This area located to the north-west of Saxmundham would in small part compensate for the decimation of trees proposed by NGET in the construction of the site access road. In addition, Saxmundham Town Council exhorts NGET to finance a Tree Fund to protect and monitor new planting and a River Fund to enable ongoing monitoring and improvements. 2 Electricity Networks National Policy Statement - EN-5 (publishing.service.gov.uk)		
		Traffic and transport, onshore mitigation	**Traffic and Transport** NGET note that any additional vehicle traffic to the southern access on the B1121 Main Road to Saxmundham will be restricted to construction movements associated with the landscaping strategy. This has yet to be quantified by NGET. Moreover, NGET do not take into account the increased size of the proposed river bridge. The increase requires significant earthworks to achieve the 6 metre clearance. Thus, there will likely be considerably more earth moving lorries than if the bridge remained at 2.6 metres as previously calculated. Mitigation must include a full traffic survey and consideration in association with Suffolk Highways to potential improvements at the A12/B1121 junction at Benhall to accommodate the likely increase in HGV movements during the construction phase. Furthermore with the proposed Sizewell C Co A12 road improvements at the A1094 junction, road delays are likely for vehicles travelling north towards the A12/B1121 junction, and with the proposed road improvements to the A12 adjacent to the Saxmundham Garden Neighbourhood, road delays are likely for vehicles travelling south towards the A12/B1121 junction. This has potential for both worker and HGV traffic to ignore agreed construction routes, leading to increased traffic from the A12/B1121 Kelsale via Saxmundham and B1119 Saxmundham to B1121.	N	The proposed management and mitigation relating to construction traffic is set out within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**. The traffic and transport assessment within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** does not identify any significant impacts on the highway network during the construction phase with the proposed embedded mitigation and control and management measures in place, including with respect to the proposed site access on B1121 Main Road. The assessment of the B1121 Main Road access is based on the construction activities to be carried out across the programme at this access and considers both the peak day of construction in terms of total construction vehicles and HGVs, as well as the peak day in terms of total staff movements. The assessment is therefore considered to be robust. The consideration of cumulative effects as a result of committed developments is set out within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** based on **Application Document 6.3.1.5.C ES Appendix 1.5.C Inter-Project Cumulative Effects Short List**, which includes more than 25 developments including Sizewell C Nuclear Power Station, East Anglia ONE North Offshore Windfarm and East Anglia TWO Offshore Windfarm. The increased height of the crossing will require more material to be brought onto the site. However, all assessment work has been

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			Saxmundham Town Council exhorts NGET to commit to introducing necessary traffic calming measures to prevent this including improvements to the town centre road network.		undertaken on the basis of a worst-case scenario. As such, this will not affect the outcome of the ES.
		Socio-economic. recreation and tourism, traffic and transport, onshore mitigation	**Socio-economics, Recreation and Tourism** Saxmundham Town Council is concerned that additional impacts in relation to the selection of the B1121 access between Benhall and Saxmundham have not been addressed. We consider this route will likely create a worse impact on, and potentially deter, local residents and visitors travelling from the nearby tourist hot-spots of Aldeburgh and Snape to visit Saxmundham's shops and visitor attractions. Whereas customers from the north have two routes to access Saxmundham from the A12, those travelling from Aldeburgh and Snape have little alternative than to travel via the proposed site access, or take a far longer route. This has the potential to be detrimental to businesses in Saxmundham, especially during holiday times.	N	**Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism** presents a full socio-economic assessment of effects, including economic impacts and direct and severance effects on sensitive local businesses, visitor attractions and tourism assets. The assessment of severance has been carried out in line with **Application Document 6.2.2.7 Part 2 Chapter 7 Traffic and Transport**. This Chapter concludes that the impact of the Proposed Project on the B1121 during the construction phase (in terms of Severance) will be Minor. Therefore, the assessment of effects concludes that there are no anticipated significant effects on PRoW and recreational routes as a result of the Proposed Project.
		Traffic and transport	Saxmundham Town Council exhorts NGET to consider necessary mitigation measures such as utilising Sizewell C Co.'s worker park and ride facilities located at Darsham and Wickham Market and their freight management facility (likely to be located on the Orwell Logistics Park) to both reduce and control traffic movements. Failure to do so will result in undue cumulative traffic effects in and around Saxmundham.	N	**Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** sets out an assessment to the effect that no significant effects would require the type of mitigation suggested. However, National Grid are in discussions with Sizewell C and other developers in the region and will look to coordinate and make use of facilities that are available such as park and rides and freight management facilities where possible. **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk** provides details of the mitigation proposed.
		Traffic and transport, onshore mitigation	**Health and Wellbeing** Whilst we agree that the removal of the northern access route is beneficial to residents living to the East of Saxmundham, we believe it will be detrimental to Saxmundham residents living close to the western access road as well as Benhall and Sternfield residents, due to increased traffic noise and emissions. Mitigations could include the introduction of low noise road surfaces, speed limit restrictions and the offer of triple glazing for affected properties.	N	**Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality and Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration** have assessed air quality, noise and vibration and light impacts for the Proposed Project. In addition, **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** and **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk** provide details of the mitigation proposed to minimise traffic noise and emissions on local residents.
		Inter-project cumulative effects, traffic and transport, coordination with other projects	**Suffolk Onshore Scheme Inter-Project Cumulative Effects** Saxmundham Town Council understands that by not considering co-location of Nautilus and Lion Link in the PEIR that Sea Link will not be subject to cumulative effects with proposed projects. Obviously, this assumes that planning consent, if granted, is gained prior to NGV Lion Link and Nautilus projects.	N	National Grid is coordinating with other developers of large scale infrastructure projects in Suffolk, noting that other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are set out in **Application Document 7.10 Coordination Document**.

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			We advise that the major issue in this area is the Sizewell C project and NGET Sea Link should seek, as mentioned in our response to the Statutory Consultation, to utilise Sizewell C Co's offsite park and ride facilities for their workers and their freight management facility (likely to be located on the Orwell Logistics Park) to both reduce and control traffic movements. Failure to do so will result in undue cumulative traffic effects in and around Saxmundham.		The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with Nautilus and LionLink in Suffolk where it is feasible. National Grid are in discussions with Sizewell C and other developers in the region and will look to coordinate and make use of facilities that are available such as park and rides and freight management facilities where possible. The assessment of inter-cumulative effects with Nautilus, LionLink and other proposed developments is considered in the ES within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
		Landscape and visual, cultural heritage	**Additional Assessment** **Summary of Key Changes for Landscape and Visual** Saxmundham Town Council strongly objects to the access across land between Bigsby's Corner and Saxmundham on the following grounds: In the original PEIR document, the access routes and bridges were recorded as being temporary haul routes. We are dismayed that NGET intend to maintain the road and bridge as permanent structures. Moreover, the height of the parapet could be, depending on discussions with the Environment Agency, up to 6 metres above ground level with approach ramps of up to 80 metres. NGET confirm that the bridge will be visible both from PRoW and road traffic on the B1121 between Saxmundham and Benhall. Additionally, NGET acknowledge that their proposed plans adversely impact three important views as published in the Saxmundham Neighbourhood Plan: views to Hurts Hall (Grade II) and St John's Church (Grade II*) within an open farmland setting backed by wooded rising land from the B1121 (View 1a), St John's Church (View 1b) and View from the high point of The Layers looking across the River to Hurts Hall (View 2).3 Saxmundham Town Council considers the decimation of the parkland aspect of Hurts Hall and rural outlook to be untenable. Considering that up to three proposed converter stations would be plainly visible on the horizon to the right of Hurts Hall, we object to further decimation and industrialisation of the Landscape Character as proposed by the access road and bridge. 3Saxmundham Neighbourhood Plan, Para. 11.31.	N	**Application Document 6.3.2.1.D ES Appendix 2.1.D Visual Amenity Baseline and Assessment** sets out an assessment of visual effects for construction, operation and maintenance, including consideration of important views identified within the Saxmundham Neighbourhood Plan and the southern approach to Saxmundham. The visual assessment considers landscape mitigation planting at operation set out in **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**, which has been developed in collaboration between the landscape and heritage teams as well as stakeholder consultation to minimise effects as far as possible. The assessment on visual amenity (and landscape character) considers two scenarios for the River Fromus Bridge height, as detailed within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. A full assessment of the potential for impacts on the setting of heritage assets, including the Saxmundham Conservation Area (including the Church of St John the Baptist), the Grade II listed Hurts Hall, and the associated non-designated parkland is included in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**. This assessment is supported by visualisations/photomontages prepared in consultation with heritage stakeholders including East Suffolk Council.
		Construction – general, landscape and visual, intra-	**Likely Significant Effects During Construction** NGET agree that the bridge construction will increase the scale of change in relation to Hurts Hall and St Johns Church	N	The landscape team note comments made within the additional PEIR. **Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment and Application**

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		project cumulative effects	– plus the bridge will be closer to Hurts Hall and it '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'. In this we assume that NGET mean that Hurts Hall and the surrounding land will further be subjected to the effects of construction. In other words, intra-project cumulative effects. Furthermore, NGET agree that removal of vegetation for the larger bridge, including plantation and mature woodland, would further open views towards the converter station and increase the focus towards this activity. The introduction of intra-project cumulative effects in an area identified in Saxmundham's Neighbourhood Plan as views that should be protected and also in the Suffolk Coastal Landscape Character Assessment of the Fromus Valley is untenable. 4 We do, however, agree with NGET, that this will be a Significant Adverse Effect that will adversely affect the Landscape Character and the setting of Hurts Hall. 4Saxmundham Neighbourhood Plan, Para 11.31; Suffolk Coastal Landscape Character Assessment, pp. 23-25		**Document 6.3.2.1.D ES Appendix 2.1.D Visual Amenity Baseline and Assessment** set out an assessment of landscape and visual effects for construction (including decommissioning), operation and maintenance. The visual assessment takes into consideration the important views identified within Saxmundham's Neighbourhood Plan where appropriate. The assessments consider the design set out within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. Cumulative effects are considered in **Application Document 6.2.2.12 Part 2 Suffolk Chapter 12 Suffolk Onshore Scheme Intra-Project Cumulative Effects**.
		Landscape and visual, intra-project cumulative effects, onshore mitigation	**Likely Significant Effects During Operation and Maintenance** NGET correctly identify that the bridge would be an 'incongruent' feature within the landscape even after planting mitigations are established. The removal of vegetation would permanently alter the vegetation network along the Fromus valley which is part of the heritage of the Landscape Character Assessment. NGET correctly identify that this will be a significantly adverse effect. Saxmundham Town Council contends that the road and bridge should not be a permanent feature and that after construction, they are both removed, the landscape is reinstated, and further research undertaken to identify an alternative operational access. Moreover, should planning consent be granted, considering the damage likely to be inflicted in this area, the complications of intra-project cumulative effects and the fact that the views identified in Saxmundham Neighbourhood Plan would be blighted by converter station(s), we suggest NGET establish an entirely new alternative access route. If an alternative route cannot be identified, Saxmundham Town Council exhorts NGET to ensure that the adverse impact to the protected views, heritage and landscape is mitigated and compensated by designing the bridge architecture to ensure it is appealing and sympathetic to the visual amenity of Hurts Hall and the surrounding parkland.	N	**Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment and Application Document 6.3.2.1.D ES Appendix 2.1.D Visual Amenity Baseline and Assessment** set out an assessment of landscape and visual effects for construction (including decommissioning), operation and maintenance. The Proposed Project will deliver enhancement of an approximately 500 m stretch of the riparian corridor along the River Fromus and further detail of the proposals are set out within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan – Suffolk**. The crossing over the Fromus will be maintained as a permanent feature and the potential impacts resulting from the River Fromus crossing (both physical and on the setting of assets) are assessed in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**. Having discussed this matter at length with key stakeholders, National Grid has given careful consideration to mitigation. Mitigation measures are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). A robust alternatives assessment has been undertaken for the Proposed Project. Further information is contained in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered** which considers the different access options required to cross the River Fromus and summarises the appraisal outcomes and the reasons for the selection of the preferred access over the alternatives. Further

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					justification and detail is also contained within **Application Document 7.3 Design Development Report**.
		Terrestrial ecology, landscape and visual, onshore mitigation	**Summary of Key Changes for Ecology and Biodiversity** **Likely Significant Effects During Construction** NGET acknowledge that the larger bridge will 'take more land from terrestrial ecological features', but argue that the Fromus BNG land, stretching from roughly Benhall Bridge to the outskirts of Saxmundham would have a positive effect on ecology. Saxmundham Town Council is very concerned about the ecological damage both to the river and the wildlife created not only by the bridge, but from the construction works to create up 80 metre ramps either side of the structure and importantly the access road. Saxmundham Town Council understands that the access road cuts through established woodland that contains oak trees, beech trees and of great significance, a Horse Chestnut tree, identified by East Suffolk Council's Arboriculture Manager as having 'exceptional qualities' and that he will aim to get it registered with the National Tree Register of Great Britain. We would request NGET to commission a BS5837:2012 Trees in Relation to Design Demolition and Construction Tree survey and arboricultural implications assessment, so that any impacts can be fully assessed before the proposal can be considered further. We contend that the damage created by the proposed access route in this area of woodland could not be mitigated. Moreover, as not all areas are in agriculture, the extent of improvement from the BNG land is limited. We suggest that NGET works with Saxmundham Town Council to identify additional other areas within the parish to fully offset the damage to the river environment and should this proposal succeed, mitigation and compensatory suggestions to improve and reconnect important habitats via green corridors, biodiversity stepping zones, and reestablishment of appropriate hedgerows; and/or connect people to the environment, for instance via footpaths and cycleways constructed in tandem with environmental enhancements.	N	A detailed tree survey has been undertaken in accordance with BS5837:2012 and the findings and potential tree related impacts are detailed within **Application Document 6.10 Arboricultural Impact Assessment**. The bridge has been sited in such a way to avoid impacts to notable trees in the area and minimise impacts to other woodland habitats. Landscaping has been designed in such a way to compensate for woodland habitat loss. The bridge will have abutments 8 m back from the bank top to avoid damage to the river, and there will be woodland and riparian vegetation planting which will enhance a section of river that currently has little to no emergent aquatic vegetation. The impacts on ecology are considered in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. Mitigation measures are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). National Grid supports the delivery of community benefits associated with transmission infrastructure, and already has a number of established programmes which deliver this. National Grid is waiting for the Government's position on the provision of community benefits associated with transmission infrastructure. This will determine its future approach. National Grid is working to understand local and regional aspirations and priorities in relation to community benefits. It welcomes discussions with the Town Council regarding the suggestions for delivering community benefits as the Proposed Project progresses.
		Cultural heritage, intra-project cumulative effects	**Cultural Heritage** **Summary of Key Changes for Cultural Heritage** NGET accept that the amendment to the crossing of the River Fromus and increased height 'has the potential' to impact further on Hurts Hall. Saxmundham Town Council contends that the bridge construction in conjunction with the converter	N	National Grid acknowledges the feedback. The potential for impacts on Hurts Hall and the Saxmundham Conservation Area have been included in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**.

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			station construction will create intra-project cumulative effects and severely impact Hurts Hall and adjacent properties. Our comments regarding the bridge and access road being temporary structures, and an entirely new alternative access route, as noted above are pertinent in relation to Cultural Heritage.		
		Landscape and visual	**Likely Significant Effects during Operation and Maintenance** NGET commented that effects of the road and bridge 'should be limited as a result of existing retained tree cover as well as the distance between the proposed bridge and Hurts Hall'. They contend it will not be a significant adverse effect, but this will be reviewed and kept under review and assessed within the ES as more design details emerge. Saxmundham Town Council strongly disagrees with this. Disturbingly this statement contradicts NGET's comments in 'Likely Significant Effects During Operation and Maintenance' when they identified that the bridge would be an 'incongruent' feature within the landscape even after planting mitigations are established. Moreover, NGET know that the bridge and 80 metre run up will be extremely detrimental and during a webinar with NGET and Saxmundham Town Council, representatives from the Sea Link project confirmed to Saxmundham Town Council that extensive landscaping would be undertaken with an architecturally designed bridge and an avenue of trees to reflect a stately home aspect.	N	**Application Document 6.3.3.1.C ES Appendix 3.1.C Landscape Designation and Landscape Character Assessment and Application Document 6.3.3.1.D ES Appendix 3.1.D Visual Amenity Baseline and Assessment** set out an assessment of landscape and visual effects for construction, operation and maintenance. The assessment considers the design set out within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. Landscape mitigation proposals are identified in Proposed Project Design and Embedded Mitigation section of **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual** and within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**. The landscape mitigation proposals are considered within the operational assessment of effects. Potential impacts to heritage assets, both physical and on setting, are covered in **Application Document 6.2.2.3 Part 2 Chapter 3 Cultural Heritage**, please refer to this chapter for the complete assessment.
		Timescales / programme, intra-project cumulative effects	**Onshore Scheme Extended Working Hours** Saxmundham Town Council strongly objects to NGET's proposal to extend working hours to include Sunday working from 07.00 – 17.00. NGET identified that there could be significant adverse effects in relation to traffic and transport with a potential to result in severance, pedestrian delay, non-motorised user amenity, fear and intimidation, driver delay and road safety if unmitigated and without restrictions. Whilst Saxmundham Town Council was informed during a webinar with NGET that no Sunday deliveries would be undertaken, this is not specified in the additional PEIR proposals.	N	**Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport, and Document 7.5.1.1 Construction Traffic Management and Travel Plan** set out the parameters for the assessment of extended working hours, and the management measures for the control of trips made during working hours.
		Timescales / programme	Saxmundham Town Council also objects to any Sunday work on the following grounds. Noise of plant moving goods within the compound including warning bleepers have potential to disrupt nearby church services. Moreover, noise, vibration and dust, aggravated by winds from either the east or south will	N	The amended working hours are intended to ensure that the Proposed Project can be delivered within the timescales required. Shortening working hours would potentially extend the working programme and put at risk the delivery of the Proposed Project by 2030.

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			affect close-by residential housing. Also, the construction of steel portal frame buildings creates excessive peak noise during installation especially from impact drivers.		To give National Grid the flexibility to deliver the construction programme on time and incorporate standard industry working patterns, it has identified a need to include 7am to 5pm working on Sundays and bank holidays within the core working hours. The proposed construction core working hours (unless otherwise approved by the relevant Local Planning Authority) for all terrestrial works in Suffolk and Kent are: • Monday – Friday: 0700 to 1900; and • Saturday, Sunday and Bank Holidays: 0700 to 1700. Whilst this change gives National Grid the flexibility to carry out works when and where needed, it does not expect construction activity to take place on every Sunday or bank holiday. There will be restrictions on the type of activity that can occur on these days and these will be secured via Requirement 7 of Schedule 3 of the draft DCO (**Application Document 3.1**). The restrictions include limiting HGV and percussive piling activities. Further details of this mitigation are set out within the **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured via Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Details relating to the proposed construction working hours and any associated restrictions are contained in **Application Document 6.2.1.4 Part 1 Chapter 4 Description of the Proposed Project**.
					National Grid as a national infrastructure provider is seeking to deliver the Government's policies regarding net zero by 2050, while the Proposed Project is designed to meet specific network reinforcement needs arising from grid connection agreements that National Grid must fulfil by 2030. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. Therefore, delivery outside of this area would not fulfil the network reinforcement requirement that the Proposed Project is intended to provide. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;**

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					• **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The response is noted. The impacts associated with construction activities on nearby residential properties has been assessed within the ES. Impacts relating to air quality, including dust from the construction phase are assessed within **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality**. Further detail on the impacts from construction noise from works during weekend periods is provided in **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration** and **Application Document 7.5.6.1 Noise and Vibration Management Plan - Suffolk**. Impacts relating to human health have been assessed within **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing**. Further details on the outcomes of the assessment are available in the detailed technical assessments. Please also note that a variety of mitigation measures will be employed during the construction phase to minimise and reduce impacts to residential receptors, refer to **Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan (CEMP)** which lists out these measures. This document will be developed into a detailed Onshore CEMP in advance of construction commencing.
		Timescales / programme	Therefore, should the proposals proceed, Sunday working should be limited to very occasional exceptions, and this could include the delivery of abnormal indivisible loads and concrete pouring. We exhort NGET to ensure that the proposals for Sunday working are fully specified in its DCO application. NGET specified that Sunday working in relation to socio-economics, recreation, tourism and health and wellbeing had the potential to result 'in significant adverse effects to PRoW'. No mention was made to the health and wellbeing of residents. Saxmundham Town contends that inter-project cumulative effects, including the build of Sizewell C and the Garden Neighbourhood, will result in increased traffic and noise that will adversely affect the wellbeing of the town's residents in relation to stress and anxiety. Therefore, it is vital that there is one relatively peaceful day during the week to give residents some respite.	N	For health and wellbeing, there may be potential implications that arise from the extended construction working hours. However, this should not alter the conclusions in terms of likely significant environmental effects, provided that any work on Sundays and bank holidays would only be carried out in certain circumstances (e.g. to provide added flexibility or allow certain works to be completed) and that Sunday and bank holiday working would also be less intense than works at other times and subject to restrictions where required, e.g. no HGV deliveries other than for certain limited operations and no percussive piling. Considering that Sunday and bank holiday construction working would be kept to a minimum and would be less intense than work at other times, it is unlikely to have a significant effect on noise and air quality which would in turn have no significant effects on health and wellbeing. If there are no significant effects on noise and air quality and any effects that may arise are managed appropriately through mitigation, then the extended working hours will not alter the assessment conclusions set out in the original PEI Report from a health and wellbeing perspective. **Application Document 6.2.2.7 Part 2 Chapter 7 Traffic and Transport** and **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk** set out the parameters for the assessment of extended working hours, and the management measures for the control of trips made during working hours. Works on Sundays and Bank Holidays will be limited and only carried out to provide added flexibility to the programme. HGV arrivals or departures on Sundays and public holidays will be limited to a maximum

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					of 30 HGVs per day. It is also expected that there will be up to 50% fewer LGV and staff vehicle movements on Sundays and Bank Holidays than the number of movements anticipated to be experienced on weekdays and Saturdays. The assessment of the Saturday lunchtime peak (12pm-1pm) within **Application Document 6.2.2.7 Part 2 Chapter 7 Traffic and Transport** is considered to offer a robust assessment of the weekend period when higher levels of construction vehicle movements are expected.
		Timescales / programme	Importantly, Saxmundham Town Council wishes to register an official complaint in respect to NGET's consultation in connection with Sunday working hours. NGET's July 2024 Community Newsletter, that was supposedly distributed to 36,000 households, only advised residents of 'changes to planned working hours'. Saxmundham Town Council contends that by not clearly informing residents of Sunday working, NGET is culpable of obfuscation.	N	The newsletter distributed to households by National Grid provided a summary of the changes to the Proposed Project following Statutory consultation. The newsletter referred people to the Project Update Document which was available on the Proposed Project website and at deposit locations in Suffolk and Kent. This Project Update Document provided more information about the changes. Working hours are contained in **Application Document 6.2.1.4 Part 1 Introduction Description of the Proposed Project**.
		Landscape and visual, timescales / programme, intra-project cumulative effects	**Conclusion** In conclusion, in response to NGET's Sea Link Additional PEIR, Saxmundham Town Council objects to the following: • the bridge and access road located between Bigsby's Corner, Benhall and Hurts Hall due to the destruction of woodland, including an 'exceptional quality' chestnut tree and the decimation of local views as identified in the Local Plan. • Sunday working as it will be detrimental to the health and wellbeing of residents. Whilst mitigations are suggested, it is not possible to offset the loss of significant trees, views and residents' wellbeing.	N	National Grid acknowledges the feedback. Please refer to the responses provided above where a response is provided for the specific points summarised here.

Table 1.20 Snape Parish Council

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8 July 2024	11 August 2024	DCO process, onshore route location, onshore mitigation	**Latest National Grid and Ofgem consultations Friston site** **Issues of concern for Snape PC** From a review of the plans it is clear that this consultation is National Grid's latest step in what appears to be a strategy of establishing a major connection hub in East Suffolk without specific planning consent. It was claimed at the recent online meeting, which we were party to, that the existing DCO for SPR would cover these proposals which we and others would contend is not the case. The below are some of the concerns we have. The planning consent for the National Grid substation at Friston/Grove Wood was simply a substation to support Scottish Power's EA1N and EA2 projects alone NOT Sealink, Lionlink or Nautilus, even though these specific issues were raised (and dismissed by SPR) by a number of towns and parishes during the previous consultation and DCO hearing. What these new plans from NG appears to reflect is that NG is taking over the entirety of the substations' site with the exception of the specific area on which the Scottish Power substations are to be built. Evidence that what is being built next is a National Grid connection hub development within which Scottish Power are being permitted by National Grid to build their substations; this is 180° different from the way these projects were presented to PINS and in the EA1N and EA2 examinations. National Grid is taking over the land to the south of the substations. This area is vital to the mitigation of a number of key environmental impacts not least flood risk and landscape damage. This area under the Scottish Power DCOs is subject to a whole range of mitigation measures (albeit inadequate) which were hard fought during the examination process. There is no mention of these measures. Therefore are we to assume that this mitigation has now been jettisoned?	N	The proposed Friston Substation already benefits from development consent granted to SPR, pursuant to the East Anglia ONE North Offshore Windfarm Order 2022 and the East Anglia TWO Offshore Wind Farm Order 2022. However, given that these consents have yet to be implemented, the proposed Friston Substation is also included in the Proposed Project, to achieve a comprehensive consenting position. National Grid has considered alternative points of connection other than the National Grid Friston substation for the Proposed Project (namely the existing Sizewell B substation, the consented Sizewell C substation as part of the proposed Sizewell C Nuclear Power Station or the option of building a new substation altogether within the Sizewell area). The needs case for the Proposed Project has identified that a connection is required within the Sizewell area, therefore delivery outside of this area would not fulfil the network reinforcement requirement that the Proposed Project is intended to provide. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.** As summarised in these application documents, there are significant engineering and environmental constraints associated with a connection into the existing or proposed Sizewell substations and a new connection point in the area would have required a new site for a substation. It was therefore considered preferable to connect into the proposed National Grid Friston Substation, as the site that benefits from an extant development consent order. With regard to the mitigation proposals accepted within the consented scheme at Friston Substation, in the scenario that Friston Substation would be constructed under the SPR consent, these will be retained as far as practically possible and where there is any loss this would be largely reinstated with planting. In the scenario that the Suffolk Onshore Scheme constructs the Friston Substation, the mitigation proposals

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					would largely reflect SPRs proposals with minor modifications. This is set out within the Landscape and Visual Impact Assessment (**Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**) and further details on management are set out within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan – Suffolk**.
		DCO process, onshore route location, onshore mitigation	During the recent Sealink on line meeting there was confusion on the part of their own staff around the exact nature and intended use of some of the changes to access routes to the site. Specifically the southern access to Hill Farm appeared to be not required but was being retained for no apparent purpose. Similarly at the meeting it was clear that application was being made for 24 hour 365 working which is again contrary to the existing DCO. These are very significant changes and accordingly as a PC we are concerned as ever at the cumulative impact and all of this has been exacerbated by the added complication of the re-opened consultation on the siting of the Nautilus project. As per all our previous submissions and representations with regard to NG related and other energy projects, the overriding issue is that of cumulative impact, the lack of a meaningful assessment of that thus far (a point that was acknowledged at the online meeting); and a lack of strategic join up at proposer and Government level.	N	Following feedback received at Targeted consultation, the retention of the farm track up to Hill Farm as a monitoring access has changed. This monitoring access has been moved to an access off the B1119. The farm access track will only be used to construct the drainage outfall from the converter station site and will only be used for this purpose (**Application Document 6.2.1.4 Part 2 Suffolk Chapter 4 Description of the Proposed Project and Application Document 2.7.1 Access, Rights of Way and Public Rights of Navigation Plans - Suffolk**). **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport and Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk** set out the parameters for the assessment of extended working hours, and the management measures for the control of trips made during working hours. The traffic and transport assessment within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** does not identify any significant impacts on the highway network during the construction phase with the proposed embedded mitigation and control and management measures in place. The consideration of cumulative effects as a result of committed developments is set out within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** based on **Application Document 6.3.1.5.C ES Appendix 1.5.C Inter-Project Cumulative Effects Short List**, which includes more than 25 developments including Sizewell C Nuclear Power Station, East Anglia ONE North Offshore Windfarm and East Anglia TWO Offshore Windfarm. How National Grid is coordinating with developers of other projects in the vicinity is contained in **Application Document 7.10 Coordination Document**.

Table 1.21 Suffolk County Council

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8 July 2024	11 August 2024	Consultation	**Introduction Suffolk County Council** The following comments by Suffolk County Council (the County Council) are in response to the targeted consultation held between 8 July and 11 August 2024 by National Grid Electricity Transmission (NGET) regarding changes to the Sea Link proposals since the Statutory Consultation closed in December 2023. The Sea Link proposals consist of the construction of 2GW High Voltage Direct Current (HVDC) undersea electricity link between Suffolk and Kent which will connect to a substation at Friston in East Suffolk, which has consent via a third party (Scottish Power Renewables) but as yet is unbuilt. The offshore scheme consists of a 122 kilometres (km) subsea cable which will run between the proposed Suffolk landfall location, between Aldeburgh and Thorpeness, and the Kent landfall location at Pegwell Bay. The onshore scheme proposes the installation of a High Voltage Alternating Current (HVAC) 1.9km underground cable between the proposed Friston substation and the proposed converter station near the town of Saxmundham, the 2GW HVDC converter station itself, of up to 26 metres (m) in height including ancillary works and a HVDC underground cable connection of 10km between the converter station and a transition joint bay approximately 900m from shore to enable the transition from offshore to onshore technology. The proposals also include the construction of a substation in Friston if it is not built under its existing consent by Scottish Power Renewables. 1.6 The comments in this response should be considered in association with those made by the County Council at Statutory Consultation.	N	National Grid acknowledges this feedback. Details of the Proposed Project are contained in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Design, coordination with other projects	**Changes to the Sea Link Proposals Since Statutory Consultation** The changes to the Sea Link proposals have been cited by the developer as including: • Reduction of the area included within the proposed Order Limits to reflect the land required for this project only, so no longer allowing for effective coordination with two other projects, Nautilus and LionLink. • Confirmation of the preferred western access route to the converter station site, for construction and maintenance, with some modifications after	N	National Grid acknowledges the feedback. Please refer to the responses provided below which respond to comments on specific topic areas.

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			discussions with stakeholders, including moving the River Fromus crossing point north to avoid flood zones and the acknowledgement that a bridge up to a height of 6 metres with associated longer approach ramps may be required to lessen ecological impacts • Various amendments have also been made to construction and maintenance related activities including access routes, compounds, temporary overhead line diversions including the addition to the core working hours to include 7am – 5pm on Sundays and Bank Holidays. • Alteration of the cable route north of Aldeburgh. • Additional land has also been identified for environmental mitigation and enhancement. • Strategy for coordination with other projects has also evolved. • Offshore amendments to the cable route, additional marine areas for construction vessel manoeuvring and changes to backing marine trenches. The County Council electoral divisions which will be directly affected by the scheme include the following: • Aldeburgh and Leiston • Blything • Kessingland and Southwold • Wilford The first section of this representation outlines the key issues which the County Council has identified, which has been informed by our technical specialists, whose comments are provided in Appendix A.		
		Terrestrial ecology, walking, cycling and horse-riders, coordination with other projects	**Key Issues Identified from the Targeted Consultation Reduction of Order Limits** Whilst the reduction in the general area covered by the proposed Order Limits is supported, this raises other concerns including: • The reduction in the area of land available for landscaping and bio-diversity net gain. • Inadequate land available for the establishment of compensatory public rights of way.	N	National Grid notes the support from Suffolk County Council for the reduced Order Limits. It should be noted that the reduced Order Limits continues to allow sufficient space to deliver the appropriate mitigation identified within the various environmental topic assessments within Volume 6 Environmental Statement. Further detail relating to the mitigation proposed for the landscape and visual impact assessment is contained within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. In Suffolk, there are 21 locations where the proposed works would impact the existing PRoW network and these are identified within **Application Document 6.3.1.4.A ES Appendix 1.4.A Crossing Schedules**. The intention is to provide a permissive right of way along

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			• Inadequate land to enable the proper coordination between Sealink, Nautilus and Lionlink.		the permanent access subject to agreement with stakeholders to enhance the east west connectivity of the PRoW network in the area. Further details are contained in **Application Document 2.7.1 Access, Rights of Way and Public Rights of Navigation Plans - Suffolk**. Further details of the PRoW provisions and diversions are contained within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project and Application Document 7.5.9.1 Outline Public Rights of Way Management Plan - Suffolk** has been prepared which provides further details of PRoW closures and diversions. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are contained in **Application Document 7.10 Coordination Document**. The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with the LionLink in Suffolk where it is feasible. Whilst the order limits have reduced in areas where biodiversity enhancements were identified, National Grid are still committed to the delivery of 10% Biodiversity Net Gain for the Proposed Project. However, it is considered that the delivery of habitat enhancement and creation measures within the Order Limits (i.e. surrounding converter stations, substation and access roads) on areas of land with no, or limited public access within an island of agricultural land would not deliver the best outcomes for nature conservation and deliver wider environmental and societal benefits. Therefore, the preferred route for Biodiversity Net Gain delivery is the work in partnership with third party landowners and relevant external organisations to deliver a more meaningful and targeted (i.e. to benefit protected and notable species within local biodiversity action plans) that may work towards any targets within the incoming Local Nature Recovery Strategy. This would be ongoing work post consent, with aims of developing a partnership with external organisation and third party landowners with the intention of funding landscape scale habitat restoration. Further details are included within **Application Document 6.12 Biodiversity Net Gain Feasibility Report**.
		Onshore route location, coordination with other projects	**Impacts of DC Cable Corridor Between Aldeburgh and Saxmundham** The County Council considers it essential that Sea Link works closely with the emerging Nautilus proposals to manage the impacts of the cable corridor and especially to avoid repeated excavations whilst cable ducts for the second project are laid. **Impacts of AC Cable Corridor Between Saxmundham and Friston** The County Council considers it essential that Sea Link works closely with LionLink and the emerging Nautilus proposals to manage the impacts of the cable corridor to ensure the absolute minimum of vegetation loss from construction operations. 3.4 The County Council is concerned that failure	N	National Grid is coordinating with other developers of large scale infrastructure projects in Suffolk, noting that other projects are outside the control of National Grid. However, it has no control over the timescales of other projects, all of which need to submit planning applications through the DCO process and gain planning permission for their individual assets in order to be installed. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are set out in **Application Document 7.10 Coordination Document**. The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with the LionLink and Nautilus projects in Suffolk where it is feasible. The assessment of inter-cumulative effects with these other proposed

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			to develop a fully coordinated approach for this part of the scheme will lead to additional harm which could otherwise be avoided. It is also important to recognise that the AC cable corridor in its current routing is likely to undermine the effectiveness of the landscape mitigation which has been set out for the consented DCOs for EA1N & 2.		developments is also considered in the ES within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. While National Grid is working closely with other developers to minimise the disruption caused by the Proposed Project, and where possible looking to coordinate its programme of works, this will depend on the programme of the other projects and maintaining the programme for the Proposed Project in order for it to comply with its OFGEM Licence condition. Regarding the interaction with East Anglia ONE North and East Anglia TWO, the oLEMP sets out that in order to ensure that the SPR mitigation planting can maintain its required function, the Order Limits have been extended to allow future design details to be developed with SPR to ensure their planting is not subsequently removed by the Proposed Project. Further details are contained in **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan – Suffolk**.
		Converter station location, inter-project cumulative effects, design	**Proposed Converter Station Site** The County Council has concerns regarding the red line around the converter station site in Saxmundham, which the County Council regards as being insufficient to effectively provide mitigation or appropriate scope to manage 'cut and fill' construction activities and surface water drainage requirements for the proposed and subsequent proposed schemes. The lack of a comprehensive and finalised version of the vision for the converter station site is cause of significant concern for the County Council, as the master planning of the site is essential to manage the cumulative impacts of potentially three converter stations of up to 26m in height in a predominantly rural area which has not previously seen development of this scale.	N	Landscape mitigation proposals are identified in the Proposed Project Design and Embedded Mitigation section of **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual** and within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**. These have been developed collaboratively with disciplines including engineering, cultural heritage and ecology. National Grid is maintaining ongoing dialogue with the County Council on matters relating to design of the Converter Station, including engagement with local design panels, which will inform the evolution of the final design.
		Converter station location, design, onshore route location	**Proposed River Fromus Crossing** The County Council has significant concerns regarding the proposed bridge over the River Fromus for permanent access to the converter station site. Regarding the proposed scale of the bridge potentially being up to six metres in height with a span of over 150 metres, including embankment, the County Council considers the crossing to be a disproportionate solution to the requirement of permanent access to the converter station site which would have significant impacts on the landscape, adjacent heritage assets and the water environment. The setting of the crossing, within land to the south of Saxmundham and east of B1121, has been identified as	N	The height of the bridge over the River Fromus has been increased due to feedback National Grid received from the Environment Agency during Statutory consultation. The Environment Agency has requested a bridge height of 6 m due to concerns regarding compliance with the Water Framework Directive. However, National Grid's preference is for a 4 m high bridge and so two bridge height options (4 m and 6 m) have been taken forward to the DCO submission and dialogue with the Environment Agency on this matter is ongoing. **Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment and Application Document 6.3.2.1.D ES Appendix 2.1.D Visual Amenity Baseline and Assessment** set out an assessment of landscape and visual effects for construction, operation and maintenance including consideration of the proposed River Fromus bridge crossing notably on

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			sensitive by the Suffolk Coastal Sensitivity Assessment (2018) due to the views of Hurts Hall, St John the Baptist Church, and the town beyond.		the approach to Saxmundham and visual amenity from recreational users to the west. The assessment considers the design set out within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. A full assessment of the potential for impacts on the setting of heritage assets, including the Saxmundham Conservation Area (including the Church of St John the Baptist), the Grade II listed Hurts Hall, and the associated non-designated parkland is included in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**. This assessment is supported by visualisations/photomontages prepared in consultation with heritage stakeholders including East Suffolk Council. An assessment of the proposed crossing on the water environment is presented in **Application Document 6.2.2.4 Part 2 Suffolk Chapter 4 Water Environment**. This assessment is supported by modelling of the Fromus and the proposed crossing design, and concludes that there would be no likely significant effects.
		Traffic and transport	The County Council notes that the rail bridge between the proposed access and the A12 currently has restrictions for Abnormal Indivisible Load (AIL) movements due to concerns over its structural condition. Access for large or heavy vehicles through Saxmundham would not be regarded as a viable option. The County Council expects the promoter to undertake a comprehensive and transparent review of the alternative access options, prior to submission, to demonstrate that no alternative less harmful route exists, and publish their findings. In the event of a less damaging access option being identified, the County Council considers it appropriate for the promoter to amend the Draft Order Limits, red line, to accommodate this alternative option.	N	Details on the likely routes to be used by abnormal loads and the constraints along these routes are contained within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**. It is expected that the contractor will review all access constraints in more detail at a later stage and carry out any additional assessments (including structural assessments) where necessary. Alternative routes or temporary works will also be used if necessary. It is acknowledged that the weight limit on the road over rail bridge on the B1121 will need to be assessed further for AIL movements. Given the low number of movements required (7 transformer movements) it is proposed that temporary works to bridge the structure could be used to enable delivery of the transformers. This would require a road closure of the B1121 to facilitate the works and vehicle movements. National Gris is maintaining ongoing discussions with the County Council Highways team, regarding the matter of access to the site.
		Traffic and transport	**Access to Saxmundham from Sternfield and Benhall Suffolk County Council** The County Council is concerned regarding the likely impacts of increased traffic and disruption caused by the preferred access route to the converter station site via the B1121 on communities to the south of Saxmundham, which rely on the town for shops and services, including the villages of Benhall and Sternfield.	N	The assessment set out within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** includes the routes from the A12 towards the proposed converter station on the B1121 south of Saxmundham. The construction access route will pass the northern extent of Benhall but will not pass the key services and facilities within the village.
		Timescales / programme, health and wellbeing, walking, cycling and horse-riders	**Working Hours** The County Council has significant concerns at the proposed core working hours being amended to include 7am to 5pm on Sunday and Bank Holidays. The potential for construction activities taking place within the additional core working hours stated could result in	N	The proposed extended working hours have been appropriately considered within **Application Document 6.2.2.10 Part 2 Suffolk Socio-Economics, Recreation and Tourism** informing the sensitivity value of PRoW and recreational routes. To give National Grid the flexibility to deliver the construction programme on time and incorporate standard industry working patterns, it has identified a need to include 7am to 5pm working on Sundays and

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			communities in the locality having no respite from construction traffic and contribute to substantial impacts on the mental health and wellbeing of those communities. The promoter must consider the community wellbeing impacts of the proposed working hours. The possibility of construction activities and associated traffic on Sundays and Bank Holiday in an area which is partly within the Suffolk Coasts and Heaths National Landscape is likely to have substantial impacts on Public Rights of Way (PRoW) and roads used for recreational purposes at times when they are most frequently used. This in turn is likely to affect local tourism due to the potential in a reduction of visitor numbers caused by the disruption. The County Council notes that the potential impacts have been recognised by the applicant in 1.3.18 of the Executive Summary, however, impacts of the Sea Link construction must also be considered cumulatively with other NSIPs both in terms of geographical proximity and or overlap of construction timelines. The County Council insists that the applicant must consider the repeated impacts on communities if the projects (Sea Link, LionLInk and Nautilus) are delivered sequentially, for example the loss of amenity and health benefits when PRoW are repeatedly closed and reopened which will discourage use.		bank holidays within the core working hours. The proposed construction core working hours (unless otherwise approved by the relevant Local Planning Authority) for all terrestrial works in Suffolk and Kent are: • Monday – Friday: 0700 to 1900; and • Saturday, Sunday and Bank Holidays: 0700 to 1700. Whilst this change gives National Grid the flexibility to carry out works when and where needed, it does not expect construction activity to take place on every Sunday or bank holiday. There will be restrictions on the type of activity that can occur on these days and these will be secured via Requirement 7 of Schedule 3 of the draft DCO (**Application Document 3.1**). The restrictions include limiting HGV and percussive piling activities. Further details of this mitigation are set out within the **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured via Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Details relating to the proposed construction working hours and any associated restrictions are contained in **Application Document 6.2.1.4 Part 1 Chapter 4 Description of the Proposed Project**. The assessment of socio-economic, recreation and tourism concludes that there are no anticipated significant effects on PRoW and recreational routes as a result of the Proposed Project. **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Inter Project Cumulative Effects** details the cumulative socio-economics impact of the Proposed Project in combination with other local projects. It is concluded that there are no anticipated significant socio-economic effects on PRoW and Recreational Routes. **Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment** sets out an assessment of landscape significant effects for construction, operation and maintenance, including consideration of the effects on the Suffolk Coast and Heaths AONB. **Application Document 6.3.2.1.D ES Appendix 2.1.D Visual Amenity Baseline and Assessment** sets out an assessment on the visual significant effects for construction, operation and maintenance, including consideration of users of the local PRoW network where appropriate. The assessment considers the design set out within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Legislation and policy inc. permits, onshore mitigation	**General Comments** **National Policy** The County Council acknowledges the need to increase renewable energy generation, the increasing demand for new additional generation and the UK Government's legal obligation to achieve Net Zero emissions by 2050, as supported by research and publications by the Committee for Climate Change.	N	National Grid notes the Council's acknowledgement of the urgent need for new electricity transmission infrastructure and that the project will be considered against the relevant Energy National Policy Statements (NPSs) that were published in November 2023 and came into for force in January 2024. NPS EN-1 sets out at paragraphs 3.2.6 to 3.2.8 that the Secretary of State should give substantial weight to the need for energy infrastructure covered by the NPS and is not required to consider separately the specific contribution of an individual project to satisfying the need established in the NPS.

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			The Government issued the revised version of the National Policy Statements on 22 November 2023, with the amendments having full effect in relation to 'those applications for development consent accepted for examination, after the designation of those amendments', which will include the Sea Link proposals. The National Policy Statement, EN-1, is the UK Government's overarching strategy for energy. The County Council would like to draw the applicant's attention to the following assessment requirements: • 'Applicants for Critical National Priority (CNP) infrastructure must continue to show how their application meets the requirements in this NPS and the relevant technology specific NPS, applying the mitigation hierarchy, as well as any other legal and regulatory requirements.' • 'Applicants must apply the mitigation hierarchy and demonstrate that it has been applied. They should also seek the advice of the appropriate SNCB or other relevant statutory body when undertaking this process. Applicants should demonstrate that all residual impacts are those that cannot be avoided, reduced, or mitigated.' • 'Applicants should set out how residential impacts will be compensated for as far as possible. Applicants should also set out how any mitigation or compensation measures will be monitored, and reporting agreed to ensure success and that action is taken. Changes to measures may be needed e.g. adaptive management. The cumulative impacts of multiple developments with residual impacts should also be considered.' The National Policy Statement (EN-5) is the UK Government's strategy for electricity network infrastructure. This policy statement applies to transmission systems and associated infrastructure (e.g. substations) and sets out the general principles that should be applied in the assessment of the application for development consent.		National Grid also notes the Councils' acknowledgement that the project comprises Critical National Policy (CNP) infrastructure, as defined in NPS EN-1. National Grid notes the extracts of NPS EN-1 identified by the Council, although it would have been helpful if paragraph references had been provided. National Grid has set out its analysis of the compliance of the project with NPS EN-1, EN-3 and EN-5, and other policy that may be considered important and relevant in its Planning Statement. This includes consideration of the application of the mitigation hierarchy for the Proposed Project, as is the subject of the NPS EN-1 sections the Council has referred to. National Grid notes that there appears to be a typographical error in the third bullet point in paragraph 4.3 of the Council's response. This appears to be a quotation from NPS EN-1 paragraph 4.2.12 and should read "residual impacts" not "residential impacts NPS EN-1 acknowledges that even after the application of the mitigation hierarchy, it is likely that some significant residual effects will remain, including at paragraphs 3.1.2 and 4.1.7, the latter of which states: "Where this NPS or the relevant technology specific NPSs require an applicant to mitigate a particular impact as far as possible, but the Secretary of State considers that there would still be residual adverse effects after the implementation of such mitigation measures, the Secretary of State should weigh those residual effects against the benefits of the proposed development. For projects which qualify as CNP Infrastructure, it is likely that the need case will outweigh the residual effects in all but the most exceptional cases..."
		Climate change	**Suffolk County Council Energy and Climate Adaptive Infrastructure Policy** The County Council has declared a climate emergency and is therefore predisposed to support projects which are necessary to deliver Net Zero Carbon for the United Kingdom (UK). The County Council updated its energy infrastructure policy in May 20231, setting out its overall stance on projects required to deliver Net-Zero Carbon for the UK. However, proposals	N	National Grid notes this local policy (Suffolk County Council Energy and Climate Adaptive Infrastructure Policy), which does not form part of the Development Plan and is giving it due consideration. The Proposed Project has been subject to an EIA to assess its likely significant effects and identify measures that would be put in place to reduce or remove those effects, and where possible, opportunities for additional enhancements.

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			will not be supported unless the harms of the projects alone, as well as cumulatively and in combination of other projects, are adequately recognised, assessed, appropriately mitigated, and if necessary, compensated. Suffolk County Council's Energy and Climate Adaptive Infrastructure Policy https://www.suffolk.gov.uk/asset-library/energy-and-climate-adaptive-infrastructure-policy.pdf		National Grid also notes that paragraph 4.1.15 of NPS EN-1 sets out that where there is a conflict between local policy documents and a NPS, the NPS prevails for the purpose of the Secretary of State's decision-making, given the national significance of the infrastructure.
		Coordination with other projects	**Sea Link Proposals - Coordination with Other Projects Suffolk County Council** The County Council maintains its stance that coordination between projects, including the utilisation of closely parallel onshore cable routing, should be a top priority in order to minimise the impacts upon the Suffolk coastline. In respect of this stance, the County Council notes that the Sea Link proposals have been designed to coordinate with two further projects with regards to providing space at landfall at Aldeburgh, the converter station site east of Saxmundham, and the cable corridor from landfall to the converter station, via the consented but as yet unbuilt substation at Friston. This would be in accordance with National Policy Statement EN-5 2.15.1 which states that coordinated approaches to delivering offshore and onshore transmission, to minimise overall environmental, community and other impacts, as set out in detail in EN-5, must be considered. However, it is noted that the Draft Order Limits for the Sea Link proposals have been reduced to reflect land required for this project only, whilst still stating that the project can still coordinate with other projects at landfall and the converter station site.	N	National Grid is coordinating with other developers of large scale infrastructure projects in Suffolk, noting that other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are set out in **Application Document 7.10 Coordination Document**, which provides an overview of National Grid's approach to coordination to date and an assessment of the Proposed Project against the relevant paragraphs from NPS EN-1, EN-3 and EN-5 in the context of coordination activities. The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with the LionLink and Nautilus projects in Suffolk where it is feasible. The assessment of inter-cumulative effects with these other proposed developments is also considered in the ES within the **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
		Coordination with other projects	**National Grid Ventures (NGV) Emerging Proposals and their Coordination with Sea Link** **LionLink** In March 2024, NGV announced that LionLink will be removing the Aldeburgh landfall option from its proposals, stating a preference for a landfall further north at Southwold or Walberswick. The LionLink proposals still include co-locating the converter station alongside Sea Link at the site near Saxmundham. In response, the latest Sea Link proposals have removed LionLink cables and refined the Draft Order Limits to take out areas NGV may require for their future projects' converter stations. As stated in its response to the Statutory Consultation, the County Council reiterates that the failure to coordinate with LionLink could lead to the County Council objecting to the	N	Noting that other projects are outside the control of National Grid, it is coordinating with other developers of large scale infrastructure projects in Suffolk as far as is practicable. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are set out in **Application Document 7.10 Coordination Document**. The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with the LionLink and Nautilus projects in Suffolk where it is feasible. The assessment of inter-cumulative effects with these other proposed developments is also considered in the ES within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. National Grid and NGV will maintain ongoing dialogue around coordination as the respective projects progress.

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			LionLink proposals at the next stage of consultation due to the lack of coordination with Sea Link. The County Council notes that the Sea Link proposals still retain space to coordinate with future projects.		
		Coordination with other projects	**Nautilus** Nautilus is a proposed scheme to construct a subsea multi-purpose interconnector (MPI) between the United Kingdom and Belgium. Although connection for Nautilus was initially proposed for the Suffolk Coast, the project promoter, NGV, in response to the community concerns regarding the number of energy projects proposed for East Suffolk, has been considering an alternative option to connect on the Isle of Grain in Kent. In March 2024, the energy regulator, Ofgem announced that it did not approve the Isle of Grain proposals due to the cost of upgrading the network around Grain to transmit power between Nautilus and the electricity system being too high. Therefore, on 15 July 2024, Ofgem stated that it is consulting on the possibility of Nautilus connecting at Friston, due to the cost being lower, as fewer reinforcements and upgrades are required to transmit energy from Nautilus to the wider electricity network. This consultation closes on 15 August 2024. It is important that the applicant for Sea Link considers the scenario of Nautilus connecting to the proposed Friston substation and the implications and impacts of a third project being planned in the locality of the Sea Link and LionLink, considering what potential coordination opportunities may exist to minimise impacts to the host communities, highways network and natural environment should all projects receive development consent.	N	The assessment of co-location with the two National Grid Ventures projects, LionLink and Nautilus, in Suffolk 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. National Grid is coordinating with other large scale infrastructure projects in Suffolk, noting that other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are contained in **Application Document 7.10 Coordination Document**. The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with Nautilus in Suffolk where it is feasible. The assessment of inter-project cumulative effects with Nautilus is also considered in the ES within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
		Consultation	**Project Engagement** The timing of the targeted consultation, overlapping the start of the school summer holiday and the Ofgem consultation for Nautilus and the length of the consultation period of five weeks has made full engagement by relevant internal stakeholders and host communities challenging. The County Council notes that the timing of this consultation was affected by the announcement of the General Election, which subsequently took place on 4 July 2024, however, engaging effectively with communities already extremely concerned with the potential cumulative impacts of several NSIP proposals in their area is essential in building trust and allowing both sides to understand the potential impacts and	N	National Grid acknowledge the County Council's comments regarding the timing of the consultation and acceptance of factors such as the General Election. Whilst also mindful of the effects of consultation fatigue on local communities, the timing of engagement was equally influenced by the need to ensure that the targeted consultation was completed as soon as possible in order to enable consideration of responses and the continued development of the design proposals in the light of responses to the consultation, the timing requirements of the DCO application process and the overall required delivery date for the Proposed Project.

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			potential opportunities for mitigation through community benefits. The County Council is likely to raise the shortcomings of the Sea Link engagement in its Adequacy of Consultation response at the time of submission.		
		Coordination with other projects, legislation and policy inc. permits	**Coordinated Consenting Approach** In the County Council's response to Sea Link's Statutory Consultation it was noted that the OCSS funding announcement by Government on 5 December 2023 stated that a consortium of Sea Link and the offshore windfarm proposals of North Falls and Five Estuaries will receive funding to explore coordination between the projects. This feasibility assessment for coordination is still ongoing as of July 2024. Given the spatial interdependencies of Sea Link, LionLink and the emerging proposals of Nautilus and the expectation of the amended National Policy Statements (NPS) for coordinated approaches, the County Council consider it essential for the National Grid Group to fully align the projects both spatially and with their timing and development of their consenting in order to minimise the impacts of their projects on the communities and environment of the area. Such an approach would also be in accordance with both the amended National Policy Statements (NPS) and National Grid's own Responsible Business Chapter. However, the recent Non-Statutory Consultation for LionLInk put forward landfall and cable route options which would not allow coordination with the Sea Link proposals. The alignment of project development and consenting by the National Grid Group would potentially allow the Planning Inspectorate (PINs) to consider both projects simultaneously, using a single panel of examiners to achieve coordinated consenting. This approach not only would reduce the impact of the consenting process on communities and statutory consultees, but it would also allow for a more efficient and effective examination of the issues relating to coordination and cumulative impacts and therefore could significantly improve public confidence regarding the consenting and delivery of these projects.	N	A decision was made by Government on the OCSS and National Grid published a statement on its website in September 2024 (after the close of Targeted consultation) explaining the outcome. National Grid acknowledges the Council's concerns on this matter and is exploring approaches to coordination in consenting and delivery with other projects where opportunities are available, including the colocation of infrastructure where it can be demonstrated that this will support reductions in cumulative impacts. However, National Grid has no control over the timescales of other projects, all of which need to submit applications through the DCO process and gain development consent for their individual assets in order to be installed. National Grid as a national infrastructure provider is seeking to deliver the Government's policies regarding net zero by 2050, while the Proposed Project is designed to meet specific network reinforcement needs arising from grid connection agreements that National Grid must fulfil by 2030. National Policy Statements (NPS) EN-1, EN-3 and EN-5 set out an expectation for undertakers of individual projects to collaborate and co-ordinate with other major infrastructure projects in close proximity or where there are direct overlaps between projects. Further details on National Grid's approach to coordination and how these policy expectations have been addressed are set out in **Application Document 7.10 Coordination Document**. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. Therefore, delivery outside of this area would not fulfil the network reinforcement requirement that the Proposed Project is intended to provide. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);**

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					• **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Inter-project cumulative effects	**Cumulative Impacts** Current timelines suggest that Sea Link will be under construction alongside several other NSIPs in the same area, including Sizewell C, LionLink and those promoted by Scottish Power Renewables (SPR). Notwithstanding the proposed extension to the core working hours, significant impacts are expected with regards to traffic on the routes leading to, and in proximity, to the Suffolk Coast, local housing, services, and labour supply. The County Council encourages NGET to continue discussions with other developers scheduled to be undertaking construction at the same time, including Sizewell C, National Grid Ventures, and Scottish Power Renewables to minimise highways impacts on the host communities with regards to requirements for materials and associated HGV movements, workforce numbers and traffic management on the highways network. The accumulation of several NSIPs under construction at the same time is expected to impact tourism both in visitor perception and visitor numbers on the Suffolk Coast, and the County Council considers it essential that the promotor engages with local businesses and the host communities to discuss potential impacts and community benefits. The applicant should identify businesses, in particularly associated with recreation and tourism in close proximity to the red line boundary of the scheme, to assess potential impacts to these organisations of the construction works and access routes.	N	National Grid is coordinating with other developers of large scale infrastructure projects, noting that other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are set out in **Application Document 7.10 Coordination Document**. The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with other projects where it is feasible. The assessment of inter-cumulative effects which assesses combined impacts with other proposed developments alongside the Proposed Project is presented within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects and Application Document 6.2.3.13 Part 3 Kent Onshore Scheme Chapter 13 Inter-Project Cumulative Effects**. Changes to core working hours have been considered in this assessment. Mitigation to minimise highway impacts on local communities has been addressed in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** and any potential cumulative traffic and transports impacts have been assessed in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. Tourism and community benefits are addressed within the inter-project cumulative effects assessment as well as **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. National Grid supports the delivery of community benefits associated with transmission infrastructure, and already has a number of established programmes which deliver this. The former Government consulted on community benefit options associated with transmission infrastructure, and proposed the introduction of guidance in this regard. National Grid support this and believe it should be flexible, allowing community benefits to respond to local and regional need. Whilst it awaits clarity on the Government's position, it is working to understand local and regional aspirations and priorities in relation to community benefits. It welcomes the suggestions for delivering community benefits

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					and as the Proposed Project progresses and it will maintain dialogue with the County Council and other stakeholders to further inform its approach. National Grid will endeavour to set up a Community Liaison Group made up of a diverse range of stakeholders and agree an approach towards keeping the community updated and addressing concerns that may arise. The Proposed Project website will be kept up to date in order to publicise activities and provide updates to stakeholders who have registered their interest, along with social media and other digital forms of engagement. As construction begins, community organisations and charities will have access to The Community Grant Programme in areas where National Grid's work is impacting on local people through its operations and site activities. During the construction phase, the community relations methodology and approach will focus on keeping people informed about the start of the work - what National Grid is doing, why, preparatory work and provide information regarding traffic movements, key milestones, other construction activity and Proposed Project completion. Impacts on recreation and tourism have been identified within **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism** and cumulative impacts have been addressed within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
		Design	**Overview of the County Council's Position on the specific proposals** The County Council raises a holding objection to the Sea Link proposals for the following reasons: • River Fromus Crossing – The emergence of the preferred access option and in particularly the significant impacts of the proposed River Fromus crossing, documented in this response, provides a disproportionate solution in creating a permanent access to the converter station site. – The County Council expects the promoter to complete a comprehensive assessment of alternative access options and publish their findings publicly, prior to the DCO application, to justify the selection of the preferred route, including conclusive evidence that no less harmful options are viable.	N	It is necessary for a permanent access to be provided for the converter station during the operational phase using a crossing of the River Fromus. However, alternative mitigation access points are being explored as a potential alternative to the River Fromus bridge during the operational phase if the bridge is not deemed acceptable for use by the local authority.

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		Timescales / programme	• Addition of 7am – 5pm on Sundays and Bank Holidays to core working hours – The potential for construction activities to take place 7 days a week and Bank Holidays could leave host communities with very little respite from the impacts of the development of the Sea Link proposals, including disruption to local roads and PRoW used for recreational activity at times when they are most frequently used and the associated impacts on local amenity, tourism and the mental wellbeing of host communities. – This stance is consistent with the County Council's concerns raised in relation to the NGET DCO application for the Bramford to Twinstead grid reinforcement scheme.	N	To give National Grid the flexibility to deliver the construction programme on time and incorporate standard industry working patterns, it has identified a need to include 7am to 5pm working on Sundays and bank holidays within the core working hours. The proposed construction core working hours (unless otherwise approved by the relevant Local Planning Authority) for all terrestrial works in Suffolk and Kent are: • Monday – Friday: 0700 to 1900; and • Saturday, Sunday and Bank Holidays: 0700 to 1700. Whilst this change gives National Grid the flexibility to carry out works when and where needed, it does not expect construction activity to take place on every Sunday or bank holiday. There will be restrictions on the type of activity that can occur on these days. The restrictions include limiting HGV and percussive piling activities. Details relating to the proposed construction working hours and any associated restrictions are contained in **Application Document 6.2.1.4 Part 1 Chapter 4 Description of the Proposed Project**. The working hours are secured by Requirement 7 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Coordination with other projects	In addition, the County Council continues to have concerns regarding: • the belief that Sea Link should fully coordinates consenting, construction, and operation, with the LionLink project and with the evolving proposals for the Nautilus project; and that it is the responsibility of National Grid Group to manage the operation of its subsidiaries to achieve this, to effectively minimise harm to the environment and communities of Suffolk.	N	The assessment of co-location with the two National Grid Ventures projects, LionLink and Nautilus, in Suffolk 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. National Grid is coordinating with other large scale infrastructure projects in Suffolk, noting that other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are contained in **Application Document 7.10 Coordination Document**. The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with Nautilus in Suffolk where it is feasible. The assessment of inter-cumulative effects with Nautilus is also considered in the ES within the **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
		Coordination with other projects	• the need for a masterplan for the converter station site to manage placemaking of new large scale industrial infrastructure in an area where construction of this scale has not previously existed.	N	An iterative process of design and assessment has informed the siting and routeing of the Suffolk Onshore Scheme to minimise effects on landscape character and visual amenity. Landscape mitigation proposals are identified in Proposed Project Design and Embedded Mitigation section of **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual** and also within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**.

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					National Grid is coordinating with developers of other large scale infrastructure projects, noting that other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are set out in **Application Document 7.10 Coordination Document**.
		Coordination with other projects	• the requirement to coordinate construction operations with other projects in the area, including Sizewell C and NGV projects, where possible, to minimise impacts on the surrounding transport network.	N	As mentioned, National Grid is coordinating with other developers of large scale infrastructure projects in Suffolk, noting that other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are set out in **Application Document 7.10 Coordination Document**. The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with Nautilus and LionLink in Suffolk where it is feasible. The assessment of inter-cumulative effects with Nautilus, LionLink, Sizewell C, and other proposed developments is also considered in the ES within the **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**, based on **Application Document 6.3.1.5.C ES Appendix 1.5.C Inter-Project Cumulative Effects Short List**, which includes more than 25 developments (also including Sizewell C Nuclear Power Station, East Anglia ONE North Offshore Windfarm and East Anglia TWO Offshore Windfarm). This includes assessment criteria relating to traffic and transport, as covered within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**.
		Water environment	• The flood risk associated with the construction and operation of Friston substation which remains within the proposals for Sea Link, in the case that the substation is not delivered by the third party who has consent (Scottish Power Renewables (SPR)). Sea Link's Order Limits currently do not appear to provide sufficient space for drainage and mitigation which was secured under SPR's DCO consent for East Anglia One North and Two.	N	The Proposed Project has carefully considered and assessed two scenarios linked to Friston substation, be that the scenario whereby the station is built by SPR, or built under the Proposed Project's DCO. In each of the scenarios, sufficient space has been reserved within the Order Limits to provide for the necessary capture, storage and control of surface water runoff, to prevent increases in flood risk. Further details are contained in **Application Document 6.8 Flood Risk Assessment and Application Document 6.2.1.4 Part 1 Introduction Description of the Proposed Project**.
		Construction - general	• the requirement that the promoter must provide management plans in outline at DCO stage, to be discharged in detail once main contractors are appointed following any consent. The Council considers that it would not be acceptable for final management plans to be secured only as part of the initial DCO submission.	N	Noted, it is the case that the management plans that are submitted with the DCO application are outline and will be updated in advance of construction commencing following the determination of the DCO application. Further details are set out in **Application Document 7.5.2 Outline Offshore Construction Environmental Management Plan and Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan**.
		Cultural heritage, Onshore mitigation	**Site specific key Issues raised by the technical comments**	N	National Grid acknowledges this feedback. With regard to the field at TM4402858566, this has been removed from the Order Limits. All archaeological findings to date have been discussed with the County

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			This section provides a brief summary of key issues raised by the technical departments of the County Council. These should be read in conjunction with the full technical comments on the proposals which can be found in Appendix A. **Archaeology** Geophysical survey has been completed for the majority of previous order limits, showing multiple areas of previously unknown features of likely archaeological origin. In communication with NGET's consultants, two phases of trial trenching prior to the final application have been agreed with Phase 1 starting in July 2024. The Written scheme of Investigation (WSI) for Phase 1 has been approved. These phases cover a large proportion of the order limits. Any remaining areas within the order limits not included in Phase 1 or 2 trenched evaluation will require evaluation if consent is granted. All haul roads and compounds etc. will need suitable evaluation and mitigation. Haul roads and access for recent NSIPs have been completely destructive, the assumption should be that they will be destructive unless proved otherwise. The field at TM4402858566 is a large addition. The County Council would recommend that as elsewhere, this receives geophysical survey in advance of trial trench evaluation to understand what archaeology exists, its significance and preservation, and to inform possible mitigation. There is a possible ring ditch/barrow (FRS 015) at the centre of the site, with possible mound still in existence, which suggests that further remains (including human remains) may be present.		Archaeologist and any further finds or survey requirements will be factored into ongoing discussions.
		Terrestrial ecology, landscape and visual, onshore mitigation	**Ecology** The County Council understands that ecological survey work is ongoing but have yet to see any results or analysis of the full suite of surveys. Whilst the County Council welcome an enhancement of the riparian habitat at the River Fromus, there is concern that an important Chestnut tree is right in the path of the proposed bridge over that River. Although issues relating to trees will fall within the remit of East Suffolk Council, The County Council would like to see how the loss of this important tree can be avoided and what the compensation will be should that not be possible.	N	Suffolk County Council have been kept informed of surveys ongoing and survey reports have been shared as soon as they are available. The County Council has also been talked through a summary of the impact assessment against each receptor. The impact on the chestnut tree is noted and following Targeted consultation the location of the bridge over the River Fromus has been amended to preserve this feature.
		Traffic and transport, design	**Highways**	N	The B1121 The Street, Sternfield, is not proposed for construction access. The proposed access for the eastern abutment works for the bridge is from the B1119 via Saxmundham; HGV numbers have been

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			Suffolk County Council B1121 South Entrance, Saxmundham, embankment and bridge over the River Fromus The County Council notes that the rail bridge between the proposed access and the A12 has restrictions for Abnormal Indivisible Loads (AIL) due to ongoing concerns regarding its structural condition. Access for large or heavy vehicles via Saxmundham would not be considered viable. Regarding the proposed River Fromus crossing, the County Council would require clarification from the applicant regarding access for construction of the bridge. A route will be required to service the eastern embankment and bridge abutment and it is unclear whether this would be via the B1119 or B1121. This would potentially contradict the statement made within the PEIR Table 1.1 which states that construction traffic would not use the B1121, The Street. Sternfield.		limited for these works to less than 10 HGVs per day to limit the impact on Saxmundham. National Grid is aware that a weight restriction was imposed on the Benhall Road over the rail bridge in December 2024 and understands that a structural assessment of the structure has been undertaken by the Council but has not yet received a copy of this assessment. The AIL access strategy will be further reviewed by the contractor in liaison with the Council's structures and highways teams. Alternative routes or temporary works may be used if required following further assessment.
		Landscape and visual	The Draft Order Limits do not appear to allow space for landscaping to mitigate the visual impact of the access road on the eastern side of the valley, particularly as the update document plans show the road is on a slight spur.	N	Landscape mitigation proposals are identified in Proposed Project Design and Embedded Mitigation section of **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual** and within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**.
		Water environment, traffic and transport	The same plan also appears to show the attenuation ponds for the access road to be beyond the permanent access limits of deviation (indicated by a yellow dashed line). As Local Highways Authority (LHA), the County Council would expect the applicant to demonstrate the resilience of this link in terms of flood risk and long term maintenance to provide reassurance that it will remain viable and that operational access will no be required from elsewhere on the local road network, for example, the cross sections of the bridge and embankment do not show potential flood levels and it is unclear what load category the bridge will be designed to and whether it will take the maximum expected AIL loading.	N	As assessed within the **Application Document 6.8 Flood Risk Assessment** the proposed bridge design is such that it would remain operational in times of flood flow conditions. Therefore, an alternative operational point of access is not expected to be required. The bridge will be designed to accommodate all construction, operation, maintenance and demolition traffic loadings. The access LODs are for the road alignment, permanent rights for drainage assets will be obtained outside of these LODs, but within the Proposed Project Order Limits. The LOD are shown in **Application Document 2.5.1 Work Plans – Suffolk**.
		Legislation and policy inc. permits, traffic and transport, safety	**Joint Emergency Planning Unit** 6.12 The County Council has a statutory duty under Radiation Emergency Preparedness and Public Information Regulations 2019 (REPPIR 19) to consider the development with respect to the existing Sizewell off-site emergency plan due to the proposed site(s) being within 10 km within the Extended Emergency Planning Zone for Sizewell B power station. 6.13 The Sea Link proposals alongside other concurrent projects in the area are within the Extended Emergency Planning Zone (as identified in the Suffolk Radiation Emergency Plan) and will place significant challenges on the emergency services and other agencies' ability to respond to	N	National Grid is engaging with the County Council and other developers operating in the area, and will seek to engage with the local emergency services prior to submission of the DCO in order to discuss and understand any matters of concern relating to emergency planning. 6.14 - The assessment set out within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** considers flows associated with the construction phase for the Suffolk Onshore Scheme. Any road closures would be specific to abnormal loads and would be subject to agreement with the local authority.

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			emergencies in this area. In particular, the A12, A1094, B1119 and B1121 form important emergency routes for access or evacuation from the area around Sizewell B. 6.14 Construction traffic movements need to be coordinated with other projects to minimise adverse impacts to the radiation emergency plan and the ability of the emergency services to respond to an incident at Sizewell B.		
		Landscape and visual	**Landscape** **Suffolk County Council** The County Council notes that it appears that a considerable amount of land has been removed from the draft order limits, where it was previously proposed to create open access land for the use by residents of Saxmundham. Providing an open access for recreational use seemed a reasonable approach and offer to the community to mitigate and compensate for the impacts on the local rights of way network resulting from the proposed scheme, irrespective of the potential co-location of other schemes. It is anticipated that the proximity and proposed scale of the River Fromus bridge, its approaches, and the resultant substantial and permanent loss of existing wooded vegetation would result in even greater significant adverse effects on the local landscape character and the setting of Hurts Hall as well as St John The Baptist's Church, Saxmundham (Grade II* Listed Building) than previous proposals. There is particular concern for a centuries-old Chestnut tree, which could be of national significance, which is located within the access corridor. The County Council must reiterate the importance of a clear vision for the landscape for the whole of the project, in particular for the converter station site. The development and design of the converter station site should include additional opportunities for recreation and other community benefits and should be developed with input from the local communities, through proactive engagement with Saxmundham, Benhall and Sternfield. The County Council is concerned that the reduction in the draft order limits in this location is moving away from this approach. Regarding the proposed River Fromus bridge crossing, the land to the south of Saxmundham and east of the B1121 was identified as sensitive by the Suffolk Coastal Settlement Sensitivity Assessment (2018) due to the views of Hurts Hall, St John the Baptist Church, and the town beyond. The area is identified as 'important landscape as a rural approach to Saxmundham reinforcing its setting within the Fromus valley.	N	Landscape mitigation proposals are identified in Proposed Project Design and Embedded Mitigation section of **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual** and within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**. A design principle of the outline landscape strategy seeks to increase the green infrastructure opportunities providing additional recreational links between Saxmundham and Sternfield and the wider PRoW network to the east. Open access has also been provided in the landscape around the Saxmundham Converter Station, as discussed through stakeholder consultation. **Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment** sets out an assessment of landscape effects for construction, operation and maintenance, including consideration of the River Fromus bridge and the southern approach to Saxmundham. The assessment considers the design set out within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. A full assessment of the potential for impacts on the setting of heritage assets, including the Saxmundham Conservation Area (including the Church of St John the Baptist), the Grade II listed Hurts Hall, and the associated non-designated parkland is include in the Cultural Heritage Chapter. This assessment is supported by visualisations and photomontages prepared in consultation with heritage stakeholders including East Suffolk Council. The final location of the Fromus Bridge has been amended to allow the retention of all veteran or ancient trees in this location. Impacts to trees is detailed within the **Application Document 6.10 Arboricultural Impact Assessment**.

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		Walking, cycling and horse-riders	**Public Rights of Way (PRoW)** The County Council welcomes that the emerging design now has fewer temporary PRoW diversions and closures. The County Council is also pleased that PRoW are correctly labelled in the Additional PEIR Version A, in accordance with the SCC Definitive Map	N	Acknowledgement on reduced impacts to PRoW is welcomed.
		Walking, cycling and horse-riders	The County Council continues to request that PRoW and amenity are dealt with in their own chapter within the Environmental Impact Assessment (EIA), rather than being distributed across various chapters, in order that potential impacts on PRoW can be properly understood.	N	National Grid acknowledges the concern raised by Suffolk County Council and has been in touch directly regarding this matter. It is proposed to continue to assess PRoW following established practice in EIA. It is not conventional for an ES to have its own PRoW topic chapter. It is recognised that Sizewell C has a separate Amenity and Recreation chapter focusing on PRoW, but it is noted that most other local EIA schemes in Suffolk (East Anglia ONE North, East Anglia TWO and BTNO) also adopt the same approach as the Proposed Project EIA. It is important for an EIA to remain proportional in approach and remain focused on assessing the likelihood of significant environmental effects, and by introducing a PRoW chapter it would risk double counting of effects already being reported somewhere else in the ES. It is National Grid's view that the structure of the ES as proposed allows for a full assessment of all potential impacts on PRoW where there is the potential for significant environmental effects. Across the landscape and visual, traffic and transport, socio-economics, recreation and tourism and health and wellbeing topic assessments the aspects mentioned by Suffolk County Council will be covered. The concern that when considered individually, an impact might be assessed as not significant, but if the impacts had been considered collectively for that receptor, could be significant will be addressed within **Application Document 6.2.2.12 Part 2 Suffolk Chapter 12 Suffolk Onshore Scheme Intra-Project Cumulative Effects**, which will consider the combined effects on PRoW and their users, that have been identified across the various topic chapters. Importantly, it is not felt that a separate PRoW topic would result in any difference in the outcome of the assessment of overall impacts on PRoW, and the required mitigation. **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan - Suffolk** has been prepared which provides details of PRoW closures and diversions. Continued liaison with Suffolk County Council on this topic is ongoing.
		Walking, cycling and horse-riders	The reduction of the Draft Order Limits appear to have limited the applicant's ability to provide effective mitigation for the permanent diversion of the public footpath to Sternfield, and the temporary diversion of the footpath that connects Saxmundham to Friston and communities to the east. The reduced Draft Order Limits will also restrict opportunities for mitigation, for example around the north of the converter	N	The order limits as shown will be sufficient to accommodate the diversions and mitigation required. Further details are provided within **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**.

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			station site along the B1119, through the converter station site and beyond.		
		Walking, cycling and horse-riders, landscape and visual	Any alternative provided PRoW must be set within a screened and landscaped corridor and not feel constricted or unsafe for users. It is important to state that these routes are not just for recreation and holistic amenity, but they also form routes for Non-Motorised Users (NMU) to access local facilities and employment.	N	The principle that any diversions to PRoW should ensure that the routes are attractive for use is agreed and established within **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan - Suffolk**. The experience of users of diverted and existing PRoW has been considered within the development of the landscape strategy, which should be referred to within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**.
		Safety	**Suffolk Fire and Rescue (SFRS)** SFRS need to ensure that RVPs, access, and water supplies are appropriate for each work location and consider the final operational use and arrangements. Increased pressure is being placed on SFRS to consider the effects of our actions and tactics and these proposals and other National Infrastructure Projects must assist SFRS take appropriate and effective action in the event of an incident without having to mitigate control measures that were omitted.	N	As part of National Grid's standard design and consultation processes it is required to consider the impact of all constructed assets with regard to fire risk as part of its duties under CDM. In doing so National Grid will seek to engage with SFRS and other emergency services.
		Consultation	**Appendix A – Detailed Technical Comments Suffolk County Council** **Introduction** The County Council has gathered technical comments from its technical departments regarding the details contained within the Targeted Consultation. The full list of technical comments are as follows: • Archaeology • Ecology • Highways • Joint Emergency Planning Unit • Landscape • Lead Local Flood Authority • Public Rights of Way • Suffolk Fire and Rescue	N	National Grid acknowledges the feedback. Please refer to the corresponding rows in this document which provide responses to the feedback provided.
		Cultural heritage, onshore mitigation	**Archaeology** These comments are in addition to those provided to the 2023 Statutory consultation.	N	National Grid acknowledges the feedback. The field at TM4402858566 has now been removed from the Onshore Order Limits and as such falls outside of the Suffolk Onshore Scheme. New areas that have been added following statutory consultation have been added as part of the ecological mitigation and will not be subject to ground disturbance. As a result, impacts are not predicted.

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			Geophysical survey has been completed for the majority of previous order limits, showing multiple areas of previously unknown features of likely archaeological origin. In communication with Aecom and Stantec/Oxford Archaeology, two phases of trial trenching (informed by the geophysics results where available) prior to the final application have been agreed with phase 1 starting in July 2024. The Written scheme of Investigation (WSI) for Phase 1 has been approved. These phases cover a large proportion of the order limits. Any remaining areas within the order limits not included in Phase 1 or 2 trenched evaluation will require evaluation if consent is granted. All haul roads and compounds etc. will need suitable evaluation and mitigation. Haul roads and access for recent NSIPs have been completely destructive, the assumption should be that they will be destructive unless proved otherwise. The field at TM4402858566 is a large addition. At 7ha the County Council would recommend that as elsewhere, this receives geophysical survey in advance of trial trench evaluation to understand what archaeology exists, its significance and preservation, and to inform possible mitigation. There is a possible ring ditch/barrow (FRS 015) at the centre of the site, with possible mound still in existence, which suggests that further remains (including human remains) may be present. We understand from recent meetings that NGT (Sea Link) and NGV (LionLink) are looking into a data sharing agreement. The County Council would support this as it would avoid duplication of effort. We would further recommend that the northern part of the substation site (covered in part by the Phase 2 trenching) be evaluated at the same time as LionLink due to apparently complex and potentially significant features revealed by geophysics. It is highly likely that mitigation in this area over these remains will have to be undertaken in once instance by both Sea Link and LionLink at the same time. Most of the Friston Substation site has been evaluated by Scottish Power Renewables (SPR) with mitigation areas defined. Additional areas as part of Sea Link will require evaluation (to inform any mitigation) proportionate to size and impacts. Where order limits overlap with other schemes (notably LionLink and East Anglia 1N and 2) the applicants should negotiate responsibility for archaeological evaluation and mitigation. Comments on Additional Preliminary Environmental Information document 8.8 1.7.40 “However, it is assumed that the new features recorded would not be of		If the Suffolk Onshore Scheme changes and there is the potential for works that might result in impacts, archaeological works will be agreed with the Suffolk County Archaeologist and might include geophysical survey and evaluation trenching to inform assessment and any subsequent mitigation. This will include any area where the Suffolk Onshore Scheme has the potential to result in physical impacts and that were not evaluated as part of the evaluation trenching due to access issues, including haul roads and compounds. The value of any assets identified as part of this work will be assigned on a case-by-case basis and in line with the assessment methodology adopted for the Suffolk Onshore Scheme. Based on the result to date, it is unlikely that assets of national significance will be identified. However, we acknowledge that there is the potential for nationally significant assets to survive within the Order Limits. Where the Suffolk Onshore Scheme overlaps with other developments mitigation will be agreed to allow potential impacts to be mitigated in the most appropriate way. In a number of areas around Friston, the EA1/2 project commenced mitigated in autumn 2024 and as such the mitigation works will be completed by that project. In other areas where the schemes overlap, mitigation will agreed in consultation with the Suffolk County Archaeologist, and approved through an appropriate Written Scheme of Investigation. Further information contained in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage, Application Document 6.3.2.3.F ES Appendix 2.3.F Archaeological Trial Trenching Reports and Application Document 7.5.4.1 Outline Onshore Overarching Written Scheme of Investigation (OWSI) - Suffolk**. A register of all mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).

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			national significance based on current information," this cannot be confirmed until trial trenching has been carried out. 8.9 1.7.42 It cannot be assumed that topsoil stripping is not destructive to existing remains. understating of the nature and preservation of archaeological remains including depth and cover is essential.		
		Terrestrial ecology, landscape and visual	**Ecology** The County Council has attended a meeting with Sea Link's ecology consultants, AECOM where the changes have been explained and has also attended (and continue to attend) Suffolk Ecology Thematic Meetings. Ecological survey work continues, although the County Council have not yet seen the results and analysis of the full suite of surveys. The changes, as far as Suffolk is concerned, include: • Re-defining the Red Line Boundary, East of the Leiston Road, where it is in the vicinity of the Minsmere-Walberswick SPA (by narrowing the required corridor). • An area for delivering additional habitat for biodiversity alongside the River Fromus. The intention behind reducing the red line boundary in order to mitigate potential disturbance (vehicle noise, human movements, dust, drilling operations and construction.) is welcomed but the County Council is concerned as to how much difference this is likely to make in actuality. The whole mitigation package to reduce loss, damage and disturbance should set out how mitigation is to be achieved. Whilst the County Council also welcome an enhancement of the riparian habitat at the River Fromus, there is concern that an important Chestnut tree is right in the path of the proposed bridge over that River. The County Council would like to see how the loss of this important tree can be avoided and what the compensation will be should that not be possible. Another matter that has become known since the County Council's earlier representations is that the existing route shows an area of scrub and trees with the alignment apparently "threatening" the line of trees to the West of Leiston Road (and at the Southern extent of the RLB). Can loss or harm to these trees be avoided by a modest re-routing a little to the North? These comments aside, the County Council's comments remain as they did in the Statutory Consultation response.	Y	Suffolk County Council have been kept informed of ongoing surveys and survey reports have been shared as soon as they are available. The Council has also been talked through a summary of the impact assessment against each receptor. The impact on the chestnut tree is noted and the location of the bridge over the River Fromus has been amended to preserve that feature and further information is included in **Application Document 6.10 Arboricultural Impact Assessment**. While there is a change to National Grid's approach to Biodiversity Net Gain, a commitment to achieve 10% Biodiversity Net Gain remains and there are still plans for enhancement along the River Fromus as part of general ecological mitigation and enhancement. National Grid is currently developing a strategy to work in partnership with external organisations to deliver more meaningful and targeted Biodiversity Net Gain (i.e. to benefit protected and notable species listed within local biodiversity action plans and potentially included within incoming local nature recovery strategies (LNRS) and also work towards achieving priorities within the LNRS). This would be ongoing work post consent with aims of developing a partnership with stakeholders such as the Suffolk Wildlife Trust and the National Trust with the intention of funding landscape scale habitat restoration and creation through the purchase of biodiversity units.

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		Traffic and transport, design	**Highways** The County Council as the Local Highway Authority (LHA) makes the following comments. **Access points** **B1122 Leiston Road, North of Aldeburgh** As stated in previous responses (e.g. PEIR) concerns were raised regarding access for HGVs via the roundabout at the A1094 / B1122 junction in Aldeburgh during the EA1(N) / EA2 examination. Access from the north is similarly constrained by narrow roads in Leiston. Aldringham Lane between the B1122 and B1069 in Aldringham is unsuitable for construction traffic. To the west of the B1122 at the access point there are several mature trees that are likely to require removal to provide adequate visibility at the junction.	N	The construction vehicle routing has been designed to minimise impacts across the highway network (including the A1094, B1122 and B1069), as set out within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**. The traffic and transport assessment within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** does not identify any significant impacts on the highway network during the construction phase with the proposed embedded mitigation and control and management measures in place, including for the parts of the network identified (A1094, B1122, B1069).
		Traffic and transport, design	**B1069 Snape Road, South of Knodishall** Although subject to review of the access design the proposed access on the B1069 appears feasible, However, the LHA notes that SPR are constructing and access and site compound further north and would seek clarification that use of the SPR access and compound has been considered as an option to reduce the combined impact of this project with the SPR ones, noting that this would still require a crossing point for the haul road and cables. U2301		The construction vehicle routing has been designed to minimise impacts across the highway network (including the B1069), as set out within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**. The traffic and transport assessment within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** does not identify any significant impacts with the proposed embedded mitigation and control and management measures in place, including for the B1069. Construction vehicles will use the proposed construction compound to be delivered within the Order Limits for the Proposed Project as part of the DCO.
		Traffic and transport, design	**Grove Road, Friston** Access for any construction vehicles from the south through Friston is not considered acceptable due to the narrow road widths, sharp bends, and lack of segregated facilities for NMU. Access from the north is still difficult due to the narrow road width. The lane itself has been designated as a quiet lane. The proposed access is located close to a bend, and it may be difficult to provide adequate visibility particularly to the south. Some vegetation removal will be required along the eastern verge.	N	Grove Road will only be used as a vehicle crossover between two proposed access points, to allow construction vehicles to continue along the haul road. Grove Road will not therefore be used by construction vehicles, other than when these are required to cross Grove Road (which will be managed). Construction vehicles will either use the B1121 Main Road access to the west, or the B1069 access to the east in order to access the haul road, before crossing Grove Road as/ when required.
		Traffic and transport, design	**U2329 School Road, North of Coldfair Green (Knodishall)** The order limits appear to show access gained off School Road. Whilst noting that there is a field entrance here the access may not be appropriate for use by construction traffic and that and changes will impact the footpath that is located here (Knodishall Footpath 18).	N	School Road will only be used to access proposed pylon modification works for a single pylon. This will not be used to provide construction vehicle access for the Proposed Project.
		Traffic and transport, design	**B1121 Saxmundham Road, North of Friston** Whilst a field access is present at or close to the proposed access for pylon modification works to the southeast of pylon	N	During the construction phase, the access on B1121 Saxmundham Road (S-BM07) will only be used in the event that Friston substation has been constructed prior to the works commencing (e.g. by SPR) by a

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			4ZW022 the County Council would ask clarification as to why access cannot be gained from the main substation site which would remove the need for this access. Despite the presence of the field access, it is likely that visibility will need to be improved which will require removal or cutting back of significant areas of vegetation. The order limits indicate that the private access to Red House Farm may be an option for access to the project. The applicant is reminded that whilst existing access may be present these may not be suitable and / or require improvement for use by construction traffic associated with this project and that Friston Footpath 16 shares the farm track to the north. The B11212 both north and south of the access is not suitable for construction traffic.		limited number of construction vehicles (fewer than five HGVs per day). The B1121 Saxmundham Road will otherwise only be used to provide access to permanent access points during the operational phase.
		Traffic and transport, design	**U2326 Church Road Friston** The County Council notes that the order limits include an area at the ford on Church Road and that the plans indicate that the site drainage is for attenuation rather than infiltration and that the applicant may be following a similar design process to SPR i.e. a drainage outfall passing under Church Lane. The applicant's attention is drawn to the difficulties identified by SPR in the EA1(N) / EA2 examination and since, specifically the limited cover to any drain and the proximity of other buried apparatus.	N	National Grid's drainage design will be in accordance with that which has been approved for SPR's projects.
		Traffic and transport, design	**B1119 Leiston Road, east of Saxmundham** The applicant has not identified where access will be taken off this road. There are a number of existing field and private access which looking at the order limits may be used for access. The applicant is reminded that whilst existing access may be present these may not be suitable and / or require improvement for use by construction traffic associated with this project. The LHA notes that construction traffic accessing the site from the B1119 would have to pass through either Saxmundham or Leiston. The LHA would have concerns regarding this due to the evolved nature of the roads and junctions particularly in the two town centres. The B1119 forms an important emergency route for access to or evacuation from the area round Sizewell B.	N	Construction traffic travelling to/from the B1119 and through Saxmundham will be limited to mobilisation works only, where there will be a limited number of construction vehicles (fewer than five HGVs per day). These vehicles would use the existing access to Wood Farm to access the Order Limits. The northern portion of the PRoW along the access road will be temporarily diverted for approximately five months whilst the road to Wood Farm is used for access during the initial mobilisation works for the Proposed Project. Once mobilisation access is complete the route will be reinstated.
		Traffic and transport, design	**B1121 South Entrance Saxmundham, embankment and bridge over the River Fromus** The County Council notes that the rail bridge between the proposed access and the A12 has restrictions for Abnormal Indivisible Load (AIL) movements due to concerns about its structural condition. Access for large or heavy vehicles	N	This constraint is acknowledged within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**. It is expected that the contractor will review all access constraints in more detail at a later stage and carry out any additional assessments where necessary. Alternative routes or temporary works will also be used if necessary. See above responses to these questions as repeated here.

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			through Saxmundham would not be regarded as a viable option. Aside from the County Council's concerns about the environmental impact of the proposed bridge and embankment The County Council would require clarification from the applicant regarding access for construction of these. A route will be required to service the eastern embankment and bridge abutment and it unclear if this will be from the B119 or B1121. This questions the statements made in the Additional Preliminary Environmental Information table 1.1 which states that construction vehicles would no longer use B1121 The Street Sternfield. The order limits do not appear to allow space for landscaping to mitigate the visual impact of the access road on the east side of the valley particularly as the plans included in the Project update document show the road is on a slight spur according to the contours. The same plan appears to show that the attenuation ponds for the access road are not within the permanent access limits of deviation (yellow dashed line). As LHA, the County Council would expect the applicant to demonstrate the resilience of this link in terms of flood risk and long-term maintenance to reassure the authority that it will remain viable and operational access will not be needed from elsewhere on the local road network. For example, the cross sections of the bridge and embankment do not show potential flood levels and it is unclear what load category the bridge will be designed to and that will take the expected maximum AIL loading.		
		Traffic and transport, design	**Additional Preliminary Environmental Report** 10.11 Table 1.1 states that there is a reduction in the adverse impacts on traffic and transportation during construction as a result of the changes. Whilst the reduction of construction traffic on some routes may mean this is the case it is likely that at least some of this traffic may be redirected onto other routes and the impacts may be greater, for example on the B1121 between the A12 and the proposed access to the Fromus Bridge access route. However, no further comment can be made until the detailed data and assessment is available.	N	The construction vehicle routing has been designed to minimise impacts across the highway network, as set out within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk**. The traffic and transport assessment within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** does not identify any significant impacts on the highway network during the construction phase with the proposed embedded mitigation and control and management measures in place, including for the B1121 Main Road between the A12 and the proposed site access.
		Timescales / programme, traffic and transport, walking, cycling and horse-riders	**Extended working hours Suffolk County Council** As LHA has significant concerns with the extension of working hours to include Sundays and Bank Holidays. This could result in communities having no respite from construction traffic, impact PRoW and roads used for recreational purposes at times they are most frequently used, in turn affecting the tourist industry. The potential for this to be a significant impact is recognised by the applicant in 1.3.18 of the executive summary. These impacts should also be considered	N	The proposed extended working hours have been appropriately considered within **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**, informing the sensitivity value of PRoW and recreational routes. To give National Grid the flexibility to deliver the construction programme on time and incorporate standard industry working patterns, it has identified a need to include 7am to 5pm working on Sundays and bank holidays within the core working hours. The proposed construction

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			cumulatively with other NSIPs both in terms of geographical proximity or overlap of construction but also in terms of repeated impacts on communities if projects are delivered sequentially, for example the loss cumulative of amenity and health benefits as PRoW are closed, reopened, and closed again which will discourage users.		core working hours (unless otherwise approved by the relevant Local Planning Authority) for all terrestrial works in Suffolk and Kent are: • Monday – Friday: 0700 to 1900; and • Saturday, Sunday and Bank Holidays: 0700 to 1700. Whilst this change gives National Grid the flexibility to carry out works when and where needed, it does not expect construction activity to take place on every Sunday or bank holiday. There will be restrictions on the type of activity that can occur on these days and these will be secured via Requirement 7 of Schedule 3 of the draft DCO (**Application Document 3.1**). The restrictions include limiting HGV and percussive piling activities. Further details of this mitigation are set out within the **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured via Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Details relating to the proposed construction working hours and any associated restrictions are contained in **Application Document 6.2.1.4 Part 1 Chapter 4 Description of the Proposed Project**. The socio-economic, recreation and tourism assessment concludes that there are no anticipated significant effects on PRoW and recreational routes as a result of the Proposed Project. **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Inter Project Cumulative Effects** details the cumulative socio-economics impact of the Proposed Project in combination with other local schemes. It is concluded that there are no anticipated significant socio-economic effects on PRoW and recreational routes.
		Legislation and policy inc. permits, safety	**Joint Emergency Planning Unit** SCC has a statutory duty under Radiation Emergency Preparedness and Public Information Regulations 2019 (REPPIR 19) to consider the development with respect to the existing Sizewell off-site emergency plan due to the proposed site(s) being within 10 km within the Extended Emergency Planning Zone for Sizewell B power station. Prior to commencement, an emergency plan for the construction would be required which covers arrangements for protecting construction staff during any site or radiation emergency and it shows the development does not adversely affect the existing radiation emergency plan which coordinates the activities of the emergency services and other agencies in response to an incident at Sizewell B.	N	National Grid is engaging with the County Council and other developers operating in the area. Further engagement with the local emergency services is being pursued in order to discuss and understand any matters of concern relating to emergency planning.
		Traffic and transport, coordination with other projects	**Transport and traffic control measures** This project and other concurrent projects and the associated work to enhance existing road and rail infrastructure in this area taking place in the Extended Emergency Planning Zone (identified in the Suffolk Resilicen Forum Radiation	N	National Grid acknowledges these comments. As part of its submission, National Grid has produced a report on coordination which covers how it is approaching coordination with other projects with the aim of reducing the impact on the environment and local communities (see **Application Document 7.10 Coordination Document**). Coordination efforts,

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			Emergency Plan), will place significant challenges on the emergency services and other agencies' ability to respond to any emergencies in this area. In particular the A12, A1094, B1121 and B1119 form important emergency routes for access to or evacuation from the area round Sizewell B. The movement of construction traffic will need to be coordinated with other projects and normal and recreational traffic movements to ensure that these do not have any adverse impacts of the effectiveness of the radiation emergency plan and the ability of the emergency services to respond to an incident at Sizewell B and also to conduct an effective evacuation.		informed by ongoing dialogue with the local authorities and other stakeholders will consider measures for both the construction and operational phases of development. The assessment set out within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** considers flows associated with the construction phase for the Suffolk Onshore Scheme. Any road closures would be specific to abnormal loads and would be subject to agreement with the local authority.
		Design, landscape and visual	**Landscape Suffolk County Council** Based on the information provided by the applicant and two site visits to the general area during the Non-Statutory Consultation process (on 17/06/2022 and 10/11/2022) and one site visit during the Targeted Consultation Period (17/07/2024), I offer the following comments without prejudice to any further comments I or any other Suffolk County Council Officer may wish to make, as further detailed information with regards to the project becomes available. The following comments are in addition to previous comments provided at the Non-Statutory and Statutory Consultations, which remain valid, except where they are clearly superseded by these additional comments. The following comments refer to the Changes to Order Limits Plan, Issue A, 28/06/2024, and the General Arrangement Plan Series for Consultation, Issue B, 28/06/2024 and to information provided by the Applicant in the Additional Preliminary Environmental Information. **Sheet 1** The County Council welcomes the removal of the northern access option from the draft order limits.	N	National Grid acknowledges the feedback.
		Design, landscape and visual, intra-project cumulative effects	**Sheet 2** **Reduced land take north of the proposed converter station** While the County Council recognises that order limits should not take more land than necessary to enable the proposed scheme, it appears that a considerable amount of land has been removed from the draft order limits, where it was previously proposed to create open access land for the use by residents of Saxmundham. Providing an open access for recreational use seemed a reasonable approach and offer to the community to mitigate and compensate for the impacts on	N	The approach to community benefits will be confirmed in line with forthcoming updated government guidance and in discussion with the County Council. **Application Document 7.10 Coordination Document** explores the potential solutions for the colocation of the Saxmundham Converter Station with Lion Link and Nautilus converter stations (National Grid Ventures (NGV) projects). In relation to mitigation land (to mitigate or reduce landscape character or visual amenity effects or otherwise), only where a significant residual environmental impact has been determined, has consideration been given to including land within the Order Limits for the purpose of mitigation. It is considered that the land-take within the Order Limits is

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			the local rights of way network resulting from the proposed scheme, irrespective of the potential co-location of other schemes. The strip of land along of the B1119, which remains within the order limits does not appear sufficient to accommodate substantial planting (tree belts) and an additional Public Right of Way that would provide, at least, for example, a circular route from Saxmundham, as shown in the Indicative Landscaping Strategy. As previously stated, the County Council considers that a clear vision for landscape for the whole project, and in particular for the converter station site will need to be developed for the ES. The Saxmundham Converter Station Indicative Landscaping Strategy with Colocation (Figure1.4.6) and the design principles for the landscape strategy (PEIR Volume: 1 Part 2 Suffolk Onshore Scheme, Chapter 2 Landscape and Visual, pages 74 and 75) were welcome, but The County Council considered that these would need to be augmented to reflect the requirements for ecology (habitat connectivity, Biodiversity Net gain) and recreation and public amenity (PRoW), as well as reflecting potential archaeological constraints. The County Council considered that the opportunities for recreation should be further developed, and that the loss of footpath connections would need to be fully assessed and mitigated. The County Council still considers that the development and design of the converter station site, including additional opportunities for recreation and other community benefits, should be developed together with the local communities, through pro-active community engagement with the parishes of Saxmundham, Sternfield and Benhall. With the revised Draft Boundary Limits it appears that the Applicant is moving further away from these recommendations.		consistent with this and provides a proportionate approach to reducing potential effects on landscape character or visual amenity as far as reasonably possible. Landscape mitigation proposals are identified in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual** and **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**. Additional landscape planting, aside from landscape planting immediately around the permanent infrastructure, has been included in the design, including hedgerow and hedgerow tree planting along the B1119. Opportunities for recreational access have been developed using public consultation and stakeholder feedback as part of the iterative design process. This has included the provision of permissive access land surrounding the Saxmundham Converter Station, as shown on **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**. This would be further developed at the detail design stage should the Suffolk Onshore Scheme be consented. The potential impact of the Proposed Project on PRoW has been considered in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism and Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. These chapters include proposed mitigation measures including diversions and replacement of affected PRoW.
		Design, landscape and visual	**Additional access** The additionally proposed access route from The Street, Sternfield (B1121) should be moved to avoid mature vegetation and utilise gaps, where vegetation can be more easily reinstated (third turning coming from The Street).	N	The access to be taken from The Street is only a maintenance access and this will use existing access routes and so no vegetation will be affected. Creation of additional entrances is not required. Access routes are set out in **Application Document 2.7.1 Access, Rights of Way and Public Rights of Navigation Plans – Suffolk**.
		Design, landscape and visual	**Permanent River Fromus crossing for access, including bridge** The land to the south of Saxmundham and east of the B1121 with views to Hurts Hall, St John The Baptist's Church, and	N	**Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment** sets out an assessment of landscape effects for construction, operation and maintenance, including consideration of the loss of existing wooded vegetation. The landscape assessment is based on the baseline

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			the town beyond was identified as sensitive by the Suffolk Coastal Settlement Sensitivity Assessment (2018), which was undertaken to support the Suffolk Coastal Local Plan. The area is identified as 'important landscape as a rural approach to Saxmundham reinforcing its setting within the Fromus Valley.' The rural character, valued views and historic associations make this an intrinsically sensitive landscape. It is noted that substantially more land is now included in the draft order limits along the River Fromus (albeit for ecological enhancement) and that the proposed access route and bridge are now considerably closer to Hurts Hall (Grade II Listed Building), within the remnant parkland landscape, and increased in scale. It is anticipated that this proximity, together with the size of the bridge and its approaches, and the substantial and permanent loss of existing wooded vegetation would result in even greater significant adverse effects on the local landscape character and the setting of Hurts Hall as well as St John The Baptist's Church, Saxmundham (Grade II* Listed Building) than previous proposals. There is particular concern for a centuries-old Chestnut tree, which could be of national significance, which is located within the access corridor. The latest proposals would also increase the significant adverse effects on The Layers (a non-designated Heritage Asset, identified in the Saxmundham Neighbourhood Plan and identified as a Suitable Alternative Natural Greenspace (SANG) In Policy SCLP12.29 South Saxmundham Garden Neighbourhood, part v, in the Suffolk Coastal Local Plan, 2020) and important public views from the B1121 and The Layers (Views 1a), 1b) and 2), identified in the Saxmundham Neighbourhood Plan, 2023).		landscape character information presented in **Application Document 6.3.2.1.B ES Appendix 2.1.B Landscape Baseline**, which notes the sensitivity of the River Fromus valley landscape. **Application Document 6.3.2.1.D ES Appendix 2.1.D Visual Amenity Baseline and Assessment** sets out an assessment of visual significant effects for construction, operation and maintenance, including consideration of important views identified within the Saxmundham Neighbourhood Plan where appropriate and the sensitivity of the southern approach to Saxmundham. A full assessment of the potential for impacts on the setting of heritage assets, including the Saxmundham Conservation Area (including the Church of St John the Baptist), the Grade II listed Hurts Hall, and the associated non-designated parkland is included in the Cultural Heritage Chapter. This assessment is supported by visualisations/photomontages prepared in consultation with heritage stakeholders including East Suffolk Council. The final location of the Fromus Bridge has been amended to allow the retention of all veteran or ancient trees in this location. Impacts to trees is detailed within the **Application Document 6.10 Arboricultural Impact Assessment**.
		Water environment	**Lead Local Flood Authority (LLFA)** Broadly speaking the proposals are similar to that assessed during the statutory consultation phase. The LLFA reinforces Highways comments re the church road crossing into the Friston main river and that close consultation should be undertaken with SPR to ensure that the drainage design direction is best informed by the investigation work currently being undertaken on-site in Friston. It would also be useful to have updated plans showing the local watercourse network etc.	N	The Proposed Project design at Friston has been informed by regular engagement with the SPR design team, in order to develop robust drainage solutions that serve the proposed Substation, whether that is brought forward under the Proposed Project DCO or by the SPR project.
		Water environment	**In relation to previous Statutory Consultation comments:** **PEIR Volume 1, Part 2, Chapter 5** Existing flood risk and Land Drainage – fails to acknowledge historic surface water flooding downstream in Friston. This	N	**Application Document 6.8 Flood Risk Assessment** acknowledges the flood history of Friston, having drawn on all of the relevant Section 19 investigations reports and data generated from the Surface Water Management Plan (SWMP) for the Friston catchment. The SWMP data has been used, alongside Environment Agency data, to assess existing

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			should include reference to multiple Section 19 investigations by Suffolk County Council as Lead Local Flood Authority under the Flood & Water Management Act 2010. SCC LLFA have also produced a Surface Water Management Plan (SWMP) for the Friston catchment, which is available to the project promoter (should they not already have it), to enable them to assess existing surface water flood risk in the Friston catchment. 2.5.8.2 – States that work is located in areas to avoid risk of flooding, but the proposed sub-station is located directly over an ordinary watercourse. A surface water flow path adjacent this watercourse has been identified as part of the SWMP developed by SCC LLFA, which would directly impact the chosen site location.		surface water flood risk in the Friston catchment. Where the Project interacts with any ordinary watercourses, appropriate reprovision of any loss of land drainage function is provided for in the Proposed Project's drainage design.
		Water environment	**PEIR Volume 3, Part 2, Chapter 5 Figures – Figure 2.5.2** Only high-risk surface water areas are shown in the legend. I assume this relates to the national mapping definition of high risk i.e. locations with >3.33% AEP. Why has only this risk level been used? SCC LLFA recommend the use of the national mapping 'low risk' scenario as this is the most appropriate national scenario for the 1% + CC event. It is also worth noting that the 1% + CC event is included in the Friston SWMP.' The promoter should have potentially addressed this issue as part of the update. The general arrangement drawings have been updated to reflect what appears to be a viable discharge point to a watercourse that discharges to the river. There is some flood risk associated with this, but the promoter does not appear to have referenced this change anywhere that I can see (although I was aware it was coming). Also note the change from 'infiltration' to 'attenuation.'	N	Surface water flood risk has been understood using data from the Friston SWMP, as well as Environment Agency risk of flooding from surface water mapping, as well as reviewing records of historical flooding. The surface water drainage design that will serve the Proposed Project during its lifetime will accommodate runoff generated from the 1 % plus climate change storm, with an additional factor of safety (freeboard) built in to storage features (**Application Document 6.8 Flood Risk Assessment**). National Grid has amended the design of the Proposed Project in accordance with the feedback received from stakeholders with whom we are engaging. Any further issues with plans will be addressed through the course of ongoing discussions. Further details are contained in **Application Document 7.12.1 Design Principles – Suffolk**.
		Walking, cycling and horse-riders	**Public Rights of Way (PRoW)** Suffolk County Council SCC PRoW & Green Access Response to Additional PEIR version A (July 2024) Notwithstanding all previous responses supplied by SCC which cover Public Rights of Way (PRoW) and Green Access that are still applicable, relevant, required, and valid, SCC PRoW have the following comments to make on the targeted consultation on Sea-Link, July 2024: The County Council welcomes that the emerging design now has fewer temporary PRoW closures/diversions. The County Council further welcomes that PRoW are correctly labelled in accordance with Suffolk County Council (SCC) Definitive Map conventions in the Additional PEIR version A	N	Acknowledgement on reduced impacts to PRoW is welcomed. **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan - Suffolk** provides details of PRoW closures and diversions. National Grid supports the delivery of community benefits associated with transmission infrastructure (National Grid already has established programmes which deliver this) and will investigate the potential to provide a contribution towards a community/ legacy fund for PRoW improvements. For example, National Grid operates a community grant programme which is available to nearby charities and not for profit organisations, when projects are in construction. However, community benefit is separate to compensation and mitigation. The former Government consulted on community benefit options associated with transmission infrastructure and proposed the introduction of guidance in this regard. National Grid supports this and believes it should be flexible, allowing community benefits to respond to local and regional needs.

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			(July 2024) and on the presentation maps and hope this is continued in the Environmental Statement. The potential for additional routes and connections is also welcome, and the County Council will be specifically expecting improved user connectivity between Sternfield, Saxmundham and Friston.		Whilst awaiting clarity on the Government's position, National Grid is working to understand local and regional aspirations and priorities in relation to community benefits. National Grid welcomes the suggestions for delivering community benefits and will work with stakeholders and local communities to further inform this as the project progresses.
		Timescales/programme, walking, cycling and horse-riders	However, the County Council has significant concerns regarding Sunday and Bank Holiday working. Whilst recognising the comments on reducing construction traffic at these times, the area is partly within the Suffolk & Essex Coast & Heaths National Landscape and is highly used by tourists and locals. Some of the PRoW in particular are busy at these times and the County Council sees uplifts in cyclists, walkers, and horse riders on our network by local residents, visitors, and holiday makers. Sunday and bank holiday working is therefore likely to have a greater impact on Non-Motorised Users, as defined as walkers, wheeled users, cyclists, equestrians, and carriage drivers (NMU) and recreational use of PRoW and greenspace.	N	**Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport and Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk** set out the parameters for the assessment of extended working hours, and the management measures for the control of trips made during working hours. The public rights of way will be managed and mitigated in accordance with **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan - Suffolk**.
		Walking, cycling and horse-riders	The reduction of the order limits at Saxmundham appear to have significantly limited the ability of the applicant to provide effective mitigation for the permanent diversion of the public footpath to Sternfield (E-491/005/0 (S-P21), and the temporary diversion of the footpath that connects Saxmundham to Friston, and to the communities to the east (E-460/023/0 (S-P20). The reduction in the order limits has reduced the capacity and/or potential to deliver mitigation works by creation or diversion. These reduced limits will restrict opportunities later, for example around the north of the convertor site along the B1119, through the converter site and beyond. It is unclear as to the widths of the corridors being provided through the Saxmundham convertor stations site, but any alternative PRoW must be set within a screened and landscaped corridor and not feel constricted or unsafe These routes are not just recreational routes and holistic amenity, but they also form routes for NMU's to access local facilities and employment. Opportunities should be explored to extend these routes to allow NMU's safer access to Saxmundham, Leiston and Friston on alternative routes other than carriageway.	N	The order limits as shown will be sufficient to accommodate the diversions and mitigation required. Further details are provided within **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**. Please see response above regarding the provision of community benefits.
		Walking, cycling and horse-riders	Where the County Council seeks permanent PRoW diversions or creations, the order limits should be adapted to include these where necessary.	N	All proposed temporary and permanent diversions to PRoW are accommodated within the Order Limits. Further details are provided within **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**.
		Walking, cycling and horse-riders	The County Council attaches importance to dedicating open access under the Countryside & Rights of Way Act 2000 s.16	N	Open access will be retained within the Order Limits where it is safe to do so. Construction works will be separated from pedestrian/ cycle

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			where there is an intention to provide a space available to the public, for example grassland. The County Council welcomes the applicant's acceptance to this principle as set out in the transport meeting note dated 16/07/2024 reference 03, and there is an opportunity to undertake this to avoid a corridor affect though the converter and construction areas of the Saxmundham converter site.		routes (including PRoW) using site fencing and routes will be managed using the measures identified within **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk** where necessary, to ensure safe access is retained.
		Walking, cycling and horse-riders	Surveys of the existing routes need to be undertaken and included in the methodology set out in the proposed PRoW management plan in collaboration with SCC PRoW & Green Access and should include days and hours to encompass the user type and times. For example, at least one weekday and one weekend day, from dusk to dawn, in the recommended periods for data collection of spring and autumn, which include the neutral months of April, May, June, September and October.	N	The proposed management and mitigation relating to PRoW as set out within **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk** will be put in place irrespective of existing usage levels, to retain safe PRoW access for all users. The requirement for any PRoW surveys can be reviewed during Examination if necessary, although this is not expected to affect the management/ mitigation proposed given that this will be in place for all PRoW within the Order Limits.
		Walking, cycling and horse-riders	When assessing PRoW usage, the applicant should work with the County Council to agree what are the priority PRoW.	N	**Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk** has been developed in consultation with SCC and ESC and sets out the measures to manage Public Rights of Way through the construction and operational phases of the Proposed Project. PRoW will be kept open wherever possible during the construction phase through the management measures identified. Diversion routes have been identified where any temporary PRoW closures will be required, to prevent the requirement for alternative routes to be used. The proposed diversion routes will be designed to be of equivalent nature and connectivity to the existing sections of the routes to be closed, whilst minimising the additional journey length as far as practical. The proposed diversion routes are subject to agreement with Suffolk County Council as part of bringing forward a detailed PRoWMP under Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). It should be noted that no surveys of PRoW have been carried out as the proposed management and mitigation relating to PRoW as set out within Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk will be put in place irrespective of existing usage levels, to retain safe PRoW access for all users. Where required, the interface between the construction area and existing (or diverted) PRoW will be physically separated by fencing and gates to prevent PRoW users from encountering construction traffic. Suffolk County Council PRoW officers have been consulted and attended thematic meetings, where engagement took place regarding potential PRoW impacts and mitigation.
		Walking, cycling and horse-riders	The latest plans submitted in the Additional PEIR version A (July 2024) do not show the PRoW routes in a clear and easy way to interpret. The County Council expects these plans be presented in a clearer way with clear colours, labelling with widths and distances. This also includes information on what	N	**Application Document 2.7.1 Access, Rights of Way and Public Rights of Navigation Plans – Suffolk** illustrates the PRoW which pass through the Order Limits including those which are proposed to be stopped up and diverted. Further details of the proposals (including temporary/ permanent diversions) are set out within **Application**

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			the routes are bounded by. For example, grassland, hedges, or fences. The applicant should show PRoW on an interactive map as a separate layer.		**Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**.
		Walking, cycling and horse-riders	Access roads should have separation from the PRoW to avoid conflict and maintain a safe route for NMU's.	N	This measure will be in place as set out within **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**.
		Walking, cycling and horse-riders	Further information will be required on the location of diversions/closures, the length of time of diversions/closures and sequential closures which will lead to significant disruption on the PRoW network. The County Council will seek mitigation and compensation for the significant impact of the development. The PRoW closures to in the area of the proposed converter station at Saxmundham and the National Grid Substation at Friston will be significant impacts on the PRoW. Mitigation should include enhanced green access links between communities such as Saxmundham, Sternfield and Friston.	N	These details are set out within **Application Document 2.7.1 Access, Rights of Way and Public Rights of Navigation Plans – Suffolk and Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**. The potential for impact on PRoW from multiple projects is outside of the scope of the Proposed Project DCO. However, masterplanning is being undertaken in order to ensure effective coordination takes place with regard to the impacts on PRoW. For example, the Order Limits in the vicinity of Saxmundham Converter Station is crossed by two PRoW running north-south (PRoW E-491/005/0) and east-west (PRoW E-491/006/0). Whilst PRoW diversions are required, these have been designed and co-ordinated with other projects in this area (e.g. Lion Link) to minimise additional journey distances, re-join existing routes and improve route connectivity. The permanent diversions have been embedded into the master planning of the Proposed Project (including in consideration of temporary construction compounds), to fully consider the long-term future of the site and to avoid the need for subsequent diversions. Land has also been safeguarded so that new PRoW routes can be provided by other projects when these come forward to enhance the network/ open access across the countryside, which is an approach welcomed by the Council. Therefore, the Proposed Project is designed to minimise adverse or repeated impacts on the PRoW network and to provide benefits to the public. In terms of Friston Substation, this already has development consent as part of East Anglia ONE North, SPR. Therefore, if Friston Substation has already been constructed under another consent, then the Proposed Project would solely construct a connection into this Substation and the proposed permanent diversion of PRoW E-354/006/0 would be delivered by SPR rather than as part of the Proposed Project. Nonetheless, the proposed permanent diversion of PRoW E-354/006/0 has been included as part of the DCO in case this is required as part of the Proposed Project (e.g. if this comes forward prior to East Anglia ONE North). National Grid supports the delivery of community benefits associated with transmission infrastructure (National Grid already has established programmes which deliver this) and will investigate the potential to provide a contribution towards a community/ legacy fund for PRoW improvements. For example, National Grid operates a community grant programme which is available to nearby charities and not for profit organisations, when projects are in construction. However, community benefit is separate to compensation and mitigation. The former Government consulted on community benefit options associated with

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					transmission infrastructure and proposed the introduction of guidance in this regard. National Grid supports this and believes it should be flexible, allowing community benefits to respond to local and regional needs. Whilst awaiting clarity on the Government's position, National Grid is working to understand local and regional aspirations and priorities in relation to community benefits. National Grid welcomes the suggestions for delivering community benefits and will work with stakeholders and local communities to further inform this as the project progresses.
		Walking, cycling and horse-riders	The applicant should provide detail of the widths of the proposed haul roads, and there may be opportunities to create new PRoW adjacent to these routes. The applicant should refer to County Council guidance on the management of PRoW affected by new developments and refer to the Rights of Way & Access team when further information is required. For example on the distances new planting or fencing should be away from PRoW.	N	At this stage of the design, it is anticipated that the construction haul road would be 7 m wide, further details are set out in **Application Document 6.2.1.4 Part 1 Chapter 4 Description of the Proposed Project**. Details on the management of PRoW including to minimise interactions with construction vehicles along the haul roads are set out within **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**.
		Walking, cycling and horse-riders	To minimise disruption on the PRoW network in the future on all routes including any new mitigation routes, cabling should be designed to cater for further schemes to the region, for example LionLink and Nautilus, this could also reduce the trenching across the PRoW.	N	The potential for impact on PRoW from multiple projects is outside of the scope of the Proposed Project DCO. However, masterplanning is being undertaken in order to ensure effective coordination takes place with regard to the impacts on PRoW. For example, the Order Limits in the vicinity of Saxmundham Converter Station is crossed by two PRoW running north-south (PRoW E-491/005/0) and east-west (PRoW E-491/006/0). Whilst PRoW diversions are required, these have been designed and co-ordinated with other projects in this area (e.g. LionLink) to minimise additional journey distances, re-join existing routes and improve route connectivity. The permanent diversions have been embedded into the master planning of the Proposed Project (including in consideration of temporary construction compounds), to fully consider the long-term future of the site and to avoid the need for subsequent diversions. Land has also been safeguarded so that new PRoW routes can be provided by other projects when these come forward to enhance the network/ open access across the countryside, which is an approach welcomed by the Council. Therefore, the Proposed Project is designed to minimise adverse or repeated impacts on the PRoW network and to provide benefits to the public.
		Legislation and policy inc. permits	Please refer to the County Council's PRoW NSIP guidance link: https://www.suffolk.gov.uk/planning-waste-and-environment/major infrastructure-projects-including-nsips/nsip-information-for-developers-and project-promoters.	N	Suffolk County Council's Supplementary Guidance Document on Public Rights of Way and Green Access has been considered as part of the management and mitigation proposed within **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**.
		Walking, cycling and horse-riders	The County Council's strong preference is PRoW and amenity should be dealt with in their own chapter of the Environment Impact Assessment (EIA), in order that the impact of a scheme on the rights of way network and its receptors can be properly understood. This includes the interactions between different parts of the scheme.	N	National Grid acknowledges the concern raised by Suffolk County Council and has been in touch directly regarding this matter. It is proposed to continue to assess PRoW following established practice in EIA. It is not conventional for an ES to have its own PRoW topic chapter. It is recognised that Sizewell C has a separate Amenity and Recreation chapter focusing on PRoW, but it is noted that most other local EIA schemes in Suffolk (East Anglia ONE North, East Anglia TWO and BTNO) also adopt the same approach as the Proposed Project EIA.

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					It is important for an EIA to remain proportional in approach and remain focused on assessing the likelihood of significant environmental effects, and by introducing a PRoW chapter it would risk double counting of effects already being reported somewhere else in the ES. It is National Grid's view that the structure of the ES as proposed allows for a full assessment of all potential impacts on PRoW where there is the potential for significant environmental effects. Across the landscape and visual, traffic and transport, socio-economics, recreation and tourism, and health and wellbeing topic assessments the aspects mentioned by Suffolk County Council will be covered. The concern that when considered individually, an impact might be assessed as not significant, but if the impacts had been considered collectively for that receptor, could be significant will be addressed within **Application Document 6.2.2.12 Part 2 Suffolk Chapter 12 Suffolk Onshore Scheme Intra-Project Cumulative Effects**, which will consider the combined effects on PRoW and their users, that have been identified across the various topic chapters. Importantly, it is not felt that a separate PRoW topic would result in any difference in the outcome of the assessment of overall impacts on PRoW, and the required mitigation. **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan - Suffolk** has been prepared which provides details of PRoW closures and diversions. Continued liaison with Suffolk County Council on this topic is ongoing.
		Walking, cycling and horse-riders	The EIA methodology should consider the combination of effects that will impact (negatively or positively) on the quality of the amenity experienced by the receptors, i.e. walkers, cyclists, questions, wheeled users) as well as the effect on the physical resource (PRoW, Open Access land).	N	The combination of effects generated from the Proposed Project has been assessed within the intra-project cumulative effects assessment (**Application Document 6.2.2.12 Part 2 Suffolk Chapter 12 Suffolk Onshore Scheme Intra-Project Cumulative Effects**). Different receptor groups have been identified including PRoW, residential receptors, recreation and communities and transport (including walkers, cyclists).
		Walking, cycling and horse-riders, onshore mitigation	**Site specific comments:** The order limits appear to show access gained off School Road. Whilst noting that there is a field entrance here the access may not be appropriate for use by construction traffic and that and changes will impact the footpath that is located here (E-354/018/0 Knodishall Public Footpath 018). Where the County Council considers suitable mitigation for the impact of the NSIP on PRoW and other green access is not appropriate, it will seek financial compensation. Please see the County Council guidance "Public Rights of Way and Green Access Supplementary Guidance Document".	N	School Road will only be used to access proposed pylon modification works for a single pylon. This will not be used to provide construction vehicle access for the Proposed Project. The proposed management and mitigation relating to PRoW is set out within **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk**. Suffolk County Council's Supplementary Guidance Document on Public Rights of Way and Green Access has been considered as part of the management and mitigation proposed within this Document.
		Safety, onshore mitigation	**Suffolk Fire and Rescue (SFRS)** SFRS concerns or recommendations would be that any changes to footprint, use, occupancy, or access take into	N	The assessment set out within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** considers flows associated with the construction phase for the Suffolk Onshore Scheme. Any road

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			account the full weight of a blue light emergency response to an incident in any one of the locations. SFRS need to ensure that Emergency Rendezvous Points (RVPs), access, and water supplies are appropriate for each work location and consider the final operational use and arrangements. Increased pressure is being placed on SFRS to consider the effects of our actions and tactics and this and other National Infrastructure Projects MUST assist Fire Service take appropriate and effective action in the event of an incident without having to mitigate control measures that were omitted control measure that initiatives like this should have built into the infrastructure at build stage.		closures would be specific to abnormal loads and would be subject to agreement with the local authority.

Table 1.22 Surrey County Council

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Consultation	Please note that we have no comments to make.	N	National Grid acknowledges your response.

Table 1.23 Sweffling Parish Council

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Needs case, intra-project cumulative effects, alternative solutions	On behalf of Sweffling Parish Council, Sweffling, Saxmundham, Suffolk, IP17 2BN, I Peter Grogan, as SPC Clerk, wish to respond to the above planning up-date with the council's considered views. Firstly we are totally committed to the transition from fossil fuels to renewable energy, but urge you to consider carefully the manner and speed in which the plans for the Sea Link project are carried out, so as not to destroy the tranquillity of the Heritage Coast and economies of East Suffolk. It needs to be the best way for all. The development of offshore windfarms gives the opportunity for our country to work with our North Sea neighbours and to develop new technologies. We should be leading the way with the development of a strategic offshore grid. This would be a cheaper and greener option, especially if brownfield sites were used for any essential onshore infrastructures. The current proposals use the unspoilt and naturally important Suffolk Heritage coastal areas for the building of electrical infrastructures without giving a thought to the effect this will have on local communities, the natural environment and the economy of the area - farming and tourism. In 2022 the tourism industry alone for Suffolk was valued at £2.1 billion and provided 43,400 tourism-related jobs. The natural environment must be protected. Building huge concrete structures and electrical infrastructure so close to the Heritage Coast will inevitably damage, maybe permanently, the rich and internationally important nature reserves and accompanying biodiverse ecosystems that flourish undisturbed. It is because of this special natural beauty and tranquil environment that tourism is so important in East Suffolk. The local economy depends upon it and this is at risk of irreparable damage if National Grid's proposals for the region proceed.	N	National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that In Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Traffic and transport, water environment, inter-project cumulative effects	The sites identified in the up-dated version of the Sea Link Project, around Wood Farm, Hurts Hall from B1121 and Friston, are all narrow roads, prone to flooding as recently as October 2023. This event also closed parts of the A12 causing gridlock in the area. Covering large areas in concrete will add to this flooding risk. The increased traffic around the sites would at any time of year be a considerable inconvenience to local residents and businesses but, at peak times from Easter to Autumn, the tourist traffic already leads to congestion. The combined effects of increased heavy traffic	N	Surface water runoff from all new impermeable surfaces constructed as part of the Proposed Project would be captured and controlled, with attenuation provided to ensure no increase in surface water flood risk to off site land. The proposed management and mitigation relating to construction traffic is set out within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan - Suffolk**. The traffic and transport assessment within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** does not identify any

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			when building Sizewell C, the Sea Link, Lion Link and Nautilus projects are too much for this coastal area of tranquil, natural beauty. The Sea Link, Lion Link and Nautilus converter stations need to be located preferably offshore or at coastal brownfield sites.		significant impacts on the highway network during the construction phase with the proposed embedded mitigation and control and management measures in place. The consideration of cumulative effects as a result of committed developments is set out within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects** based on **Application Document 6.3.1.5.C ES Appendix 1.5.C Inter-Project Cumulative Effects Short List**, which includes more than 25 developments including Sizewell C Nuclear Power Station, East Anglia ONE North Offshore Windfarm and East Anglia TWO Offshore Windfarm.
		Timescales / programme, onshore EMF, intra-project cumulative effects	The new plans allowing construction to take place 7 days a week, with working hours extended to include 7am to 5pm on Sundays and Bank Holidays shows a complete lack of consideration for the health and welfare of local residents. If built, the converter stations would create intolerable levels of noise, light, air and electromagnetic (EMF) pollution. All these factors would have adverse effects on health and well-being.	N	To give National Grid the flexibility to deliver the construction programme on time and incorporate standard industry working patterns, it has identified a need to include 7am to 5pm working on Sundays and bank holidays within the core working hours. The proposed construction core working hours (unless otherwise approved by the relevant Local Planning Authority) for all terrestrial works in Suffolk and Kent are: • Monday – Friday: 0700 to 1900; and • Saturday, Sunday and Bank Holidays: 0700 to 1700. Whilst this change gives National Grid the flexibility to carry out works when and where needed, it does not expect construction activity to take place on every Sunday or bank holiday. There will be restrictions on the type of activity that can occur on these days. The restrictions include limiting HGV and percussive piling activities. Details relating to the proposed construction working hours and any associated restrictions are contained in **Application Document 6.2.1.4 Part 1 Chapter 4 Description of the Proposed Project**. The working hours are secured by Requirement 7 of Schedule 3 of the draft DCO (**Application Document 3.1**). An assessment of construction noise impacts has been undertaken as part of the ES, including consideration of any potential night-time works. The assessment indicates that with mitigation in the form of best practicable means, significant adverse effects from construction activities can be avoided at all nearby properties. Further detailed assessments will be conducted by the contractor and specific mitigation measures will be identified and incorporated in the works. Further details are contained in **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration**. The potential effects of lighting proposals on landscape and visual receptors is included within the Proposed Project ES in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. National Grid is committed to conserving and enhancing the natural beauty of the landscape, including a dark skies policy pertaining to use of lighting on the new infrastructure. With regard to electromagnetic fields (EMFs), the UK has a carefully thought-out set of policies for protecting the general public against EMFs, the main component of which is exposure guidelines. These

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					exposure guidelines are set by independent scientific bodies and are based on decades-long studies into the effects if EMFs and ill health. After those decades of research, the weight of evidence is against there being any health risks of EMFs below the guideline limits. It is National Grid's policy to ensure that all of its equipment comply fully with these exposure limits. Further information can be found in **Application Document 6.5 Electric and Magnetic Field Compliance Report**.
		Climate change, alternative solutions	In its haste to reach their net zero targets, National Grid is missing opportunities to develop ground-breaking technology and partnerships, whilst also showing a complete disregard for the residents, environment and economy of East Suffolk. Sweffling Parish Council recommends an alternative plan in the form of an offshore grid with converter stations at brownfield sites, to replace such needless destruction in East Suffolk.	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. National Grid is constantly assessing new technologies and looking for different ways in which to future-proof the electricity transmission network. It is recognised that In Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet. As such, in Belgium, the 3.5 GW from the proposed Princess Elisabeth Island will be connected to the onshore network by up to 10 cables coming ashore and requiring construction of over 100 km of new overhead lines and around 20 km of new underground cables. Similarly, the German and Dutch transmission network operator, TenneT, is building at least 13 individual 2 GW connections from offshore windfarms directly to land. Each connection will use three cables, instead of the two used by the Proposed Project, along with a similarly sized converter station.

Table 1.24 Thanet District Council

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8 July 2024	11 August 2024	Consultation	**Further Consultation on Proposed Project** Thank you for consulting Thanet District Council under the provisions of Sections 42 and 47 of the Planning Act 2008. We will outline our specific comments on the information provided at this further consultation stage of the process. Unless stated otherwise, the comments expressed at the Statutory Consultation stage remain unchanged and we request that these comments are read in conjunction with our Statutory Consultation response.	N	National Grid acknowledges the feedback.
		Landscape and visual, converter station location, design	**Landscape and Visual Impact** The Council considers that the impact the project has on the landscape is a key consideration. As such, the layout of the site and orientation of the converter station and substation needs to be dictated by their impact on the landscape and not by operational requirements.	N	The landscape and visual team have been a key part of the project team throughout the routeing and siting process and design development. **Application Document 6.3.3.1.C ES Appendix 3.1.C Landscape Designation and Landscape Character Assessment and Application Document 6.3.3.1.D ES Appendix 3.1.D Visual Amenity Baseline and Assessment** set out an assessment of landscape and visual effects for construction, operation and maintenance. The assessment considers the design set out within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
		Landscape and visual, onshore route location, design	In terms of design changes, the General Arrangement Plans indicate that there will be 4 new Pylons introduced within the Thanet District (PC53C, PC53D, PC54A, PC54B). The documents confirm that full height (approximately 50 metre) lattice pylons will be used for the connection between the proposed combined converter station/substation and the Richborough to Canterbury 400kV overhead line. Whilst the proposed use of full height pylons results in fewer new pylons in total, they will be much taller and will be a new feature within the Thanet District as part of the project. We note that the size of the triangular area that would be formed by the construction of pylons between the existing overhead line and the proposed substation has been refined to reduce the risk of birds being trapped between overhead lines and this results in an increase in length of new overhead line of approximately 1.2 km compared to the plans published at statutory consultation stage. Whilst the protection of biodiversity is welcomed by the Council, the increase in length of overhead lines will have an additional visual impact. The Additional Preliminary Environmental Information (PEI) document outlines that the temporary towers or masts (yet to be determined) to facilitate the Over Head Line Works (OHL) would be visible from recreational receptors, including those along the local PRoW network and the Saxon Shore Way. It is also noted that there is the potential for overlap of temporary and new permanent towers during the construction phase, resulting in more towers being present at a given time. It is the	N	**Application Document 6.3.3.1.D ES Appendix 3.1.D Visual Amenity Baseline and Assessment** sets out an assessment of visual effects for construction, operation and maintenance. The assessment considers the visual impact on recreational receptors along the PRoW network and recreational routes where appropriate including consideration of wirescape. The assessment considers the design set out within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The landscape and visual team were also involved in the decision making process between the two different tower options, including that more towers would likely have more adverse effects on wirescape from visual receptors.

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			Council's view that this will serve to compound the visual harm, albeit temporarily.		
		Converter station location, design	There has been a change to the converter station height. We note that the maximum height of the proposed converter station buildings are unchanged at 26 metres, however the scheme now proposes to increase the ground level at the converter site around the converter station through the construction of a stone platform of up to two metres. As such the structures would now sit on a raised platform taking the maximum total height to 28 metres (plus external equipment at roof level). It is not currently known how the ground beneath the platform would be improved and this is subject to ongoing and future survey work. The options include the installation of modular columns, underground concrete supports approximately 20 metres deep to spread the weight of the buildings or piling into the bedrock below. The design of the converter station and substation, in terms of the building form and external materials remains under development and a Design Code for the buildings is currently being formulated. We request that National Grid engage with Frame Projects who run the Council's Design Review Panel in the formulation of the Design Code for the project buildings. As stated previously, the design, external treatment and orientation of the proposed buildings (including stone platform) has the potential to impact on the different viewpoints and the effectiveness of any planting will be determined by the design parameters. The Additional PEI document highlights that the proposed increase in height at the converter and substation site 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. The document outlines that whilst there is some increased theoretical visibility associated with the additional 2m in height version, 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.	N	The landscape team note comments made within the additional PEIR. **Application Document 6.3.3.1.C ES Appendix 3.1.C Landscape Designation and Landscape Character Assessment and Application Document 6.3.3.1.D ES Appendix 3.1.D Visual Amenity Baseline and Assessment** set out an assessment of landscape and visual effects for construction, operation and maintenance, including height change. The assessment considers the design set out within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. Design Principles are being established with regard to the requirements of national policy and National Grid is maintaining ongoing dialogue with the Host Authorities with regard to design aspects of the Proposed Project. Input from independent design review panels is being sought, as recommended by the Host Authorities. This will be an iterative process over the consenting, examination and delivery phases of the Proposed Project. The Design Principles for the Proposed Project will also reflect the principles set out in the National Infrastructure Commission's Design Group Project Level Design Principles.
		Landscape and visual, onshore mitigation, legislation and policy inc. permits	At Statutory Consultation Stage the Council stated: 'Having regard to the preliminary assessments presented within Volume 1, Part 3, Chapter 2 Landscape and Visual, the Council considers that the likely significance of effect for the affected Landscape Character Areas and viewpoints provided	N	**Application Document 6.3.3.1.C ES Appendix 3.1.C Landscape Designation and Landscape Character Assessment and Application Document 6.3.3.1.D ES Appendix 3.1.D Visual Amenity Baseline and Assessment** set out an assessment of landscape and visual effects for construction, operation and maintenance. The assessment considers the

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			would be greater than indicated.' and 'It is the view of the Council that the proposed converter station and associated structures would result in significant harm to the intrinsic character of the immediate and surrounding landscape to the detriment of visual amenity for a variety of users. It is also considered that the cumulative effect of elements of the project such as the buildings, associated infrastructure, roads and parking areas would result in a significant visual impact particularly from viewpoints to the north looking south (viewpoints 4 & 5). Specifically this would affect the key characteristic in the Stour Marshes Landscape Character Area as a 'vast, open landscape with huge skies, extensive views and a strong rural, even remote, character providing Long uninterrupted views across the marshes and Pegwell Bay and into marshes of neighbouring districts (Dover and Canterbury)'. It is considered that the proposed introduction of a 2 metre high stone platform and the resultant increase in the maximum height of the proposed buildings has the potential to result in even greater harm to visual amenity and landscape character than that previously identified by the Council in our Statutory Consultation comments. The success of any mitigation planting can only be fully assessed once the built design and landscape plans are finalised. The details of the proposed lighting infrastructure and security fencing arrangements also remain unclear at this time. The Council would like to be actively engaged and directly consulted in terms of the detailed design of the proposed buildings and landscape mitigation, prior to the submission of the DCO. For these reasons and as previously stated, the development would therefore be in direct conflict with the principles of Policy SP26 of the Local Plan, meaning that development should only be permitted if it can be demonstrated that the development is essential for the economic or social well-being of the area. From the assessment of the information provided to date, this has not been demonstrated.		design set out within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. Landscape mitigation proposals are identified within **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Landscape and Visual and Application Document 7.5.7.2 Outline Landscape and Ecological Management Plan - Kent**. The operational assessments consider the landscape mitigation proposals and also include the effects of proposed lighting proposals within the assessment of effects on landscape character and visual amenity. Thanet District Council have been involved in regular landscape and visual thematic meetings to discuss the landscape mitigation proposals. NPS EN-1 (paragraph 5.10.12) requires that outside of nationally designated areas "particular attention" should be paid to local planning policies that are "based on landscape or waterscape character assessment". Thanet Local Plan Policy SP26 is one such local policy. This states that "Development should generally be directed away from the Stour Marshes (E1), Wade Marshes (E2) and Pegwell Bay (F1) character areas (as detailed in the LCA), as these are largely undeveloped and key to retaining the island character of Thanet". However, NPS EN-1 paragraph 5.10.12 goes on to note that "locally valued landscapes should not be used in themselves to refuse consent, as this may unduly restrict acceptable development" and paragraph 4.1.15 of NPS EN-1 states that in the event of a conflict between a local Development Plan and the NPS, the NPS will prevail for the SoS' decision making, given the national significance of infrastructure. National Grid has paid particular attention to the location within the Stour Marshes LCA and to Thanet Local Plan policy SP26. The characteristics of the Stour Marshes LCA are noted and the effects on the LCA and visual receptors have been further assessed within **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual** with consideration of Policy SP26.
		Agriculture and soils	**Agriculture and Soils** In terms of agriculture and soils, the Additional PEI document highlights that the design changes include reductions in the draft Order Limits, but also additional land required. It is noted that 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. National Grid asserts that with the implementation of the good	N	The Proposed Project includes a proposal to create 10 ha of habitat for golden plover. This does not require a change from the current arable use of this land but requires a change to cropping timings to maximise the extent of bare ground between October and December and minimisation of the use of herbicides and insecticides (to ensure a good supply of soil invertebrates as a food source for the golden plover). As such, arable production will be able to continue across this additional area in parallel with providing mitigation for bird species. Good practice soil handling and reinstatement measures are set out in **Application Document 7.5.10.2 Outline Soil Management Plan -**

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			practice methods set out 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. Whilst the additional assessment of loss of arable land and the potential for a different agricultural management regime within the ES is welcomed, the Council once again raises concerns with regards to the scale of loss of BMV land in this sensitive area.		**Kent**. This will subsequently be updated prior to construction commencing to full details of the measures required to protect the soil resources and the land uses they support.
		Terrestrial ecology	**Ecology and Biodiversity** There are a number of changes which relate to Ecology and Biodiversity. These are outlined within the Additional PEI document and include the re-alignment of the HVDC cable route, relocation of the main cable construction compound away from Minster Marshes, the re-alignment of the construction and maintenance haul road from the existing level crossing to a proposed bailey bridge across the River Stour (reducing the number of access tracks), confirmation of the use of standard height lattice towers for the new OHL and the inclusion of the River Stour Channel within the draft Order Limits. Additional areas have been added to the draft Order Limits to provide environmental mitigations and enhancements (along the River stour and including a new area identified within the Dover District). National Grid is proposing to deliver at least 10% Biodiversity Net Gain across the project. The Additional PEI document highlights that National Grid has identified land to create approximately 11 hectares of new wetland areas/scrapes south of the existing Richborough to Canterbury 400kV overhead line as foraging habitat for birds, and the inclusion of the River Stour channel for BNG watercourse enhancements within the draft Order Limits for Kent. These changes would offset permanent loss of foraging habitat for birds and deliver benefits from a water environment and ecology perspective. In this regard, Kent County Council, Natural England and the Environment Agency will comment as key consultees on the impact from the changes to the proposal on biodiversity and their expertise should be relied upon. We note that the majority of the newly identified land for environmental mitigation and enhancement lies within the Dover District boundary and as such Dover District Council will provide comments on the suitability of this site.	Y	National Grid acknowledges the feedback. Meetings have been held with Natural England where the approach to addressing loss of functionally-linked land for golden plover has been discussed at length. Various strategies have been discussed with Natural England. The possibility of creating new wetland south of the River Stour was explored prior to Statutory consultation but technical challenges were identified in discussion with hydrologists and Natural England with keeping it sufficiently wet. Therefore, an alternative approach has been pursued (discussed and agreed in principle with Natural England) to instead enhance an area of arable land close to the coast and adjacent to the A256 for non-breeding golden plover. This was consulted on at Targeted consultation. Further details can be found in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**.
		Air quality, noise and vibration, construction - general	**Air Quality and Noise**	N	The response is noted.

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			There are changes to the proposed core working hours with Sundays and Bank Holidays now included between the hours of 7am and 5pm. The supporting documentation highlights that there will be restrictions on the type of activity that can occur on these days and it is not expected that construction activity will take place on every Sunday or Bank Holiday. The Additional PEI document states that the introduction of a new construction and maintenance access from Sandwich Road would require additional land within the draft Order Limits located near a number of residential properties, potentially introducing impacts to these sensitive receptors. Thanet District Council's Senior Environmental Health Officer has reviewed the documents and has made the following comments in relation to noise and air quality: • Environmental Health has met with the air quality and noise consultant's to discuss the amended draft order and consider whether there are additional impacts which have not been previously identified or whether the potential for adverse effects has changed. The additional PEIR states...' 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.' There are two new construction phase compounds proposed, one is directly opposite dwellings near the junction of Sandwich Rd and Cliffsend Rd and another on the former hoverport. The NIA will require updating to ensure construction activities do not exceed BS5228 guidelines and that dust generated from the site is monitored and mitigated within the CEMP. Noise modelling data will require updating and review given the converter dimensions have altered, although unlikely to impact on overall noise impact significance. Proposed extended working hours near such sensitive receptors is not supported without mitigation to achieve no adverse effects. Natural England will comment as a key consultee in relation to environmentally sensitive receptors.		To give National Grid the flexibility to deliver the construction programme on time and incorporate standard industry working patterns, it has identified a need to include 7am to 5pm working on Sundays and bank holidays within the core working hours. The proposed construction core working hours (unless otherwise approved by the relevant Local Planning Authority) for all terrestrial works in Suffolk and Kent are: • Monday – Friday: 0700 to 1900; and • Saturday, Sunday and Bank Holidays: 0700 to 1700. Whilst this change gives National Grid the flexibility to carry out works when and where needed, it does not expect construction activity to take place on every Sunday or bank holiday. There will be restrictions on the type of activity that can occur on these days. The restrictions include limiting HGV and percussive piling activities. 9.Details relating to the proposed construction working hours and any associated restrictions are contained in **Application Document 6.2.1.4 Part 1 Chapter 4 Description of the Proposed Project**. The working hours are secured by Requirement 7 of Schedule 3 of the draft DCO (**Application Document 3.1**). Further detail on the implications on construction noise from works during weekend periods is provided in **Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration and Application Document 7.5.8.2 Outline Construction Noise and Vibration Management Plan - Kent**. The proposed compounds near the junction of Sandwich Road and Cliffsend road are no longer part of the Kent Onshore Scheme, with the proposed compound now being located further from properties to the northeast, to the south of Lord of the Manor Roundabout (A299, A256, and Sandwich Road). The assessment presented in **Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration** considers noise impacts from the construction and operational of the proposed compound and no significant adverse effects are expected. Additionally, the Chapter includes an updated assessment of operational noise from the proposed Kent Converter Station and Substation. The outcome of the assessment is unchanged from that presented in the PEIR and no significant adverse effects are expected at any noise sensitive receptor where standard noise mitigation measures are incorporated in the design.
		Water environment, geology and hydrogeology, onshore mitigation	**Water Environment, Geology and Hydrology** Kent County Council, Natural England and the Environment Agency have been consulted on these proposals, and their expertise should be relied upon. The Additional PEI highlights that the introduction of a construction compound (and associated access off Sandwich	N	Consultation with the Environment Agency has been undertaken to agree the appropriate level of assessment for the construction compound within the Source Protection Zone 1, this is included within **Application Document 6.2.3.5 Part 3 Kent Chapter 5 Geology and Hydrogeology**.

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			Road) within a groundwater SPZ 1 has the potential to introduce new or different significant effects during construction in relation to hydrogeology. The Council notes that National Grid intends to consult with the Environment Agency and the relevant water company on the construction compound and undertake further assessment to identify any required mitigation. The Council requests that we are kept informed as these conversations develop.		National Grid will continue to maintain a dialogue with Thanet District Council and it will inform them of its discussions with the Environment Agency.
		Onshore route location, offshore route location, onshore environmental impact	**Coast** Thanet District Council's Coast and Engineering Services Manager and Thanet Coast Project Officer have reviewed the consultation documents. In addition to the points raised at Statutory Consultation stage, the following comments are made: 'I have read through the documents and I am disappointed that there is not more detail on how they will use the proposed area included within the order'. This is something that we (Engineering Services Manager and Thanet Coast Project Officer) brought up at the consultation event in Sandwich last year. • We really need to know exactly what activities will be carried out both on the Hoverport and the foreshore. • At the event in Sandwich I was informed that the cable will be tunnelled under the bay and not break the ground until near the low tide line, however the documents mention tracked excavators crossing the bay and trenches. Again we need to know exactly how they intend on using the area. • 1.3.15 Additional Preliminary Information states that 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. However the proposed changes to the working limits in the order are more than double that which was previously proposed. Depending on how they intend on using the permitted area, this could introduce significant effects on the foreshore. I would welcome a meeting with a technical representative from Sealink to discuss my concerns over their proposals and to clarify some points.' In addition to the above comments, the Additional PEI document asserts that the re-routing of the Offshore Scheme	N	The request for National Grid to provide more detail on planned construction operations is understood. Additional information around construction operations is presented in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. National Grid is maintaining ongoing dialogue with the Council, including thematic meetings and monthly project update meetings. In addition, issues relating to the use of the former hoverport have been addressed through amendments to the design of the Proposed Project.

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			to avoid the Goodwin Sands Marine Conservation Zone (MCZ) reduces impacts to the known and potential physical receptors located within the area whilst the introduction of a new access route via the former 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 Physical Environment Chapter. This is discussed below.		
		Land rights and CPO, design, construction - general	**Estates** There has been a change to the construction and maintenance access with a new construction and maintenance access proposed off Sandwich Road via the former hoverport and the options include a compound off Sandwich Road. The use of the former hoverport in connection with the Project has been considered by the Council's Estates Team. In the spring the Council was contacted by consultants on behalf of the project to explore the potential to use the former hoverport to support them with alternative vehicle access routes and to locate a compound for storage. After considering the proposal, our Property and Asset Management Team replied to confirm that we were unable to allow this proposed use on the following grounds: Ownership and Management - Pegwell Bay National Nature Reserve (NNR) is owned by Thanet District Council and managed by Kent Wildlife Trust, with support from council-led environmental and educational organisations such as Birdwise and the Thanet Coast Watch project. Legal Protections - The NNR is protected under UK law and is patrolled by Thanet District Council's beach and coast enforcement officers and Kent Rural Police as part of 'Operation Seabird'. Any disturbance to the NNR would have detrimental consequences on the environment and the efforts to protect wildlife under UK legislation. As such, we consider that this use does not have landowners support and we are not currently engaged in any further discussion to review this position.	Y	Following Targeted consultation, National Grid has reviewed the design of the Proposed Project. Under the amended design the hoverport will not be used as a construction compound, although it will be retained as an access for construction and maintenance work within the mudflats.
		Cultural heritage, construction – compound areas, design	**Heritage and Archaeology** Kent County Council and Historic England have been consulted on these proposals. These bodies are key consultees and their expertise should be relied upon. With regards to Cultural Heritage, the Additional PEI document highlights the positive impact the reduction of the draft Order Limits will have in terms of reduced physical impact on heritage assets. However, the introduction of a larger construction compound has been proposed in an area of known archaeological remains to the west of the A256 and a	N	National Grid acknowledges the feedback. Evaluations trenching, based on geophysical survey data, was undertaken to assess the potential for impacts on shallow remains/features that might exist. An additional geo-archaeological exercise was undertaken to examine the potential impacts on deeper deposits. Data from these works have been used to inform the impact assessment as well as develop the mitigation strategy that will be agreed with heritage stakeholders.

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			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. The Council notes that there is ongoing evaluation trenching and further evaluation work planned to assess the significance of archaeological remains and the potential of deeper palaeo-environmental remains. The supporting documentation outlines that the proposed stone platform for the converter station and substation may result in the need for piling which 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 and survey work is ongoing and will be considered in the ES following further investigation.		
		Timescales / programme, walking, cycling and horse-riders, socio-economic, recreation and tourism	**Socio-economics, Recreation and Tourism** Kent County Council will provide detailed comments in relation to any impacts on PRoW. The Council considers that the change to the proposed working hours to include Sundays and Bank Holidays has the potential to impact on the enjoyment of the PRoW, recreation routes and spaces in the vicinity of the application site above those already identified for the Project. This is due to Sundays and Bank Holidays being the most likely times when local residents and visitors to the District would enjoy recreation in this area. Therefore this would have a significant effect on receptors and is not considered acceptable by the Council.	N	The proposed extended working hours have been appropriately considered within **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**, informing the sensitivity value of PRoW and recreational routes. To give National Grid the flexibility to deliver the construction programme on time and incorporate standard industry working patterns, it has identified a need to include 7am to 5pm working on Sundays and bank holidays within the core working hours. The proposed construction core working hours (unless otherwise approved by the relevant Local Planning Authority) for all terrestrial works in Suffolk and Kent are: • Monday – Friday: 0700 to 1900; and • Saturday, Sunday and Bank Holidays: 0700 to 1700. Whilst this change gives National Grid the flexibility to carry out works when and where needed, it does not expect construction activity to take place on every Sunday or bank holiday. There will be restrictions on the type of activity that can occur on these days and these will be secured via Requirement 7 of Schedule 3 of the draft DCO (**Application Document 3.1**). The restrictions include limiting HGV and percussive piling activities. Further details of this mitigation are set out within the **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured via Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Details relating to the proposed construction working hours and any associated restrictions are contained in **Application Document 6.2.1.4 Part 1 Chapter 4 Description of the Proposed Project**. The socio-economic, recreation and tourism assessment concludes that there are no anticipated significant effects on PRoW and recreational routes as a result of the Proposed Project.

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		Community benefits / enhancements	Once again, it is the Council's view that there is an opportunity for the project to provide educational benefits. We would welcome a program involving local schools and colleges during survey works and the construction phase (as appropriate) similar to those that have been employed for other energy projects in the District. In terms of tourism, information boards (sensitively designed and located) providing detail on the project would be welcomed.	N	National Grid is working to understand local and regional aspirations and priorities in relation to community benefits, including in education. It welcomes the suggestions for delivering community benefits and as the Proposed Project progresses, it will work with stakeholders and local communities to further inform this.
		Health and wellbeing	**Health and well-being** Kent County Council will comment on the impact from the development on health and well-being, and their expertise should be relied upon.	N	National Grid acknowledges the feedback.
		Walking, cycling and horse-riders, traffic and transport, design	**Traffic and Transportation** Kent County Council will comment on the impact from the development on the highway network, and their expertise should be relied upon. The Additional PEI document highlights that the design changes interact with various parts of the surrounding highway network and the PRoW. In addition the Viking Coastal Trail, National Cycle Network, Contra Trail, King Charles III England Coast Path and Saxon Shore Way are key walking and cycling routes to be considered.	N	National Grid acknowledges the feedback.
		Traffic and transport, construction – compound areas, construction - general	The Additional PEI document states that a new construction and maintenance access off Sandwich Road is expected to be used by a limited number of additional vehicle movements whilst the main access on the A256 for construction works would be retained. There is an option for a compound proposed off Sandwich Road. We understand from the briefings delivered by National Grid that the options surrounding new compounds are at a relatively early stage. It is unclear what structures (if any) a compound off Sandwich Road would house and how the proposed compound would be used for the Project during the construction period and for ongoing operational maintenance. This has the potential to impact on predicted traffic numbers in this area. The Council would need a more definitive plan of the site option and schedule of use to comment fully on this element of the proposal. In terms of construction access, the removal of Jutes Lane (except for during utility connection works) which had previously been identified as providing access for the majority of construction traffic is welcomed.	Y	Comment noted with regard to the removal of Jutes Lane as a main access. The Sandwich Road compound is proposed as an option to be used during construction, as well as if required for maintenance or repair purposes during the operational phase. **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** includes an assessment of construction traffic associated with the Proposed Project including construction vehicles associated with the access and compound on Sandwich Road.
		Construction – general, walking,	The high voltage direct current (HVDC) cable route near the A256 has been realigned and trenchless crossing technology	N	Details of proposed management and mitigation relating to walking and cycling routes including PRoW are set out within **Application Document**

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
		cycling and horse-riders, onshore mitigation	is also proposed in this area to reduce the impact of construction on road users. The Additional PEI document highlights that the trenchless methods at the landfall would minimise impacts on the Viking Coastal Trail, Contra Trail, King Charles III England Coast Path and the National Cycle Network, however these would need to be carefully managed where they are crossed by the new construction and maintenance access on Sandwich Road. It is also noted that a number of PRoW will require similar management and mitigation due to the design changes.		**7.5.1.2 Outline Construction Traffic Management and Travel Plan - Kent and Application Document 7.5.9.2 Outline Public Rights of Way Management Plan - Kent**.
		Timescales / programme, traffic and transport, onshore mitigation	The Additional PEI document highlights that the proposed extended working hours (to include Sundays and Bank Holidays) have the potential to result in significant adverse effects to Severance, Pedestrian Delay, Non-Motorised User Amenity, Fear and intimidation, Driver Dealy and Road Safety if unmitigated and without restrictions. Construction activity is not anticipated to take place regularly on Sundays and Bank Holidays and as such is expected to be less intense than works undertaken during the week. However, it is noted that 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. The ES will include further details of anticipated vehicle movements on these days and mitigation measures will be applied. The Council would highlight that traffic levels over Bank Holidays often result in the public highways reaching capacity throughout the District and as such it is unlikely that additional demand generated by construction traffic could be absorbed.	N	The proposed working hours include Saturdays, Sundays and Bank Holidays. **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** provides justification that Sunday flows will be some 50% of flows for the Saturday assessment, and therefore a separate assessment for Sunday is not considered necessary.
		Design, traffic and transport	The maps provided show the location of the proposed temporary bridge crossing over the River Stour providing access (Changes to Order Limits Plans Document). The Council would welcome further information with regards to the design, method of fixing and planned usage of the bridge, given the sensitive nature of the area and stability of the land.	N	The temporary bridge over the River Stour would be similar in nature to that used during the Richborough Connection project. The detailed design of the bridge will be developed post consent; however, the bridge is likely to require piled foundations, have abutments set back a minimum of 8 m from the top of the river bank and be 4 m above the Mean High Water Spring level to allow for navigation. Indicative design plans will be included within the submission.
		Traffic and transport, construction - general	The Council seeks clarification as to whether the stone platform (at the converter site) will be delivered on site or constructed on site. We understand from the Briefing attended by Members that National Grid are currently investigating options for sourcing the necessary aggregate and this may arrive on site via the road or the port. The Council requests an update once the method of construction has been determined due to the design change having the potential to impact on traffic numbers.	N	The platform will be constructed using aggregate delivered to site via vehicles using the proposed A256 access point. These vehicles have been allowed for within the traffic and transport assessment for the project. The source of the material is yet to be determined and will not be agreed until National Grid's contractor has been appointed.
		Traffic and transport, construction - general	The Council considers that given the number and type of vehicle movements and hours of use, traffic associated with	N	The proposed management and mitigation relating to construction traffic is set out within **Application Document 7.5.1.2 Outline Construction**

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			construction is likely to have a significant impact on the local highway network. Once again concern is raised with any construction access via Minster, even as a secondary means of access. The Council requests an invitation to attend the meetings where ongoing discussions with KCC Highways and PRow Officers will take place.		**Traffic Management and Travel Plan - Kent**. The traffic and transport assessment within **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** does not identify any significant impacts on the highway network during the construction phase with the proposed embedded mitigation and control and management measures in place. Thanet District Council has been both invited to and attended transport thematic meetings held with Kent County Council.
		Community benefits / enhancements	**Other Matters** Whilst it does not specifically form part of this targeted further consultation, the Council seeks to begin discussions with National Grid at the earliest opportunity with regards to Community Benefit Schemes and the range of incentives available to the local community. We understand Community Benefit Schemes are currently being considered by Ofgem and the Government for areas that accommodate large scale energy projects and we await the outcome of this work.	N	National Grid supports the delivery of community benefits associated with transmission infrastructure, and already has a number of established programmes which deliver this. National Grid are waiting for the Government's position on the provision of community benefits associated with transmission infrastructure. This will determine their future approach. National Grid is working to understand local and regional aspirations and priorities in relation to community benefits. It welcomes the suggestions for delivering community benefits and as the Proposed Project progresses, it will work with stakeholders and local communities to further inform this.
		Inter-project cumulative effects	Once again concerns are raised regarding the cumulative impact of energy projects in this location and the potential need for further expansion within and potentially beyond the draft Order Limits to satisfy future energy infrastructure demands. Further information on these matters should be provided in the ES in due course.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. The assessment of inter-cumulative effects which assesses combined impacts with other proposed developments alongside the Proposed Project is presented within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects and Application Document 6.2.3.13 Part 3 Kent Onshore Scheme Chapter 13 Inter-Project Cumulative Effects**. Other developments within 20 km from the Order Limits have been considered within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects Assessment**.
		Intra-project cumulative effects, design, onshore mitigation	**Conclusion** It is acknowledged and understood that the project will reinforce the existing transmission network and build new electricity infrastructure to support new sources of renewable and low-carbon energy, providing a national benefit to energy	Y	National Grid acknowledges these comments and concerns. The Proposed Project's impacts are recognised and National Grid will adhere to the "mitigation hierarchy" by avoiding, minimising, restoring, and offsetting impacts.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			security and net zero targets in the long term. However, the Council has specific concerns as outlined above (and in addition to those raised at Statutory Consultation Stage) about the impact on the environment from the Project at the local and regional level, namely: • the visual impact from the convertor station, substation (now comprising a stone platform) and pylons on the character of the area, and how the impacts have been quantified (in terms of the significance of impact/effect); • the permanent loss of Best and Most Versatile agricultural land; • the potential effects on the foreshore and water environment; • the potential impact from noise on sensitive receptors, specifically residential properties in the vicinity of the proposed new construction and maintenance access and compound off Sandwich Road; • construction impact on recreation and tourism, disturbance to flora and fauna and impact on net zero targets for the district; • the impact on local infrastructure including the highway network during construction and operation; • the impact the proposed increased working hours which would include Sundays and Bank Holidays would have on a range of receptors within the District. The Council requests continued discussions during and following further planned survey work and to be directly involved with providing feedback on all proposed mitigation/environmental commitments, prior to the submission of the DCO application. In addition, further clarity in the proposal in terms of the design of the converter station and substation, mitigation planting (through a finalised landscape plan) and the proposal for 10% Biodiversity Net Gain should be formulated prior to submission and provided to the Council for comment, including use of the Thanet Design Panel. As clarified above, we consider that the use of the former hoverport does not have landowners support and we are not currently engaged in any further discussion to review this position. There appears to be limited information in terms of the proposed option of a new compound off Sandwich Road specifically duration (construction and/or operational phase), likely traffic numbers and built form (temporary/permanent		Please refer to the detailed response above which respond to the key issues raised. As noted previously, the use of the hoverport as a construction compound has been reviewed and the design amended. National Grid is maintaining ongoing dialogue with the Host Authorities and as a matter of course will seek to provide additional information that clarifies the matter of concern.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			structures). The Council would welcome further consultation should this option develop and greater details are known in order for us to comment fully on this element of the proposal. The Council are keen to engage with National Grid in relation to Community Benefit Schemes at the earliest opportunity. The above comments are made without prejudice to the Council's written representation submission, adequacy of consultation and Local Impact Report on the Development Consent Order application.		

Table 1.25 Thurrock Council

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
8 July 2024	11 August 2024	Consultation	Thank you for the information and update on the above project. Given the distance from the site to the Borough of Thurrock it is considered that the proposal is unlikely to affect the Borough.	N	National Grid acknowledges the feedback.

3. Section 17 Section 42(d) Targeted Consultation Comments and National Grid's Response

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Table 1.1 SL-PIL-0594 and SL-PIL-0350

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2024 Targeted consultation	Change Y/N?	Regard had to response (s49)
		Needs Case, Alternative Solutions, Land Rights and CPO	Sealink will cause blight to many areas - particularly Knodishall/Friston/Saxmundham. SEAS opposition to your proposals appears rational and reasonable. In my view, Sealink's mandate and purpose confirms the obvious fact that power developed or landed in Suffolk is in the wrong place. Wind farm landfalls therefore need to be in the Thames estuary, ergo, no need for Sealink at all. I find it disturbing that you will take a deliberate 'dogleg' towards our property because you prioritise a golf club hole that is yet to be built...	N	National Grid has developed the design in consultation with landowners and have made alignment changes where possible to minimise impacts. National Grid has an obligation to fulfil the requirement for new grid connections where they are agreed. The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. The needs case for the Proposed Project has identified that a connection is required within the Sizewell area, therefore delivery outside of this area would not fulfil the network reinforcement requirement that the Proposed Project is intended to provide. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study;** • **Application Document 8.3 Strategic Options Report;** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.**

Table 1.2 SL-PIL-0608, SL-PIL-0903, SL-PIL-0354, and SL-PIL-0365

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2024 Targeted consultation	Change Y/N?	Regard had to response (s49)
		Design, Water Environment, Noise and Vibration	National Grid have made a number of changes to their original Sealink project following consultation. A number of these changes are of serious concern. The height of the converter station is to be 28 meters which is equivalent to an 9+storey building without considering the infrastructure that will be required on the top. We need to see visuals of the proposed converter so that the effect of its presence on local residents and wildlife can be judged. It will be seen from as much as10 miles away. It is proposed that open cable trenches are to be used from the landfall point to the converter. This is a distance of almost 3km which will cause an enormous of amount of damage to the marsh. Last time that the National Grid worked here the heavy machinery caused considerable damage and compaction everywhere they worked causing more flooding. This site is inappropriate, and a brownfield site should be used.	N	**Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual** assesses the potential impact of the Kent Converter Station. This assessment is supported by visualisations/photomontages prepared in consultation with relevant stakeholders such as Historic England and Kent County Council. **Application Document 6.4.2.1 Landscape and Visual** presents viewpoints. The Proposed Project has secured a range of commitments to the handling and management of soils along the cable construction swathe, in addition to controls on surface water runoff and measures to manage interactions with existing land drainage infrastructure. These are documented within **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured by Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). The location of the Converter Station is in Flood Zone 1, assessed by the Environment Agency as at low risk of flooding from rivers and the sea. Data has been collected to characterise ground conditions and the design includes measures to accommodate the waterlogged conditions that can arise (caused by impeded infiltration of rainfall into the clayey soils). **Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration** assesses the potential impact of the Proposed Project and concludes that there will be no likely significant effects.
	6	Timescales / programme, Ornithology, Alternative Solutions	Work hours have been increased to include bank holidays and Sundays 7 am to 5 pm which will be hugely disruptive to all the local population/workforce and the wildlife in the area. They state 122 heavy goods, 98 lights and 292 construction vehicles (512 in total) will travel during the peak work hours – these figures were quoted before the base and piles were going to be put in so I am assuming that these figures will increase or at the very least the minimum the length of time these numbers of vehicles will be needed will increase. I appreciate that you have changed the height of the pylons to reduce the triangular area and hence try and reduce migration bird deaths, but I do not think that it is enough. The number of migratory birds that follow this route across the UK from Europe and Africa makes the positioning of this converter totally unacceptable. There should be no new overhead pylons all cabling should be going underground. To avoid the salt marsh, you are proposing to use the old hoverport as your compound. This is a RAMSAR site (Ramsar site number UK11069 (1025). Ramsar Sites are wetlands of international importance designated under the Ramsar Convention and therefore should be protected. It is also a SSSI which is a site of special scientific interest which again should indicate that we should be protecting it. What is the point of	Y	**Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport and Application Document 7.5.2.1 Outline Construction Traffic Management and Travel Plan - Kent** set out the parameters for the assessment of all vehicle trips within the study area, and the management measures for the control of trips made during working hours. These trips include those required for the construction of the Kent Converter Station. Following feedback received at Targeted consultation, the hoverport site is no longer going to be used as a construction compound by National Grid – serving as an operation and maintenance access through the area due to previous feedback received in relation to avoiding having an access route through the saltmarsh. As explained in **Application Document 7.3 Design Development Report,** this access would only be used should a fault be identified in the intertidal zone and would not be used for construction The impacts on agricultural land in Kent are considered in **Application Document 6.2.3.6 Part 3 Kent Chapter 6 Agriculture and Soils**. This Chapter concludes that there will be no likely significant effects on agriculture as a result of the Proposed Project. Impacts on the rivers and streams in the study area are considered in **Application Document 6.2.3.4 Part 3 Kent Chapter 4 Water Environment**. Following feedback from stakeholders and the public following both Non statutory consultation and Statutory consultation, National Grid reviewed the

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2024 Targeted consultation	Change Y/N?	Regard had to response (s49)
			creating sites of international important if we then build on them whenever we want. A map of the world Description automatically generated SSSI website: https://naturalengland-defra.opendata.arcgis.com/datasets/Defra::sites-of-special-scientific-interest-england/explore?location=51.290314%2C1.330537%2C12.04 In fact, the whole of Sandwich and Pegwell bays are a SSSI and included in the above RAMSAR site – this must be mentioned in all the documentation coming from National Grid as the importance of this area to wildlife and migrating bird population cannot be underestimated. The Minster marsh cannot be taken in isolation as it is part of a network of marshes across this area. To create a barrier at the start of the network will affect the ecosystems across all of the marshes. Environmental mitigation has been extended along the banks of the River Stour. There are at least two strands to this. This is prime agricultural land and the countries food security is vital but falling. If we continue not only to build on agricultural land but also set aside agricultural land for mitigation purposes that is a double whammy. Secondly to access this land the birds will have to fly across the pylons and therefore risk their lives. At the very least it should be on the same side as the building works to reduce potential bird deaths. The site is situated adjacent to the main drainage channel for the whole of the marsh system, the Minster Stream, which not only regulates all the water levels but is also used for irrigation of food crops and is the main channel for migrating eels. Any pollution from the site will affect the stream directly. In conclusion this site is totally unacceptable and National Grid should be forced to put this structure on a brownfield site and all new wires should be underground. National Grid should have had to put forward at least two sites for consideration for this converter station – we would like them to put forward another option.		engineering design to consider removing the need for the overhead lines across the railway and the River Stour. The poor ground conditions under the railway preclude the use of trenchless technology to cross from the substation to the overhead line; these would cause settlement issues for the railway line. National Grid considered locations further north from the Converter Station site towards Minster for a crossing point where the ground is more suitable, and this would introduce more trenching, ditch crossings and land take. Once across the railway, the river would still have to be crossed which proves difficult again due to the ground conditions because trenchless technology needs stable ground conditions for it to be feasible and the conditions under the river are not considered to be stable enough. Once under the river, construction of further electrical infrastructure (a smaller substation) would be required in the flood plain to connect the cables to the existing overhead line. Considering all of the engineering challenges set out above alongside the environmental impacts of a larger footprint of the construction works and the safety concerns over going under the railway, the conclusion was to use overhead lines. Further details are set out in **Application Document 8.2 Option Selection and Design Evolution Report (October 2023)**. National Grid recognises the importance and sensitivity of habitats in this area. Detailed assessments are provided in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity, Application Document 6.2.4.5 Part 4 Chapter 5 Ornithology and Application Document 6.6 Habitats Regulations Assessment Report.** These consider the impacts of the scheme on important sites for waterbirds and waterbird populations.

Table 1.3 SL-PIL-0041, SL-PIL-0818, SL-PIL-0110, SL-PIL-0049

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2024 Targeted consultation	Change Y/N?	Regard had to response (s49)
		Design, Construction – General, Agriculture and Soils	Alignment As previously discussed, the land is earmarked for the expansion of the existing St Augustine's Golf Course and designs have been provided to National Grid and Dalcour Maclaren in both PDF and CAD formats. The alignment needs to be such that material can be deposited over the new cable(s) in accordance with the design or similar designs provided. As discussed, it would be preferable that instead of creating two joint bays, the cable could instead be installed in one 'pass' to the field on the northern side of the A256. Ideally there would be no transition joint bays (TJB) installed within the land to the southeast of the A256, albeit if a TJB needs to be installed then this needs to be against the boundary with Stonelees Golf Club, as the levels in that location are not due to change. The depth of the cable needs to be such that material can be deposited and structures constructed over the easement. It is the intention that the new golf course design will include some planting and this shouldn't be prejudiced by the presence of the cable. It would be preferable if the cable were to be directionally drilled underneath both parcels of land with the reception pit being located within the parcel of land where the converter station is due to be constructed. Construction During the meetings it was confirmed that a large area would be occupied as a site compound to facilitate the directional drill and said compound needs to be located in a position that causes least severance and land take from a farming perspective. Any severed areas still need to be managed to preserve soil quality/PH etc. Access is suggested via the existing field entrance adjacent to St Augustines for construction and ongoing maintenance. The land is extensively drained and both pre and post construction drainage works will be required to ensure that the existing land drainage continues to function during the construction phase and once the project has been completed. Please can drawings for both pre and post construction design be provided. An appropriate surfacing material will need to be installed to protect the soil during the construction phase of the project and it is suggested that this is stone sourced locally, as opposed to the soil stabilisation or track matting that has been used on other projects. The land in this location can become very wet during the	Y	The feedback received at the meeting has been considered and the proposed methods of installation have now been altered to take into account the information provided by the Landowners. National Grid will maintain ongoing dialogue with landowners regarding construction activities and the potential impacts and ongoing maintenance requirements throughout the construction phase. The cable routes and compound areas will be reinstated post construction to allow existing operations to continue. National Grid's new Land Rights Strategy has now been published and is available on the National Grid website. The Lands agent - Dalcour Maclaren - will be contacting landowners in due course to discuss voluntary agreements, which will be in line with the compensation code. Landowners have been approached and meetings have taken place with agents (including the agents for this land interest) and landowners across the Proposed Project to discuss the voluntary agreements, land plans and mitigation of any impacts that the project may have. The HVDC cables do not require kiosks. The transition joint bay is an underground structure with a ground level access manhole which will be locked. Maintenance is required on a monthly basis to check the structure and at a five-yearly basis to check the condition of the joints. This will not be visible from the surface apart from the manhole.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2024 Targeted consultation	Change Y/N?	Regard had to response (s49)
			winter months and the alternative methodologies such as soil stabilisation do not function properly. It is noted that some of the existing high voltage overhead electricity lines may need to be diverted or placed underground to facilitate construction, which is acceptable, but needs to be discussed in advance. The diversion cannot be installed in a position that impacts upon the golf course development. Demarcation fencing will need to be installed during the construction phase to prevent the contractor from deviating outside of the order limits. Topsoil is to be carefully stripped and stored during the construction phase and is to be managed appropriately to include regular spraying to prevent injurious weeds. Land Rights Strategy (LRS) Further detail of the new LRS is to be provided but the current version is appropriate for underground assets, subject to a reasonable land value being agreed. This also assumes that there are no onerous restrictions to be implied under the Development Consent Order or the voluntary agreement. This would include onerous restrictions regarding the use of the land over the cables, given the above.		

Table 1.4 SL-PIL-0837 and SL-PIL-0184

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2024 Targeted consultation	Change Y/N?	Regard had to response (s49)
		Design	This is a feedback email regarding the second consultation for the Sea Link Project, this email is in relation to Construction and Maintenance Work. My client is St Augustine's Golf Club (Ramsgate) Ltd, Cottington Road, Cliffsend, Ramsgate, Kent, CT12 5JN During the second consultation period it appears that a road has been added that weaves it's way through the middle of my client's golf club, Dalcour Maclaren have since explained that this is not a construction track and that it is only to give National Grid access to the permanent easement strip in the future over the Club. To be clear the Golf Club are very strong in their opinion that If this was a construction track it should not be allowed and a new path found as this would hinder the club so much that playing golf would not be possible. It was also discussed that this permanent rights track should be removed and instead be placed from the Sandwich road side of the course, where there is already good access onto the course where the perm rights would be needed. This is in the same location as NG contractors have accessed the course before to carry out borehole sampling. This access can be seen on the below screen grab highlighted with a red x	N	Upon review of the alternative access provided by the landowner it was determined that there is no suitable gated access off Sandwich Road to access the area required that is within the Order Limits during operation. National Grid would use the access as a 'walking only' access and this will be regularised within the voluntary agreement negotiations. National Grid is keen to have a voluntary agreement with this landowner and is continuing to negotiate the terms of any agreement..

Table 1.5 SL-PIL-0630 and SL-PIL-0369

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2024 Targeted consultation	Change Y/N?	Regard had to response (s49)
		Construction – General, Intra-Project Cumulative Effects, Timescales / programme	My PIL Reference Number Sea Link_s.44 2407_370 With reference to your further consultation on the proposed Sea Link project I have a number of comments. The proposed construction compound adjoining Wood Farm will impact on my property which is in close vicinity to the current access road to Wood Farm. The access road entrance is from the top of Church Hill and is used infrequently by people driving to the farm. The vehicles currently using this road are generally cars with minimal vehicular traffic being made by agricultural vehicles. The access road is not suitable for construction vehicles and would have a serious impact to the enjoyment and quiet use of the back garden to my house which I currently have; as such I formally object to the proposal for the construction compounds and associated access by the farm drive which will create noise and also cause an environmental problem. Your proposal to work on Sundays and Bank Holidays will impact on the quiet surrounding area which we currently enjoy, I therefore also object to the proposed Sunday and Bank Holiday working on the grounds of noise and environmental problems. Manor Gardens is a small development with limited parking, during your investigative work on the fields to the rear of our property there were issues with vehicles parking in the road, this was not acceptable and created problems for residents. Generally your proposed location for the converter station seems to show no consideration for the welfare of the people living in the vicinity of your chosen site. The fields chosen are of valuable agricultural use and this is not deemed to be an industrial area. To all intents and purposes your proposal will greatly impact on the right to enjoyment and use of our property and general wellbeing and welfare with no benefit to ourselves. I therefore object to the proposed construction of the converter station and associated infrastructure.	N	National Grid will maintain ongoing discussions with affected landowners. All affected landowners will be compensated on a fair and reasonable basis for any rights acquired, and any impacts on retained property will be considered in line with the Compulsory Purchase Compensation Code. Compensation claims for disturbance will be considered on a case-by-case basis (in accordance with the Compulsory Purchase Compensation Code) if there is evidence of negative impacts as a result of the Proposed Project. Where necessary, works will be undertaken to ensure that accesses are fit for purpose; both to ensure the safe use and to avoid damage. National Grid has an established and effective code of construction practice which has been used on many projects and covers the matters of concern raised in these comments (refer to **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**). This includes matters such as noise, dust and wider air quality impacts. National Grid acknowledges concerns about working hours. To give National Grid the flexibility to deliver the construction programme on time and incorporate standard industry working patterns, it has identified a need to include 7am to 5pm working on Sundays and bank holidays within the core working hours. The proposed construction core working hours (unless otherwise approved by the relevant Local Planning Authority) for all terrestrial works in Suffolk and Kent are: • Monday – Friday: 0700 to 1900; and • Saturday, Sunday and Bank Holidays: 0700 to 1700. Whilst this change gives National Grid the flexibility to carry out works when and where needed, it does not expect construction activity to take place on every Sunday or bank holiday. There will be restrictions on the type of activity that can occur on these days. Works on Sundays and Bank Holidays will be limited and only carried out to provide added flexibility to the programme. Under Requirement 7 of Schedule 3 of the draft DCO (**Application Document 3.1**) HGV deliveries are limited to Monday to Saturday. It is also expected that there will be up to 50% fewer LGV and staff vehicle movements on Sundays and Bank Holidays than the number of movements anticipated to be experienced on weekdays and Saturdays. National Grid is maintaining ongoing dialogue with relevant local authorities and will seek to address the issue of working hours in the course of thematic meetings with them. A robust alternatives assessment has been undertaken for the Proposed Project. **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered and Application Document 7.2 Strategic Options Back Check Report** contain further details on the main alternatives considered for the Proposed Project. Further historic information with regard to the Proposed Project design evolution and the alternatives considered are contained within **Application**

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2024 Targeted consultation	Change Y/N?	Regard had to response (s49)
					Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022), Application Document 8.2 Options Selection and Design Evolution Report (October 2023) and Application Document 8.3 Strategic Options Report (October 2023). National Grid is coordinating with other developers of large-scale infrastructure projects where possible, noting that other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are contained in **Application Document 7.10 Coordination Document**. The assessment of inter-cumulative effects with other proposed developments is considered in the ES within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects and Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects**. The effects arising from the Suffolk Onshore Scheme on landscape character and visual amenity are summarised within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual** and detailed within **Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment and Application Document 6.3.2.1.D ES Appendix 2.1.D Visual Amenity Baseline and Assessment**.

Table 1.6 SL-PIL-0631 and SL-PIL-0370

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2024 Targeted consultation	Change Y/N?	Regard had to response (s49)
		Construction – General, Intra-Project Cumulative Effects, Timescales / programme	My PIL Reference Number Sea Link_s.44 2407_370 With reference to your further consultation on the proposed Sea Link project I have a number of comments. The proposed construction compound adjoining Wood Farm will impact on my property which is in close vicinity to the current access road to Wood Farm. The access road entrance is from the top of Church Hill and is used infrequently by people driving to the farm. The vehicles currently using this road are generally cars with minimal vehicular traffic being made by agricultural vehicles. The access road is not suitable for construction vehicles and would have a serious impact to the enjoyment and quiet use of the back garden to my house which I currently have; as such I formally object to the proposal for the construction compounds and associated access by the farm drive which will create noise and also cause an environmental problem. Your proposal to work on Sundays and Bank Holidays will impact on the quiet surrounding area which we currently enjoy, I therefore also object to the proposed Sunday and Bank Holiday working on the grounds of noise and environmental problems. Manor Gardens is a small development with limited parking, during your investigative work on the fields to the rear of our property there were issues with vehicles parking in the road, this was not acceptable and created problems for residents. Generally your proposed location for the converter station seems to show no consideration for the welfare of the people living in the vicinity of your chosen site. The fields chosen are of valuable agricultural use and this is not deemed to be an industrial area. To all intents and purposes your proposal will greatly impact on the right to enjoyment and use of our property and general wellbeing and welfare with no benefit to ourselves. I therefore object to the proposed construction of the converter station and associated infrastructure.	N	National Grid will maintain ongoing discussions with affected landowners. All affected landowners will be compensated on a fair and reasonable basis for any rights acquired, and any impacts on retained property will be considered in line with the Compulsory Purchase Compensation Code. Compensation claims for disturbance will be considered on a case-by-case basis (in accordance with the Compulsory Purchase Compensation Code) if there is evidence of negative impacts as a result of the Proposed Project. Where necessary, works will be undertaken to ensure that accesses are fit for purpose; both to ensure the safe use and to avoid damage. National Grid has an established and effective code of construction practice which has been used on many projects and covers the matters of concern raised in these comments (refer to **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**). This includes matters such as noise, dust and wider air quality impacts. National Grid acknowledges concerns about working hours. To give National Grid the flexibility to deliver the construction programme on time and incorporate standard industry working patterns, it has identified a need to include 7am to 5pm working on Sundays and bank holidays within the core working hours. The proposed construction core working hours (unless otherwise approved by the relevant Local Planning Authority) for all terrestrial works in Suffolk and Kent are: • Monday – Friday: 0700 to 1900; and • Saturday, Sunday and Bank Holidays: 0700 to 1700. Whilst this change gives National Grid the flexibility to carry out works when and where needed, it does not expect construction activity to take place on every Sunday or bank holiday. There will be restrictions on the type of activity that can occur on these days. Works on Sundays and Bank Holidays will be limited and only carried out to provide added flexibility to the programme. Under Requirement 7 of Schedule 3 of the draft DCO (**Application Document 3.1**) HGV deliveries are limited to Monday to Saturday. It is also expected that there will be up to 50% fewer LGV and staff vehicle movements on Sundays and Bank Holidays than the number of movements anticipated to be experienced on weekdays and Saturdays. National Grid is maintaining ongoing dialogue with relevant local authorities and will seek to address the issue of working hours in the course of thematic meetings with them. A robust alternatives assessment has been undertaken for the Proposed Project. **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered and Application Document 7.2 Strategic Options Back Check Report** contain further details on the main alternatives considered for the Proposed Project. Further historic information with regard to the Proposed Project design evolution and the alternatives considered are contained within **Application**

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2024 Targeted consultation	Change Y/N?	Regard had to response (s49)
					Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022), Application Document 8.2 Options Selection and Design Evolution Report (October 2023) and Application Document 8.3 Strategic Options Report (October 2023). National Grid is coordinating with other developers of large-scale infrastructure projects where possible, noting that other projects are outside the control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are contained in **Application Document 7.10 Coordination Document.** The assessment of inter-cumulative effects with other proposed developments is considered in the ES within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects and Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects**. The effects arising from the Suffolk Onshore Scheme on landscape character and visual amenity are summarised within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual** and detailed within **Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment and Application Document 6.3.2.1.D ES Appendix 2.1.D Visual Amenity Baseline and Assessment**.

Table 1.7 SL-PIL-0738

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2024 Targeted consultation	Change Y/N?	Regard had to response (s49)
		Alternative Solutions, Water Environment, Climate change	PIL Reference number: Sea Link_s 44 2407_738 Considering the appropriateness of this project As per my first consultation response with regard to this project, it is extremely disappointing that National Grid continue to consider this site in Kent. I find from the National Grid documentation available to me that there is no evidence to suggest that this site has more scientific, ecological or environmental justification than any other sites supposedly given consideration. “East of Kemsley” in respect of landfall requirements affords far more scope than the limited options so far presented. Such option provide: higher ground; brownfield sites; far less environmental and ecological disturbance or destruction; better accessibility; etc. It is for you to better explore these options. In my original feedback I said that Pegwell Bay / Minster Marsh was a lazy option and my view of that is unchanged. In addition to this, it has been scientifically demonstrated that sea levels will rise in this area within two generations. An electricity transformer station on a floodplain? Seems totally illogical to anyone but National Grid. The latest consultation provides minimal evidence for the unsuitability of alternative sites, leaving one to deduce that the Minster site simply provides the cheapest option for National Grid thereby increasing its eventual profits from the scheme. National Grid is a PLC which exists to make profits, which it does not return to people beyond its shareholders or to the environment. To claim it exists to keep consumer energy prices low is at best fanciful. Further considering the point with regard to rising sea levels and flooding events, the UK Government's 'UK Climate Change Risk Assessment 2022' outlines key climate change risks and opportunities that the UK faces. Table 1 in this document considers "More action needed risks and opportunities". As stated in the document this identifies risks where "new stronger or different government action is required in the next five years over and above those already planned." At I1 and I2 of Table 1, risks to infrastructure networks from cascading failures and from river, surface water and groundwater flooding are considered. The effects in the 2050s and 2080s are considered to be largely "-VH" or "-H". This 'scoring' means that the effects on infrastructure from cascading failures or flooding are considered to be of a very high or high negative economic magnitude to the UK. Very high is considered at a cost of over £1 billion per annum, and high at over £ hundreds of millions per annum. Kent County Councils 'Climate Change Risk and Impact Assessment 2019' also identifies Kent's current risk of flooding	N	The need for the Proposed Project is set out in **Application Document 7.1 Planning Statement** and **Application Document 7.2 Strategic Options Backcheck Report.** The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. Therefore, delivery outside of this area would not fulfil the network reinforcement requirement that the Proposed Project is intended to provide. In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.** Flooding concerns are noted and National Grid acknowledges that the ground raising has the potential to change the current land drainage regime. **Application Document 6.8 Flood Risk Assessment** has been informed by information on historical and recent flooding incidents in the locality. The Proposed Project has engaged with the Environment Agency regarding the proposed works within areas prone to flooding and has agreed a flood risk mitigation strategy. The mitigation measures are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). For the construction of the Kent Converter Station ground improvement would be required and this is likely to involve the excavation and replacement of soft ground. A minimum of 400 mm would be excavated, plus soft spots highlighted through in-situ testing, a geotextile separator would be laid and

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			from sea, river, surface water and groundwater sources, as well as the projected worsening with increased rainfall. If you consider data such as the 'Climate Central Coastal Risk Screening Tool', this particular area of Kent is below the annual flood level in 2030. At section 3.5.8.2 of Preliminary Environmental Information Report Volume:1, Part 3 Kent Onshore Scheme, Chapter 5 Water Environment, Version A, October 2023, National Grid state that the 'embedded measures' of the project include "sensitive routeing and siting of infrastructure and temporary works e.g. avoiding situating proposed new substations and cable sealing compounds in areas that are at risk of flooding from rivers and the sea". The majority of the site is currently flood zone 1, and so there is some risk of flooding, and in addition the proximity of flood zone 2 and flood zone 3 areas should indicate the future potential for greater flooding risk in this location. Similarly, the area of the site is currently identified as low risk in terms of surface water flooding and with climate change allowances this presumably would only be greater. Given the identification of government bodies of the risks and costs associated with flooding as a result of climate change, it is incomprehensible why National Grid have not already undertaken a Flood Risk Assessment to consider the future flood risk to the project over its lifetime or identified any required mitigation measures. This should call into question the entire viability of this site. National Grid's own changes to the scheme are in many ways reinforcing the reasons not to use this site. My feedback on elements of the proposed project are set out here: The proposal to increase the ground height by 2m and to add concrete pillars, 20m deep, to stabilise the land on which the converter station will be built Notwithstanding above comments with regard to flooding - of course it needs to be stabilised! This is Marshland and is therefore totally unsuitable for this type of construction - your own engineers can see this clearly, hence the "changes" to the proposal. This change compounds the environmental and ecological short and long term destruction of the marsh and surrounding area. The site of the converter station also remains a mere 20m from a SSSI. The amount of aggregate that will be needed will irrevocably alter the land beyond the immediate foundations of the site and impact on the SSSI. Nothing should be built on this site - ever. There is no information where the thousands of tons of aggregate will be coming from - this is fundamental information with regards to the consultation that is being withheld, and which is likely to have an adverse impact on potential local sources and /or construction traffic.		then fill material to a depth of 0.8 m-1.0 m would be required to form the formation level for future construction works. The compound surfacing and any shallow foundations and cable troughs would be built up from this level, noting that larger load foundation would likely need to be piled. Once initial earthworks have been completed, all drainage should be installed to prevent any waterlogging during the construction stage. Where the Proposed Project interacts with existing land drainage infrastructure, e.g. ditches, there is a commitment, secured by the DCO, to re-provide a suitable alternative means of land drainage such that the existing land drainage regime is not compromised. A climate change risk assessment is included within **Application Document 6.2.5.1 Part 5 Combined Chapter 1 Climate Change**. This assessment includes an assessment of climate change risks (including flooding) in accordance with the Institute of Environmental Management and Assessment good practice guidance for climate change risk assessments in Environmental Impact Assessments. The landfill requirements for the Proposed Project have not yet been finalised. There is no intention that the source of landfill will come from Goodwin Sands. A rigorous impact assessment has been produced in line with guidance and legislation which has taken into consideration ecological statutory designations. Details are contained in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council, Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. The mitigation measures are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).

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		Landscape and Visual, Ornithology, Construction – Compound Areas	The increased height of the converter station Visual representations of the proposed development were provided as part of the Preliminary Environmental Information Report (Part 3 Chapter 2 Landscape and Visual) in 2023, alongside a figure showing the Zone of Theoretical Visibility. Since the revisions to the proposal, these figures have not been updated and so the ability of people to properly comment on the revised proposals is diminished. The reality is that the built forms would be very visible and very intrusive. This area is the only part of Thanet where you can still appreciate a largely scenic view, from higher ground, over the countryside and sea. These views are important to the well-being and enjoyment of local residents, not just from Minster but from further afield including Ramsgate and Richborough. This area should be protected from development, especially at a time when local housebuilding - much of which is on grade one farmland - proceeds at astonishing and destructive pace. A building with this footprint and height will be a blot on the landscape exceeding that of the previous power station chimneys. Height and location of pylons and temporary pylons Although “reduced in height”, these additional pylons pose a significant risk to birdlife - both migratory and nesting. There is no mitigation proposed or even achievable that would reduce this impact - and I consider the mitigation measures further below. The new diagram omits the existing line of pylons from the NEMO converter station - this is misleading. The six temporary pylons will require deep (and potentially non-removable) foundations which would be constructed by heavy machinery and construction traffic movement. This is not acceptable on marshland in and way shape or form. The compound to the north of the location of the converter station Although the new proposal indicates a reduction in size, any heavy construction traffic, machinery or temporary surfaces on this site (currently farmland) will endanger the integrity of the marsh soil in a way that would take years, if ever, to recover.	N	**Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual** assesses the potential impact of the Kent Converter Station. This assessment is supported by visualisations/photomontages prepared in consultation with relevant stakeholders such as Historic England and Kent County Council. **Application Document 6.4.2.1 Landscape and Visual** presents viewpoints. As part of the Proposed Project ES National Grid commissioned various surveys looking at the potential impacts of the overhead lines on birds. These surveys included a collision survey and a carcass survey. The assessment of avian collision risk is an annex to **Application Document 6.3.3.2.F ES Appendix 3.2.F 2023-2024 Vantage Point Survey** and the surveys are reported in **Application Document 6.3.3.2.G ES Appendix 3.2.G OHL Mortality Monitoring Report**. The Kent Onshore Route has been designed to reduce the number of towers required and the area between the lines has been kept to a minimum to help prevent birds from getting trapped. Further information is contained in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. Bird diverters are being included on the new section of permanent overhead line in Kent, informed by the collision risk assessment which has been consulted upon with Natural England. No specific mitigation is identified as necessary for the temporary pylons in Suffolk or Kent because they are on the same, or a similar, alignment as the existing pylons and overhead lines. National Grid has secured a range of commitments to the handling and management of soils in the construction areas, in addition to controls on surface water runoff and measures to manage interactions with existing land drainage infrastructure. These are documented within **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Terrestrial Ecology Onshore Mitigation	Removing some land from the draft order limits Any benefits from this are wholly negated by the expansion of the limits in and around Pegwell Bay. This area includes a RAMSAR site and SSSI. The site is therefore subject to statutory protections. The addition of land along the banks of the Stour (supposedly for mitigation purposes), is pointless. Leave it as it is for farmers to farm sensitively and sustainably for food production and ecology. With regard to any mitigation proposed at this stage, when considering the loss of notable habitats the Inspectorate clearly	N	National Grid has followed a rigorous assessment process to choose the locations of the landfalls at each end of the Proposed Project and understand the concerns about the Pegwell Bay location. National Grid has rigorously assessed the Proposed Project's impact on designated sites and the environment, adhering to the "mitigation hierarchy" by avoiding, minimising, restoring, and offsetting impacts. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact

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			noted the absence of information regarding location of notable habitats, routing and installation techniques, and mitigation (Preliminary Environmental Information Report Volume: 1, Part 3 Kent Onshore Scheme, Chapter 3 Ecology and Biodiversity, October 2023). I was also very concerned by the statement within the Preliminary Environmental Information Report Volume: 1, Part 3 Kent Onshore Scheme, Chapter 3 Ecology and Biodiversity, October 2023 at Table 3.3.18: 'Preliminary assessment of disturbance of birds and other fauna during construction or decommissioning' that "With the exception of the SSSI, the Minster Stream and the River Stour the survey area does not contain features likely to be of particularly high importance for sensitive wildlife." At Table 3.3.24: 'Preliminary assessment of disturbance of birds and other fauna during operation', it is stated that "Once the Proposed Project is operational there will be no requirement for day-to-day presence of people, and the infrastructure does not produce sounds that would result in disturbance of birds. The only potential for disturbance would therefore be during maintenance." Table 3.3.26 'Preliminary Assessment of killing and injury of birds during operation (including collision risk)' recognises the 'very high (international)' sensitivity of this topic, but then with regard to the 'preliminary likely significance of effect' it states: "Impact assessment ongoing, but standard mitigation is available that would reduce any impact. Until the impact assessment is complete and mitigation devised it is not possible to draw a conclusion". Throughout the report, there is reference that the 'preliminary sensitivity' or 'preliminary likely significance of effect' has not been possible to confirm as survey work was ongoing or due to be undertaken in 2024. Again, with the revised proposals and second stage of consultation this year, very little update has been afforded in the Additional Preliminary Environmental Information Version A July 2024 report, which just states that "the original PEIR.... 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." This leaves it completely unclear whether any survey work undertaken between 2023 and 2024 has actually informed the revised proposals and 'mitigation measures'.		assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. The enhancement of habitat in limited areas along the banks of the Stour ties in with the enhancements already delivered in those areas and offsets the small permanent loss of habitat south of the River Stour due to the new pylons. The creation of shallow scrapes along the banks of the River Stour is intended to offset the temporary and permanent loss of parts of the Ash Levels and South Richborough Pasture local wildlife site (temporary during construction, with some permanent loss comprising the footings of the proposed overhead line towers). Since the PEIR was produced extensive survey work has been completed as documented in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**, and its survey report appendices. This has included an acknowledgement of the importance of the River Stour and the wetland habitat around it for birds.

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			My question, therefore, is how can the areas identified for mitigation, or the mitigation measures, be anywhere near accurate at this stage given the fundamental lack of understanding of the impact of the proposals at this stage!?		
		Construction – Compound Areas, Timescales / Programme, Traffic and Transport	Old hoverport compound and associated access road Again, the justification for this was to reduce or remove the impact on other (equally important) local roads. However, the damage and destruction to the environment and impact on local residents at Pegwell Bay would be horrendous. The construction traffic will use local A and B roads to access the compound and have a massively negative impact on traffic access and volume. The unsuitability of using the former hoverport site has also been recognised by Thanet District Council (TDC) in a statement from the Chief Executive Colin Carmichael, given the impact on the Pegwell Bay National Nature Reserve. This alone should call into question the viability of using this site for Sea Link. Construction hours will now include Sundays and Bank Holidays The reasons given for this are entirely related to saving time and therefore money for NG and its sub-contractors. It shows a total disregard to residents and other users of the area (eg weekend and holiday tourists whom the local area is very dependent upon for its economy). It demonstrates a total lack of empathy with those impacted by the project and no amount of potential compensation for those most affected will mitigate for the loss of the relative peace and quiet we are fortunate to enjoy. New access roads (specifically Marsh Farm Road) This element of the revised proposal is utterly ridiculous. In order to access or exit (one way, single track) Marsh Farm Road, construction traffic would have to use the level crossing. As well as the railway station, local houses are within a matter of feet (not even yards) from the roadway routes. Construction traffic would either have to use Station Road / High Street / Tothill Street or Station Approach / Conyngham Road / Church Lane / Bedlam Court Road and the Lanes towards Cliffsend. All of these roads are little more than single track in some places. In some places there are no pavements on either side or only on one side. The centre of the village is already congested and often dangerous. Church Lane incorporates a blind and already dangerous sharp bend. Using any of these routes to access Marsh Farm Road would result in considerable impact on the surrounding houses, businesses and the station. There are three well used and important community buildings in the immediate vicinity - Minster Parish Hall; the Old School buildings; the Bell Inn. They provide access to the railway station (including by bus services) and form	Y	Following feedback received at Targeted consultation, the hoverport site will no longer be used as a construction compound. To give National Grid the flexibility to deliver the construction programme on time and incorporate standard industry working patterns, it has identified a need to include 7am to 5pm working on Sundays and bank holidays within the core working hours. The proposed construction core working hours (unless otherwise approved by the relevant Local Planning Authority) for all terrestrial works in Suffolk and Kent are: • Monday – Friday: 0700 to 1900; and • Saturday, Sunday and Bank Holidays: 0700 to 1700. Whilst this change gives National Grid the flexibility to carry out works when and where needed, it does not expect construction activity to take place on every Sunday or bank holiday. Under Requirement 7 of Schedule 3 of the draft DCO (**Application Document 3.1**) HGV deliveries and percussive piling activities will not be permitted on Sundays. Details relating to the proposed construction working hours and any associated restrictions are contained in **Application Document 6.2.1.4 Part 1 Chapter 4 Description of the Proposed Project**. The working hours are secured by Requirement 7 of Schedule 3 of the draft DCO (**Application Document 3.1**). A very low proportion of construction vehicles (circa 1% in total, and less than 1% HGVs) are expected to use Marsh Farm Road. This traffic is to construct the works to the west of the River Stour overhead line crossing only. National Grid is aware of the limited capacity of this access and the flow of construction vehicles along this road has been limited. All other construction traffic for construction of the new pylons and the diversion of the OHL into the converter and substation will access site via the newly constructed bellmouth of the A256. The potential for impacts on the setting of heritage assets was discussed with key stakeholders including Kent County Council and Historic England, and as part of this procedure, a list of assets to be fully assessed was agreed. The final assessment within **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage** has been informed by the Proposed Project design and construction methodology outlined within **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The assessment has also been supported by extensive survey work, ground investigations and trial trenching. National Grid acknowledges that there will be a temporary disruption to footpaths during the construction phase. Where National Grid has a temporary impact on a PRoW during construction, mitigation measures will be

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			part of the Viking Trail - extensively used by cyclists and walkers, whose safety would be seriously compromised. As well as houses, the station and businesses, any route to or from the level crossing will go through a Conservation Area that contains two Grade I listed buildings (Church of Saint Mary and Minster Abbey) and a Scheduled Ancient Monument (Minster Abbey), as well as several other Grade II listed buildings. The Abbey and its Convent is a place of peace and tranquillity for all who use or experience it. The same applies to the Church. Notwithstanding the visual or noise impacts, the potential for serious impacts on these statutorily designated heritage assets as a result of vibrations has not yet been seriously considered, and I fear all are at physical risk from any sort of access route through the historic centre of the village. National Grid documentation alludes to “traffic management” when the access roads are being used. Please be honest and call this what it would really be: road closures; one way systems; traffic lights; suspension of public transport; etc. Marsh Farm Road is also an important and enjoyable walk for local people who no doubt would be prevented from using it (along with other footpaths which National Grid proposes to close). The use of the level crossing is simply dangerous for both construction traffic and trains, never mind pedestrians. Those who live or commute along the roads mentioned, never mind the wider village, will literally have their lives ruined by this proposal. As a resident of one of the roads affected, the recent communications from National Grid regarding land ownership, for which the sole purpose is possible compensation or compulsory purchase, demonstrates the extent to which National Grid expects residents to be impacted - I have further comments on this below. Once again, the viability of the whole project in this area is highly questionable if this sort of thing needs to happen.		put in place. Where National Grid has a permanent impact on a footpath, a suitable diversion will be provided. The impact on PRoW is contained in **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism**. A list of all mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Consultation, Land Rights and CPO	Other comments I also would like to give comment on the process and consultation more generally. Misleading Communications with regard to the consultation In July 2024 I received a communication from National Grid "in accordance with sections 42, 44, 47 and 48 of the Planning Act 2008 (as amended)." It then goes on to state that I have been identified as "a prescribed consultee under section 42(1)(d) of the Act and in accordance with Schedule 1 of the Regulations [the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009]." There was no information in the letter to inform me what the relevant sections of the Act and Regulations actually meant, and so I was left to investigate this	N	Section 42(1)(d) consultees have been identified through a process of ongoing diligent inquiry. This comprised initial desktop referencing using information obtained from the Land Registry and other online resources. The land referencing methodology is provided in **Application Document 5.1.8 Appendix G Land Referencing Methodology and Application Document 4.2 Statement of Reasons**. Following this initial desktop exercise, National Grid issued letters and forms by post (First Class) requesting further information (see section 5 of **Application Document 5.1.6 Appendix E Statutory Consultation**) from the parties identified to confirm the interests in the land held by those parties and requesting information on any other persons with interests in the land. Further inquiries were made by way of further written correspondence, site visits, telephone calls, emails and landowner engagement meetings.

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			for myself. My understanding is that this is in relation to compensation and / or compulsory purchase. However, no explanation was given as to why they think my property would be impacted and why I was considered a prescribed consultee. This letter went on to state that they were 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)." I cannot understand how I am able to give suggestions for reducing the effects on my property when I have been given no explanation as to what the effects will be. Some weeks later, I received a follow up communication that National Grid had identified my property as "being within close proximity to some of the elements of the proposed Sea Link project. It is therefore important to ensure that you are kept informed about our proposals, including any potential effects that we identify though [sic] our environmental assessment work, for example, dust, light, noise and vibration. We are writing to land and property owners whose interests fall outside of the proposed project boundary on a precautionary basis... [my emphasis]". There was no further clarity on what the specific effects on my property might be. I subsequently emailed National Grid to ask them to specify in detail why my property / land will be affected by the construction and subsequent operation of the project. The answer I received stated: "You received this communication as Marsh Farm Road is proposed to be used as an access route as part of our plans for Sea Link. We have notified a number of properties in Minster in close to this access route. Beyond this, there will be no impact on your property - no infrastructure in the immediate proximity of your home." This did not, however, address my concerns as it failed to identify what the potential effects on my property would be as a result of National Grid using Marsh Farm Road for access. Given that National Grid have identified me as a 'prescribed consultee', I would assume that they themselves are aware of what the potential effects on my property will be at this stage, the extent of these effects, and also the detail of how these effects would arise. It again appears that National Grid are being deliberately evasive as to the potential impact on my property and so deliberately limiting my ability to provide feedback at this stage of the project.		National Grid also investigated unregistered land during an initial desktop exercise and through site visits. Category 3 parties were identified on a precautionary basis by applying a 150 m buffer around the red line boundary. A detailed description of the methodology as well as a description of communications and negotiations with landowners is set out in **Application Document 4.2 Statement of Reasons and Application Document 5.1.8 Appendix G Land Referencing Methodology**. National Grid has undertaken consultation in accordance with the requirements of the legislation and with the Statement of Community Consultation (section 6 of **Application Document 5.1.5 Appendix D SoCC**). Given the scope and scale of consultation it is not possible to provide each affected landowner with a bespoke summary of potential impacts within the DCO documentation, however all landowners and their agents have been invited to meetings to discuss the voluntary agreements and to review the land plans. The National Grid lands team will be keeping a Commitments Register which will document landowner requests to help mitigate the impacts of the Proposed Project on their land. National Grid is maintaining ongoing dialogue with landowners in order to better understand issues arising from the Proposed Project and ensure appropriate mechanisms for safeguarding privately owned assets where interfaces are identified.
		Needs Case, Consultation, Legislation and Policy inc. Permits	Misleading Communications on the need for Sea Link In the July 2024 Project Update Document, Section 1 (About the Project) summarises what the project involves and the need for the project. The focus of this section of the document is solely on the UK, with reference to 'The Great Grid Upgrade'. However,	N	The quote provided in this feedback sets out the wider context for the Proposed Project. National Grid's publicly documented needs case for the Proposed Project explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area

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			Section 1.1.1.1 of the Preliminary Environmental Information Report Volume:1, Part 1 Introduction, Chapter 1 Introduction, Version A, October 2023 states: "The Proposed Project is required to accommodate additional power flows generated from renewable and low carbon energy generation, as well as additional new interconnection with mainland Europe [my emphasis]." The same document goes on to consider how the project did not fall within the definition of a Nationally Significant Infrastructure Project (NSIP) but that the SoS granted a Section 35 (of the Planning Act 2008). A summary of these grounds is included and considers the role of the project in playing "an important role in enabling an energy system that meets the UK's commitment to reduce carbon emissions and the Government's objectives to create a secure, reliable and affordable energy supply for consumers." Whilst the focus of the UK government and National Grid on the purported benefits to the UK population, the lack of detail within any of the consultation documents with regard to the 'additional new interconnection with mainland Europe' appears deliberately evasive. It was reported by the UK Energy Research Centre in January 2023 that Britain was a net electricity exporter for the first time in 44 years. As such, it is questionable how much of this project is considered to be 'nationally significant' and of benefit to the UK population, in comparison to the potential for income generation by National Grid. Similarly, it is questionable whether the scale of the project is being driven by the capacity of the UK electricity transmission network or by the 'additional new interconnection with mainland Europe'. National Grid's duties under the Electricity Act 1989 include developing and managing the network in a manner that is economic and efficient, as the cost of new infrastructure is paid for through household electricity bills. The reasons for the 'additional new interconnection with mainland Europe' have never been fully explained as part of National Grid's consultation. I would also reiterate my earlier concerns with regards to potential for flooding and lack of consideration of future flood risk of this site - how can this scheme demonstrate that National Grid has developed an economic and efficient proposal without this.		depending on the fault in either direction is set out as the requirement for this project. Further information on the Proposed Project need can be found in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study;** • **Application Document 8.3 Strategic Options Report;** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.** **Application document 6.8 Flood Risk Assessment** documents that with the embedded and good practice measures included, the Proposed Project would be resilient to climate change and safe from flooding over its lifetime. In addition, the Proposed Project would not cause any detrimental effects on flood risk to lands outside the Order Limits. In addition, a climate change risk assessment is included within **Application Document 6.2.5.1 Part 5 Combined Chapter 1 Climate Change**. This assessment includes an assessment of climate change risks (including flooding) in accordance with the Institute of Environmental Management and Assessment good practice guidance for climate change risk assessments in Environmental Impact Assessments.
		Needs Case	In conclusion, the Kent Sea Link proposal is deeply flawed and despite its apparent detail, completely lacking in substance and transparency. It is also, as I have demonstrated, planned to be in an entirely inappropriate location. If National Grid is serious about expanding the Grid in a sustainable way, it primarily needs to consider the long term viability of its projects and how such projects are achieved without any harm to the environment or ecological systems that are so fragile. Please also understand	N	The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. National Grid's publicly documented needs case for the Proposed Project, explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area

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			that people have an emotional connection to their own environments. The emotional impact on the local residents of your projects is something you sadly do not recognise. It is simply not good enough to simply “consult” and tick a box. .I look forward to receiving individual feedback on my response above and not just a generalised response by way of your so called newsletters.		depending on the fault in either direction is set out as the requirement for this project. The needs case for the Proposed Project has identified that a connection is required within the Sizewell area, therefore delivery outside of this area would not fulfil the network reinforcement requirement that the Proposed Project is intended to provide. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.** The health and safety of the public, local communities and employees is central to everything that National Grid does. Throughout the development of the proposals, National Grid have carefully evaluated the potential impacts of the Proposed Project on health and wellbeing, and where appropriate identified means of mitigating any impacts. A complete assessment of health and wellbeing effects has been undertaken. This is set out in **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing**. This concludes that there are no anticipated significant effects as a result of the Proposed Project.

Table 1.8 SL-PIL-0934

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2024 Targeted consultation	Change Y/N?	Regard had to response (s49)
		Needs Case, Consultation, Design	General Statement of Objection: We have prepared the following objection to the National Grid SEA LINK project on behalf of our above clients, as freehold and occupiers who are directly affected by the Project. Our Client's currently object to the Project and reserves the right to formally object to the application proposed for the Development Consent Order both at the time of application and at any subsequent Pre-examination, Examination and Post Examination Procedures. All confidential information from this submission and the attached must be redacted if any documents are subject to FOI requests. Background: Following the initial non-statutory consultation and subsequent statutory consultation October – December 2023, it appears that little has been taken into account from the representations provided to National Grid via their agent Dalcour Maclaren. It is acknowledged that Grid infrastructure is required and projects such as Sealink are necessary to ensure the country has a resilient supply of energy and seeks to meet its Net-Zero ambitions. Nonetheless, our client's are of the opinion that this is being done so with scant regard for the affected parties, and at the expense of nature and biodiversity. Meetings have been held with National Grid's agent to outline the impacts from the scheme upon our Client following the initial statutory consultation. The impact of the proposal upon Kings End Farm, Richborough was detailed within our representations detailed within the initial statutory consultation period. Nonehtless, whilst the estate has sought a pragmatic approach to being an affected landowner within the Sealink Project, little consideration appears to have been given to the preferences raised. As such the objections raised previously remain relevant. Consultation has remained at a minimum level with an appearance of being a purely informative process rather than engaging. There seems little regard to the extensive knowledge and experience of landowners and occupiers affected by the proposal, and whom have a wealth of expertise regarding the soils, habitats and biodiversity affected. Despite previous consultation, seeking changes to the proposal to ensure an underground cable from the Converter station through Kings End Farm, there has been minimal change beyond the re-positioning of pylons. No reasoned engineering evidence has been provided as to why the cable cannot be undergrounded despite repeated requests. Despite assurances that engineers have found an underground cable impossible beneath the river and railway line, there any numerous such examples across	N	National Grid has liaised with all land interests prior to the submission of the DCO Application and will continue to do so throughout the determination of the application. Extensive consultation has been undertaken, in line with statutory minimum timescales, while a full EIA has been undertaken by qualified specialists. In preparing this assessment National Grid has engaged extensively with relevant stakeholders to ensure robust data collection and surveys inform understanding of environmental conditions. Following feedback from stakeholders and the public following both Non statutory consultation and Statutory consultation, National Grid reviewed the engineering design to consider removing the need for the overhead lines across the railway and the River Stour. The poor ground conditions under the railway preclude the use of trenchless technology to cross from the substation to the overhead line; these would cause settlement issues for the railway line. National Grid considered locations further north from the Converter Station site towards Minster for a crossing point where the ground is more suitable, and this would introduce more trenching, ditch crossings and land take. Once across the railway, the river would still have to be crossed which proves difficult again due to the ground conditions because trenchless technology needs stable ground conditions for it to be feasible and the conditions under the river are not considered to be stable enough. Once under the river, construction of further electrical infrastructure (a smaller substation) would be required in the flood plain to connect the cables to the existing overhead line. Considering all of the engineering challenges set out above alongside the environmental impacts of a larger footprint of the construction works and the safety concerns over going under the railway, the conclusion was to use overhead lines. Further details are set out in **Application Document 8.2 Option Selection and Design Evolution Report (October 2023)**. National Grid has maintained an ongoing dialogue with the landowner and their agents, holding multiple meetings throughout the pre-application process. This engagement will continue as discussions around voluntary agreement progress.

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			various other utility firms, including but not limited to Water Companies crossing the HS1 line. Nonetheless, suggestions to explore undergrounding are dismissed without providing evidence as to why. Notwithstanding the clients' general statement of objection, we would request ongoing engagement with National Grid with the ability to further influence and understand the proposed design of the Scheme prior to conclusion of the consultation report that will be submitted with the anticipated application for the Development Consent Order.		
		Alternative Solutions, Terrestrial Ecology	Grounds for Objection The grounds of objection submitted under the initial statutory consultation remain relevant and unaddressed. We would be grateful if these could continue to be considered throughout the design and consultation process. Nonetheless, the undoubted necessity for the project should not be at the detriment of wildlife, biodiversity and irreplaceable habitat. Our Client's objections are based almost wholly upon the failure by National Grid to provide extensive evidence that all engineering options have been considered to provide an underground link to the Richborough Connection instead of the installation of an overhead line that will undoubtedly have a substantial negative impact upon wildlife and the unique habitat along the estuary of the River Stour.	N	The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. National Grid's publicly documented needs case for the Proposed Project explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. The needs case for the Proposed Project has identified that a connection is required within the Sizewell area, therefore delivery outside of this area would not fulfil the network reinforcement requirement that the Proposed Project is intended to provide. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.** National Grid has given careful consideration to the effects of the Proposed Project upon wildlife in this area. Detailed assessments are provided in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity, Application Document 6.2.4.5 Part 4 Chapter 5 Ornithology**.

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		Consultation, Onshore Mitigation, Traffic and Transport	As noted above, as a main affected party of the Sea Link project, Quex Park Estate was not consulted from the outset of the project and excluded from the initial non-statutory consultation. During this consultation process to date, there remains a failure to provide evidence that any alternatives or amendments will be genuinely pursued, with the proposed project appearing to be largely finalised. Our Client has expressed clear concerns from the outset on the impact of overhead wires and pylons upon nesting and transitory bird species along the Stour Estuary, with no indication that an alternative underground solution has been thoroughly assessed, or whether it is excluded purely on a cost basis. National Grid has failed to provide answers to our client on the reasoning behind the use of overhead pylons with specific details known only to National Grid. Ecological surveys carried out to date have appeared piecemeal, with no overarching methodology or strategy for their undertaking provided to our Client. It is unclear how National Grid intend to demonstrate that the proposals avoid impacts to irreplaceable habitats and protected species, which it is contended that it is not possible to mitigate the effects on. There has been insufficient information provided that strategic options for the provision of Sealink have given considered to the differing environmental impacts of alternative methods of construction beyond simply an economical-based assessment. Our clients have sought to offer solutions to ornithological mitigation and biodiversity net gain that might build upon the work undertaken by the estate to date, trying to improve biodiversity and increase habitat available to rare and endangered species. There has been little engagement on this point, with little or no survey data or findings shared with our clients that might enable greater cooperation between the two parties. Our client would has extended the offer to provide ecological mitigation and Biodiversity Net Gain within the estates land by agreement, to extend upon its existing work with nature. Should National Grid seek to achieve these solutions within the order limits as proposed. Extension beyond these, particularly if this is to subsequently seek ecological mitigation by compulsion would have a catastrophic effect upon our client's farming business. The estate finds itself still disadvantaged from the Richborough Connection where construction traffic eroded the Drove Road belonging to my client for access to the project, but failed to suitably reinstate. The damaged concrete Drove Road was significantly damaged and only a token gesture of a small length of tarmac was provided as reinstatement. These actions tend to result in the loss of faith by affected landowners that works will be carried out diligently and with sufficient regard to the impacts to their businesses and property.	N	National Grid has made diligent inquiries to identify Persons with an Interest in Land, in accordance with the requirements of the Planning Act 2008, in order to notify them of consultation on the Proposed Project. This comprised an initial desktop referencing using information obtained from the Land Registry and other online resources (such as Experian, Royal Mail address verification and Companies House checks). The land referencing methodology is provided in **Application Document 5.1.8 Appendix G Land Referencing Methodology** and **Application Document 8.3 Strategic Options Report (October 2023)**. Following this initial desktop exercise, National Grid issued letters and forms by post (First Class) requesting further information (see section 5 of **Application Document 5.1.6 Appendix E Statutory Consultation)** from the parties identified to confirm the interests in the land held by those parties and requesting information on any other persons with interests in the land. Further inquiries were made by way of further written correspondence, site visits, telephone calls, emails and landowner engagement meetings. However, with specific regard to this land, Land Registry was not up to date and a change of ownership was underway with unresolved legal issues arising from the previous owner having passed away intestate. The Estate Manager was engaged by DM in spring and summer 2022 to discuss survey requirements and project, however, there has not been an "owner" of the estate until December 2024. Following feedback from stakeholders and the public following both Non statutory consultation and Statutory consultation, National Grid reviewed the engineering design to consider removing the need for the overhead lines across the railway and the River Stour. The poor ground conditions under the railway preclude the use of trenchless technology to cross from the substation to the overhead line; these would cause settlement issues for the railway line. National Grid considered locations further north from the Converter Station site towards Minster for a crossing point where the ground is more suitable, and this would introduce more trenching, ditch crossings and land take. Once across the railway, the river would still have to be crossed which proves difficult again due to the ground conditions because trenchless technology needs stable ground conditions for it to be feasible and the conditions under the river are not considered to be stable enough. Once under the river, construction of further electrical infrastructure (a smaller substation) would be required in the flood plain to connect the cables to the existing overhead line. Considering all of the engineering challenges set out above alongside the environmental impacts of a larger footprint of the construction works and the safety concerns over going under the railway, the conclusion was to use overhead lines. Further details are set out in **Application Document 8.2 Historical Report 2 (Option Selection and Design Evolution Report)**. National Grid recognises the importance and sensitivity of habitats in this area. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid irreplaceable habitats or at least reduce ecology and biodiversity impacts

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					and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. Detailed assessments are provided in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity, Application Document 6.2.4.5 Part 4 Chapter 5 Ornithology and Application Document 6.6 Habitats Regulations Assessment Report.** These consider the impacts of the scheme on important sites for waterbirds and waterbird populations. Further information on the reasoning behind the location of new infrastructure for the Proposed Project, the criteria used to inform decision-making, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.**
		Terrestrial Ecology, Agriculture and Soils, Ornithology	Practical Implications The project is likely to have significant adverse impacts to biodiversity and key species that migrate along the Stour estuary. The implications of overhead wires crossing the river Stour are likely to be significant on bird life. Our client requests that the order limits are not extended further to incorporate land south of the Monks Wall. To do so, would have significant effects upon the viability of Kings End Farm as part of our client's farming operations. As a satellite farm, loss of acreage is particularly damaging to viability as the greater overheads incurred as a satellite farm (predominantly time and fuel) would be spread over a smaller productive area, thus hindering viability. Our concern remains regarding the installation of overhead lines upon migratory bird species. Should it subsequently be established that undergrounding of the proposed line is not achievable, any overhead lines should be adorned with reflective bird deterrents to ensure that impacts upon bird species is minimised where possible.	N	The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce ecology and biodiversity impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. An extensive programme of environmental surveys has been undertaken including for breeding and non-breeding birds, reptiles, invertebrates, badger, riparian mammals, dormice and plants. A rigorous impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. As part of the Proposed Project ES National Grid commissioned various surveys looking at the potential impacts of the overhead lines on birds. These surveys included a collision survey and a carcass survey. The assessment of avian collision risk is an annex to **Application Document 6.3.3.2.F ES Appendix 3.2.F 2023-2024 Vantage Point Survey** and the

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					surveys are reported in **Application Document 6.3.3.2.G ES Appendix 3.2.G OHL Mortality Monitoring Report**. The Kent Onshore Route has been designed to reduce the number of towers required and the area between the lines has been kept to a minimum to help prevent birds from getting trapped. The Proposed Project is also committed to achieving 10% Biodiversity Net Gain. Further details relating to the ecology assessment are contained in **Application Document ES 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity and Application Document 6.6 Habitats Regulations Assessment Report**. Further details regarding Biodiversity Net Gain are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**. A list of mitigation measures is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). The Order Limits of the Proposed Project have not been extended any further south following the design review after Targeted consultation.
		Alternative Solutions	Requested Changes It is our client's contention that an alternative underground proposal would suitably mitigate a considerable number of the impacts caused by the proposal in its current stead. The irreparable damage to habitats and bird flight paths can be largely entirely mitigated in the long term through the removal of overhead power lines and the installation of an underground alternative. With the vast majority of the project already intended to be undergrounded, it is particularly frustrating that such sensitive areas within the proposed order limits are proposed to be subjected to overhead lines. It is our contention that overhead power lines in the locations proposed, perpendicular to the route of the river, will cause substantial harm to numerous protected species and have long-lasting impacts to important habitats. An alternative engineering solution has yet to be demonstrably discounted and would serve to avoid the majority of the impacts of the scheme and removing the long-lasting harm to wildlife and the habitats at Kings End Farm. Undergrounding of the pylons proposed from the converter station to the Richborough Connection is requested by our client. Whilst National Grid have suggested that the alternative is beyond the engineering parameters available to National Grid, it has failed to demonstrate how this is the case, nor whether this is simply owing to the cost of such an undertaking. The inability to underground cables is met with scepticism by our client, and is deemed to be a readily available alternative that would substantially reduce the impact of Sealink upon the vicinity and	N	National Grid recognises the importance of the English East Coast and its coastal wetlands as being globally important for migratory waterbirds using the East Atlantic Flyway which extends from the Arctic to South Africa. The importance of the English East Coast and these wetland sites is reflected by a series of existing protected nature conservation areas, designated for their international importance, including SPAs and Ramsar Convention Wetlands of International Importance and underpinned by other national designations such as SSSIs. Detailed assessments are provided in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 3 Ecology and Biodiversity, Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity, Application Document 6.2.4.5 Part 4 Chapter 5 Ornithology and Application Document 6.6 Habitats Regulations Assessment Report**, which consider the impacts of the scheme on important sites for waterbirds and waterbird populations, and thus the relevant components which contribute to the East Atlantic Flyway. Following feedback from stakeholders and the public following both Non statutory consultation and Statutory consultation, National Grid reviewed the engineering design to consider removing the need for the overhead lines across the railway and the River Stour. The poor ground conditions under the railway preclude the use of trenchless technology to cross from the substation to the overhead line; these would cause settlement issues for the railway line. National Grid considered locations further north from the Converter Station site towards Minster for a crossing point where the ground is more suitable, and this would introduce more trenching, ditch crossings and land take. Once across the railway, the river would still have to be crossed which proves difficult again due to the ground conditions because trenchless technology needs stable ground conditions for it to be feasible and the conditions under the river are not considered to be stable enough. Once under the river,

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			remove long-terms detrimental impacts to biodiversity and ecology. Conclusion: We would formally request that National Grid consider these representations listed above in conjunction with those provided previously within the initial statutory consultation.		construction of further electrical infrastructure (a smaller substation) would be required in the flood plain to connect the cables to the existing overhead line. Considering all of the engineering challenges set out above alongside the environmental impacts of a larger footprint of the construction works and the safety concerns over going under the railway, the conclusion was to use overhead lines. Further details are set out in **Application Document 8.2 Option Selection and Design Evolution Report (October 2023)**. National Grid recognises the importance and sensitivity of habitats in this area. Detailed assessments are provided in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity, Application Document 6.2.4.5 Part 4 Chapter 5 Ornithology and Application Document 6.6 Habitats Regulations Assessment Report.** These consider the impacts of the scheme on important sites for waterbirds and waterbird populations.

Table 1.9 SL-PIL-0217

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2024 Targeted consultation	Change Y/N?	Regard had to response (s49)
		Coordination with Other Projects	Discussion covered about works / co-operation between the Nautilus, LionLink and SPR Projects, explained about deadlines, completon dates and CPO submission dates. It was queried if HVDC ducting could be provided for both the Sea Link and Nautilus Projects at the same time to save disruption if terms could be facilitated under a 'private agreement' rather than done separately? The response indicated that this would not be possible due to the complexity and unknowns (notably timing) of the Projects. Discussion with other projects was explained but a lot of unknowns and it was too early to tell.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other project with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This Document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise.
		Terrestrial Ecology, Safety, Traffic and Transport	There are concerns over the effect on wildlife arising from the construction works both during and post the various schemes, notably within Long Covert and in the woodland / grassland around the farmhouse. There are further concerns over people wandering into Long Covert as (a) she has retained the shooting rights and (b) the wood forms part of SPR's 'mitigation' land. How will road crossings (Public Highway to Field) function and what security arrangements will be put in place? It is understood that it will be a man on each crossing when operational and will be monitored by remote security when 'closed'. We also have concerns about access to haul road by anyone, resulting in high levels of traffic flows with associated impact of noise, dust etc.	N	The effects arising from the construction of cable routes will be temporary. Reinstatement of the cable corridors will occur following the construction period as far as practically possible. Details regarding the reinstatement of the cable corridors including monitoring and management measures are contained in **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan – Suffolk**. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. Details are contained in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. In addition, National Grid has an established and effective code of construction practice which has been used on many projects and covers the matters of concern raised in these comments (refer to **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**). These measures will be secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). National Grid continues to coordinate with NGV and SPR on the design development of the cable approaches to Friston Substation with the aim of developing alignments that work with the mitigation proposals of SPR. National Grid is coordinating with other developers of large scale infrastructure projects in Suffolk, noting that other projects are outside the

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2024 Targeted consultation	Change Y/N?	Regard had to response (s49)
					control of National Grid. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are set out in **Application Document 7.10 Coordination Document.** The Proposed Project has been designed to allow space in the surrounding area for the delivery of key infrastructure associated with Nautilus and LionLink in Suffolk where it is feasible. The assessment of inter-cumulative effects with Nautilus, LionLink and other proposed developments is also considered in the ES within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Inter-Project Cumulative Effects**. National Grid is maintaining ongoing dialogue with landowners in order to better understand issues arising from the Proposed Project and appropriate mechanisms for safeguarding privately owned assets where interfaces are identified. All affected landowners will be compensated on a fair and reasonable basis for any rights acquired, and any impacts on retained property will be considered in line with the Compulsory Purchase Compensation Code. Compensation claims for other disturbance are considered on a case-by-case basis if there is evidence of negative impacts as a result of the Proposed Project. Access roads will be for use by the Proposed Project only and will not be publicly accessible.
		Safety, Agriculture and Soils, Construction – Compound Areas	Concerns over greater security risk. Compound areas were discussed. National Grid advised that stated working times will not be 24/7, but 7 day working between 7.00am and-5.00pm excluding some operations around joint bays which for operational purposes have to work continuously. National Grid advised that the movement of the proposed compound to beside Long Covert was at the request of Blackheath Estate but that, noting the concerns, notably about its' impact on wildlife, they would look at its' siting again. Concerns over noise / dust and other impacts as result of construction and the location of the compound. National Grid stated noise prevention measures incl. a fence as seen on motorways. National Grid stated that the hall road will be 7m wide and all soil will be kept 'locally'.	N	National Grid has given careful consideration to the location of construction compounds. Impacts from construction activities, such as dust and noise have been assessed in **Application Document 6.2.2.8 Part 2 Suffolk Chapter 8 Air Quality and Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration.** A register of all mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO **(Application Document 3.1).** The detailed construction methodology is contained in the detailed Code of Construction Practice, submission of which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). The construction working hours for the Proposed Project will be secured through Requirement 7 of Schedule 3 of the draft DCO (**Application Document 3.1**).
		Ornithology, Landfall Location	There are concerns over barn owls and local wildlife affected by the schemes - National Grid advised that feedback is provided as this will be fed back to the ecologies. Give consideration to arranging some bird surveys on her property. Discussion covered water run-off proposals in response to concerns over potential flooding.	N	An extensive programme of environmental surveys has been undertaken including for breeding and non-breeding birds, reptiles, invertebrates, badger, riparian mammals, dormice and plants. A rigorous impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2024 Targeted consultation	Change Y/N?	Regard had to response (s49)
			There was discussion about representation fees. Bearing in mind the 'unique' location National Grid indicated that this will be raised internally with lands / DM. Further questions raised regarding being more than a cat 3 due to being surrounded by all schemes. National Grid to check if Cat 3 PIS can get re-imbursed for professional services. Letters / documentation is still being addressed to respondent's husband who passed away some time ago. All land previously registered to Fielden was not in her name – to be passed this onto DM / Terrequest.		and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. The impacts of the Proposed Project are assessed, on a project wide basis, in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity and Application Document 6.2.4.5 Part 4 Chapter 5 Ornithology**. The Proposed Project seeks to deliver 10% Biodiversity Net Gain overall, further details of which Biodiversity Net Gain are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**. National Grid will work with landowners on an ongoing basis to understand the nuances of site drainage. However, assurances can be given insofar as the converter station site will be designed in accordance with current guidance around management of surface water run off on the site itself and use of Sustainable Drainage Systems. All of the potential effects on the water environment have been subject to detailed assessment, presented in **Application Document 6.8 Flood Risk Assessment** and **Application Document 6.2.2.4 Part 2 Suffolk Chapter 4 Water Environment**. Measures to avoid or mitigate the effects identified by these detailed assessments are described in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured via Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**), and the assessments conclude that there would be no significant effects on the water environment. National Grid will review the impact of the scheme on the irrigation mains and irrigation systems. Working with the landowners National Grid will look to ensure that the land is not left without irrigation where its works effect the landowner's ability to irrigate the land through its normal means. All affected landowners will be compensated on a fair and reasonable basis for any rights acquired, and any impacts on retained property will be considered in line with the Compulsory Purchase Compensation Code. Compensation claims for other disturbance are considered on a case-by-case basis if there is evidence of negative impacts as a result of the Proposed Project. As part of the DCO Submission National Grid has produced **Application Document 7.5.3 Outline Construction Environmental Management Plan** which sets out details of security fencing details for the Proposed Project. Detailed approval of this document is secured by Requirement 6 of Schedule 3 of the draft DCO (**Application Document**). National Grid will continue to liaise with this landowner throughout the DCO Application process. National Grid uses the information held by the Land Registry for their land referencing and upon speaking to JBL have passed onto the Lands Team that her husband has passed away. the Lands Team made contact via JBL's agent wherever possible, subject to legal requirements.

Table 1.10 SL-PIL-0218, SL-PIL-0228, and SL-PIL-0692

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2024 Targeted consultation	Change Y/N?	Regard had to response (s49)
		Land Rights and CPO, Onshore Route Location, Timescales / Programme	1. It was explained that there has been a review of the RLB from previous statutory consultation in 2023 - explanation that the red line boundary is now only to accommodate Sea Link project and any land that cannot be justified for use by the project in terms of compulsory acquisition has now been removed. Feedback from the 2023 statutory consultation have been received and changes to the proposed order limits have been made based on this feedback. It was explained that the need for Sea Link is due to a change in electricity generation - increase of offshore windfarms off East Coast. This project will be used to move electricity around the country to where it is needed. Discussion around NGV project Nautilus - recent public announcement that OFGEM have announced that they are consulting on Nautilus project connecting to Friston. If Nautilus does come to Friston, it is likely that they would follow the same cable route at Sea Link. This is due to the cable coming form the south and there being ecology and cable crossing constraints in the areas north of Sea Link landfall. However, as Nautilus is behind Sea Link in the planning/DCO process, it is unlikely that Sea Link would be able to install ducts for Nautilus at the same time as constructing Nautilus. NGET/NGV are looking at options for coordination here. There could be options for coordination in the haul road which Sea Link will install - if timescales for Nautilus line up, it is possible this could be left in to service both projects. It was explained that there have been more significant changes to the RLB around Friston - this is to mirror the boundaries for mitigation and screening that SPR (EA1N + EA2) are currently working to - if, for any reason, SPR do not continue with their project, this will allow Sea Link to implement the same mitigation/screening programme as proposed by SPR. Approximate timescale for the project: DCO submission Q1 2025 DCO decision Q3 2026 Construction to start 2027 once conditions have been discharged Construction to finish by end of 2023 It was explained that the access part Redhouse Farm has been removed as this was part of the feedback in 2023 Stat Con. An additional access has been included from the north - this is to	N	Changes to the Proposed Project were presented in the consultation materials published for each stage of engagement. The progression of the design is captured in **Application Document 8.2 Option Selection and Design Evolution Report (October 2023)** and the design of the Proposed Project that is being submitted in the DCO application is outlined in **Application Document 6.2.1.4 Part 1 Chapter 4 Description of the Proposed Project**. National Grid has provided the details of what the co-ordination and co-location of the three projects might look like; but have no control over the timescales of the NGV Projects. All three projects need to submit planning applications through the DCO process and gain consent for their individual assets, without this they cannot be installed. National Grid is working closely with NGV and other developers to minimise the disruption caused by the Proposed Project and, where possible, will look to provide a co-ordinated programme of works; however, this will depend on the programme of the other projects. The Proposed Project is an NSIP and therefore its programme cannot be delayed as National Grid has an OFGEM Licence condition to deliver it. National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. This document demonstrates that coordinated approaches to consenting; site and routing selection; design; and delivery of the Proposed Project with other proximate projects has been considered appropriately and has been, and can be, achieved where practicable. This is anticipated to minimise environmental and local community effects of the Proposed Project in combination with other projects following its consent, and in the future, in accordance with coordination policies set out in the NPSs for Energy. National Grid remains committed to continuing engagement with all the projects identified to secure these coordination benefits and to also explore further opportunities for coordination where they arise. Based on feedback received during the consultation process, the typical depth of the cable trenches will be 1.5 m, see **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** for further information. The minimum depth of burial of the cable to the top of the protective tile will be 0.9 mm. In some instances, subject to discussion and agreement with the landowner this may be deeper but this will depend on cable design.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2024 Targeted consultation	Change Y/N?	Regard had to response (s49)
			access the joint bay location for future inspection and maintenance. It was explained that this track is a bridleway. It was explained that the typical working width would be 70m, however through Christmas trees it would be 39m, this would likely also be the permanent easement width. Discussion about cable depth – it is understood that it would be 1.2-1.5m. Comments indicated that some of the land drainage on the farm was at this depth and that, subject to IR's drainage consultants (Colliers) comments' the cable depth should ideally be 1800mm across his land. The HVDC will have 2 cables and HVAC will have 2 circuits, each with 3 cables - NGV projects have not confirmed the routing for their HVDC or HVAC cables however it is likely they will have converter stations at Saxmundham and connect to Friston Substation. It was requested that NG provide plans differentiating between permanent and temporary rights. National Grid to look into small area of additional land included in RLB (shown blue) to find out reason for this. Discussed the current design of the proposed Friston substation - GIS technology meaning most of the apparatus would be housed inside a building, with some open-air apparatus. 2. Christmas Tree consultant - National Grid explained that Sea Link project will be routing the cable through the Christmas trees and have have instructed a specialist to review the figures put forward for permanent loss of the trees. SM to provide details of this consultant. Confirmed that Geoff Bell of Ingram had been appointed as the external consultant on behalf of National Grid. 3. Land Rights Explained the current NG Land Rights Strategy for voluntary agreements for options for easements/acquisition. Discussed potential cost per acre, dependent on land types. Further comparable details for land values to be provided if available. NG will pay 80% of land value for easement area, with an incentive payment of 20% subject to specific timescales for signing HOTs and completion of the option agreement. HOTs template to be circulated ahead of looking at specific land plans and rights required. What would happen should SPR projects fall away in terms of the option agreement? It was explained that we would likely have to		Any disturbance to or modifications required to the current land drainage system will be incorporated into the construction scope to ensure the land is properly reinstated and drains are left in no worse condition than prior to construction. The lands team have provided the agent and the landowner bespoke Lands Plans to inform voluntary agreements, setting out the different rights required for the project. All affected landowners will be compensated on a fair and reasonable basis for any rights acquired, and any impacts on retained property will be considered in line with the Compulsory Purchase Compensation Code. Compensation claims for other disturbance are considered on a case-by-case basis if there is evidence of negative impacts as a result of the Proposed Project. The National Grid Lands Team is working closely with this landowner to ensure that they are comfortable with the voluntary agreements. Ongoing discussions are taking place with this landowner and their agents. The payment percentages referenced here are understood to be in Line with National Grid's Land Rights Strategy.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2024 Targeted consultation	Change Y/N?	Regard had to response (s49)
			renegotiate new option agreement, as National Grid terms will differ to those imposed/agreed by SPR.		
		Agriculture and Soils	4. Trenching National Grid shared current trenching plan - this is still subject to change, explaining that works are currently being programmed, likely for later this year (October onwards). Proposed dates to be confirmed in the next few weeks to allow for conversations regarding mitigation and cropping. Currently fields are in winter wheat, due to be harvested soon. Could be OSR or sugar beet next, IR cropping is quite fluid. Explained that their drains are at 1.2m depth and irrigation at circa 6ft deep. Explained issues to drainage faced through SPR trenching programme. Feed this back to trenching contractors. Irrigation/drainage plans to be shared if not already done so. SG circulated land drainage plans covering the fields impacted by the Project on 5th August 2024.	N	National Grid will maintain ongoing discussions with landowners to keep them informed of changes to the Proposed Project, including survey works such as trenching. Based on feedback received during the consultation process, the typical depth of the cable trenches will be 1.5 m, see **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** for further information. The minimum depth of burial of the cable to the top of the protective tile will be 0.9 mm. In some instances, subject to discussion and agreement with the landowner this may be deeper but this will depend on cable design. Any disturbance to or modifications required to the current land drainage system will be incorporated into the construction scope to ensure the land is properly reinstated and drains are left in no worse condition than prior to construction. The cable routes will be reinstated post construction to allow the previous farming operations to continue.
		Land Rights and CPO, Socio-Economic. Recreation and Tourism Land Rights and CPO, Design	5. Extant planning permission for a reservoir on the farm. They have been in conversations with Friston Parish Council, SPR and Save the Rain regarding using water from various projects. currently build is on hold until these conversations are finalised. Discussion regarding proposed drainage for Sea Link - current SUDS pond shown at converter site, draining into a ditch. The cottages here flood and 2023 caused the road to flood here. Need to investigate options for connecting water to proposed reservoir site. Explained impacts on wider businesses at Redhouse Farm wedding venues and holiday lets are already receiving enquiries re Project construction and impacts, leading to a loss of revenue Shoot - plan of drives to be sent out. Poultry sheds - confirmed that the poultry sheds were not fully re-stocked and expressed concern re avian flu with greater movements of people in the area. Continuing to review options for battery storage at locations across the farm having been approached by a number of developers. Discussion re siting of these over/near cable route and if they would be able to get a grid connection at Friston or directly into the Transformer sites at Saxmundham. Investigate options available here.	N	National Grid acknowledges that rural enterprises accommodate a wide range of activities, related to both farming and diversification of land use. The National Grid Lands Team is therefore working closely with this landowner to ensure that they are comfortable with the voluntary agreements. Ongoing discussions are taking pace with this landowner and their agents. National Grid has undertaken detailed assessments to inform understanding of the potential impacts of the Proposed Project upon these activities. Further details are set out in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism and Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils**. All affected landowners will be compensated on a fair and reasonable basis for any rights acquired, and any impacts on retained property will be considered in line with the Compulsory Purchase Compensation Code. Compensation claims for other disturbance are considered on a case-by-case basis if there is evidence of negative impacts as a result of the Proposed Project.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2024 Targeted consultation	Change Y/N?	Regard had to response (s49)
			Expressed concerned that with all NGET / NGV Projects accounted for, a significant part of the farm will be sterilised by cable corridors which would not allow any future uses of the land, not soley relating to solar, battery storage, etc. Raised the point that the Project will be required to install suitable ducting for services, irrigation mains and other uses 'across' the cable route at strategic locations. Discuss further and provide a plan of locations to the Project.		

Table 1.11 SL-PIL-699

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2024 Targeted consultation	Change Y/N?	Regard had to response (s49)
		Traffic and Transport, Landscape and Visual, Timescales / Programme	Your letter of 5 July 2024 together with a letter and documentation from TerraQuest dated 23 July 2024 refer. Firstly, I wish to comment specifically on the further consultation referred to above. I should point out that potentially my property may be severely impacted because of the intention to remove the northern access road via Kelsale and replace it with a "preferred route" of A12/B1121 through Bentall. This involves building a new access road to the proposed development area with an entrance between JT Peggs and Hurts Hall, together with the construction of a major bridge over the Fromus river. We live in close proximity to the B1121 and J T Peggs and thus are at risk of significant environmental impact in respect of this new proposal. The HGV construction traffic volumes which are envisaged through this proposal route will cause inevitable environmental blight and health risks. The bridge structure and proposed road will also devastate the parkland aspect of the area surrounding Hurts Hall. In addition, problems will arise in respect of access to Saxmundham and other villages in the immediate area for residents of Benhall village as well as visitors to an area renowned for its beauty. Also of great concern is the intention to allow Sunday and bank holiday working between the hours of 0700-1700. This would only serve to exacerbate environmental issues relating to noise, vibration and dust, as well as construction noise from the construction compound. Those in the immediate area will also be dealing with a major increase of HGV construction traffic due to the Sizewell C development. Thus to allow Sunday and bank holiday working frankly beggars belief. In the circumstances we believe that National Grid must revisit the access route question and come up with a suitable alternative that attempts to minimise issues and risks set out above.	N	The potential impact of the Proposed Project on the local road network is assessed in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. The assessment demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network. Impacts associated with the operational and maintenance phase were scoped out of the assessment on the basis that the vehicle movements associated with this phase will be infrequent and low. National Grid has assessed the proposed access route, and mitigation planting along the permanent access route has also been developed in collaboration with the cultural heritage team to also minimise heritage impacts. A complete assessment of health and wellbeing effects has been undertaken. This is set out in **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing**. This concludes that there are no anticipated significant effects as a result of the Proposed Project. To give National Grid the flexibility to deliver the construction programme on time and incorporate standard industry working patterns, it has identified a need to include 7am to 5pm working on Sundays and bank holidays within the core working hours. The proposed construction core working hours (unless otherwise approved by the relevant Local Planning Authority) for all terrestrial works in Suffolk and Kent are: • Monday – Friday: 0700 to 1900; and • Saturday, Sunday and Bank Holidays: 0700 to 1700. Whilst this change gives National Grid the flexibility to carry out works when and where needed, it does not expect construction activity to take place on every Sunday or bank holiday. There will be restrictions on the type of activity that can occur on these days and these will be secured via Requirement 7 of Schedule 3 of the draft DCO (**Application Document 3.1**). The restrictions include limiting HGV and percussive piling activities. Further details of this mitigation are set out within the **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured via Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Details relating to the proposed construction working hours and any associated restrictions are contained in **Application Document 6.2.1.4 Part 1 Chapter 4 Description of the Proposed Project**.
		Inter-Project Cumulative Effects	However, I must also raise a more fundamental objection to the Sealink proposal. This concerns its overall environmental impact generally when looked at in the context of what is envisaged in respect of the proposals concerning the Lion Link and Nautilus power projects, as well as the Scottish Power Renewables	N	National Grid is coordinating with other developers of large-scale infrastructure projects where possible, noting that other projects are outside the control of National Grid.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2024 Targeted consultation	Change Y/N?	Regard had to response (s49)
			proposals relating to the East Anglia offshore windfarms. To this must be added the environmental impact surrounding the construction of Sizewell C. My objection arises not as 'NIMBY' reaction, because it is clear that this country must move forward in its energy strategy to make it cleaner and more efficient from a purely environmental point of view. However, that does not mean that in order to achieve this object needless destruction and long term environmental damage must be caused to a part of the country which is renowned as an area of outstanding beauty and provides leisure and sustenance to those visiting it year after year from elsewhere in the UK as well as abroad. This area of East Anglia just cannot sustain the impact which would be caused by the construction and ongoing maintenance of multiple onshore substations/converters and ancillary requirements such as pylons etc. as well as the construction of Sizewell C.		National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are contained in **Application Document 7.10 Coordination Document**. The assessment of inter-cumulative effects with other proposed developments is considered in the ES within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**. Additionally, **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk** includes complimentary management measures, controls and monitoring information to those set out within the management plans for Sizewell C and East Anglia Projects where applicable.
		Needs Case, Alternative Solutions	It is clear that other European countries are moving ahead with an integrated offshore grid system involving the development of offshore platforms and artificial islands to connect where necessary to onshore facilities at brownfield sites where the power is needed. I understand from research that these facilities are meant to be in operation by 2030. We have brownfield sites close to the relevant coastal area which could be utilised. Why cannot this country have a holistic and integrated approach to power needs which helps us move to cleaner energy while not destroying the rest of the physical environment to do so. For the reasons above you will note that I have also copied my response to my local Member of Parliament, the Secretary of State for Energy Security and Net Zero and the Secretary of State for Environment. One can only hope that even at this stage my current energy supply proposals relating to this area can be revisited and substantially amended on the basis referred to above (the offshore grid). This area of East Anglia could then be saved from being turned in to what, for all intents and purposes, would be a vast substation/converter industrial complex.	N	Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.** In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. It is recognised that in Europe there is a trend towards multiple windfarms feeding into offshore converter stations. However, on the continent, offshore windfarm arrays are typically smaller and generate less power than the larger arrays that are located around the UK coastline. In addition, underground and offshore high voltage direct current cables which can carry more than 2 GW are not available yet.

Table 1.12 SL-PIL-0161, SL-PIL-0162 and SL-PIL-0165

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2024 Targeted consultation	Change Y/N?	Regard had to response (s49)
		Land Rights and CPO, Traffic and Transport, Timescales / Programme	General/Update/consultation Explained that there has been a review of the RLB from previous statutory consultation in 2023 - explanation that the red line boundary is now only to accommodate Sea Link project and any land that cannot be justified for use by the project in terms of compulsory acquisition has now been removed. Feedback from the 2023 statutory consultation have been reviewed and changes to the proposed order limits have been made based on this feedback. Discussion of the location of the converter site and access at Saxmundham - decision to use southern access point with a bridge crossing the River Fromus. Explained that there have been more significant changes to the RLB around Friston - this is to mirror the boundaries for mitigation and screening that SPR (EA1N + EA2) are currently working to - if, for any reason, SPR do not continue with their project, this will allow Sea Link to implement the same mitigation/screening programme as proposed by SPR. Approximate timescales for the project: DCO submission Q1 2025 DCO decision Q3 2026 Construction to start 2027 once conditions have been discharged Construction to finish by end of 2023 The changes to the RLB around the exiting towers are to allow for modifications to the existing towers which will only require access to the base of each tower. PM/SG raised concerns that the areas removed from the proposed order limits under the towers would pose issues for farming in future - JL explained that this is for the DCO, in reality we can agree temporary voluntarily across these areas and, if need, any severed areas during construction. Discussion around NGV project Nautilus - recent public announcement that OFGEM have announced that they are consulting on Nautilus project connecting to Friston. If Nautilus does come to Friston, it is likely that they would follow the same cable route at Sea Link. However, as Nautilus is behind Sea Link in the planning/DCO process, it is unlikely that Sea Link would be able to install ducts for Nautilus at the same time as constructing Nautilus. NGET/NGV are looking at options for coordination here. there could be options for coordination in the	N	National Grid acknowledges these notes of the meeting held with this landowner. National Grid has set out details of how it has coordinated with other projects as part of its DCO application. Further details are contained in **Application Document 7.10 Coordination Document**. The assessment of inter-cumulative effects with other proposed developments is considered in the ES within **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2024 Targeted consultation	Change Y/N?	Regard had to response (s49)
			haul road which Sea Link will install - if timescales for Nautilus line up, it is possible this could be left into service both projects.		
		Onshore Route Location, Design	Trenching JL to provide update on timings for trenching programme as soon as possible - likely in the next month. SG/PM explained that their preference is for the trenching to take place this year to allow PM to put in spring crop in 2025. PM will put a cover crop in Tennis Field once potatoes are lifted - this won't impact the trenching however will help soil structure.	N	National Grid acknowledges this feedback.
		Traffic and Transport, Land Rights and CPO, Terrestrial Ecology	Farm PM explained that he and family have had BNG assessments produced for their various holdings - they are open to options of working with NG to deliver BNG. PM/SG to provide these reports for NG to assess. PM looking at future options for battery/solar developments. The Christmas trees in pots are currently due to be removed by end of 2027 - which should align with construction. Pm has been granted planning permission for new access track to Manor Farm - which will intersect the cable route. JB explained that through construction gates and crossing points can be set up.	N	The impacts of the Proposed Project are assessed, on a project wide basis, in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. The Proposed Project seeks to deliver 10% Biodiversity Net Gain overall, further details of which Biodiversity Net Gain are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**.
		Agriculture and Soils, Design, Land Rights and CPO	JB detailed that NGET will produce detailed soil management plans for construction. SG raised the point that the Project will be required to install suitable ducting for services, irrigation mains and other uses 'across' the cable route at strategic locations. SG to discuss further with PM and provide a plan of locations to the Project. HOTs JL explained that DM will look to issue template HOTs for agents to review ahead of issuing populated HOTs. SG has some specific items to be included e.g. irrigation, joint bay location payments - SG to send over comments from Bramford-Twinstead HOTs for DM to review. Likely be September that template HOTs are issued.	N	As part of the DCO Submission National Grid has produced **Application Document 7.5.3 Outline Construction Environmental Management Plan** which sets out details of the proposed soil handling strategy. Detailed approval of this document is secured by Requirement 6 of Schedule 3 of the draft DCO (**Application Document**). Private services and irrigation points have been picked up by the Lands Team and mitigation to minimise disruption is being discussed with landowners. Template Heads of Terms were issued to all landowners and agents in January with Landowner specific versions issued in February / March 2025. Comments on these Heads of Terms have been picked up and are being addressed with agents.

Table 1.13 SL-PIL-0183 and SL-PIL-0190

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2024 Targeted consultation	Change Y/N?	Regard had to response (s49)
Environmental Management Plan		Land Rights and CPO, Safety	I tried calling yesterday 22nd July at 14:58 I did leave a message asking for a call, but did not receive one. My house (Tall Pines , Leiston Road , Aldeburgh IP15 5Q) is the most affected by your proposals , effectively totally blocking me in, NG on 3 sides and my neighbour on the other side . I have many times asked for my concerns regarding security be taken into account = not a word . I am arranging for more cctv cameras to be put up to monitor the work you plan to undertake so I can take action if required . I require a fence to be put up around my perimeter like the one shown below to prevent dogs and small children getting access to your works . There are other concerns which again , seem to have fallen on deaf ears . I did have a meeting with Richard Monck of Dalcour Maclaren on the 13th December and was promised updates which I have not received.	N	As part of the DCO Submission National Grid has produced **Application Document 7.5.3 Outline Construction Environmental Management Plan** which sets out details of security fencing details for the Proposed Project. Detailed approval of this document is secured by Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). National Grid will continue to liaise with this landowner throughout the DCO Application process.

Table 1.14 SL-PIL-0142, SL-PIL-0146, and SL-PIL-0453

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2024 Targeted consultation	Change Y/N?	Regard had to response (s49)
		Land Rights and CPO, Health and Wellbeing, Design	I am writing to you in relation to your consultation on the Suffolk onshore element of the proposed Sea Link project. I live at (and own) Hill Farm House and the surrounding 5 acres, a grade two listed building that I believe to be the closest residential property to the proposed Saxmundham converter station. Due to its closeness, the converter station will have a dramatic impact on the valuation of our property and our quality of life, both while it is being constructed and going forward from completion. It also now appears that the track that represents the sole access to our property, has been identified as one of the main access point to the site. This will also have a huge impact on us, again, both during construction and on completion. On the basis of the above, our property will shortly become unliveable and, should the project go ahead, we will be seeking substantial compensation. It is important to note that we are an entirely separate entity to Hill Farm, and any discussions you may have had with it's owners will have no baring on our position. Please respond, confirming that you are aware of us as separate to Hill Farm as this is not currently apparent. We have had no communication from you, other than the mass mail consultation documents, and we are extremely keen to establish precisely how we will be affected (such as the exact path of the access route) as well as getting an understanding your compensation processes. . Please ensure that this email is bought to the attention of the relevant persons so that a response can be provided to the above questions. Since my previous email, I have been visited by Jasmine Lyoter of Dalcour Maclaren who has advised me to get back to you with more details as to how your proposals will affect us. Our property is situated one small field away from the site of the proposed Saxmundham converter station(s). And the track that serves as the only access route to our property has now been proposed by you as one of the access points to your site. While we do not own the track, we do have contractual right of access. It should also be noted that the track is a public footpath and bridleway. Due to the closeness of the project to us, the construction of both the converter stations and the cable routes, and the presence of	N	Construction All affected landowners will be compensated on a fair and reasonable basis for any rights acquired, and any impacts on retained property will be considered in line with the Compulsory Purchase Compensation Code. Compensation claims for other disturbance are considered on a case-by-case basis if there is evidence of negative impacts as a result of the Proposed Project. The health, safety and wellbeing of the public, local communities and employees is National Grid's highest priority. Throughout the development of the proposals, National Grid has carefully evaluated the potential impacts of the Proposed Project on health and wellbeing, and where appropriate identified means of mitigating any impacts of the construction and operational phases A complete assessment of health and wellbeing effects has been undertaken. This is set out in **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing**. This concludes that there are no anticipated significant effects as a result of the Proposed Project. Existing accesses to properties will be maintained through the Proposed Project. A complete assessment of health and wellbeing effects has been undertaken. This is set out in **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing**. This concludes that there are no anticipated significant effects as a result of the Proposed Project. Existing accesses to properties will be maintained through the Proposed Project. National Grid will maintain ongoing discussions with affected landowners. All affected landowners will be compensated on a fair and reasonable basis for any rights acquired, and any impacts on retained property will be considered in line with the Compulsory Purchase Compensation Code. Compensation claims for disturbance will be considered on a case-by-case basis (in accordance with the Compulsory Purchase Compensation Code) if there is evidence of negative impacts as a result of the Proposed Project. National Grid has liaised with all land interests prior to the submission of the DCO Application and will continue to do so throughout the determination of the application. Extensive consultation has been undertaken, in line with statutory minimum timescales, while a full EIA has been undertaken by qualified specialists. In preparing this assessment National Grid has engaged extensively with relevant stakeholders to ensure robust data collection and surveys inform understanding of environmental conditions. Section 42(1)(d) consultees have been identified through a process of ongoing diligent inquiry. This comprised initial desktop referencing using information obtained from the Land Registry and other online resources. The land referencing methodology is provided in **Application Document 5.1.8 Appendix G Land Referencing Methodology and Application Document 4.2 Statement of Reasons**. Following this initial desktop exercise, National Grid issued letters and forms by post (First Class) requesting further information (see section 5 of **Application Document 5.1.6 Appendix E Statutory Consultation**) from the parties identified to confirm the interests in

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2024 Targeted consultation	Change Y/N?	Regard had to response (s49)
			the converter stations going forward, will have a dramatic impact on us in terms of noise, disruption and visual impact. It will also have a substantial impact on the value of our property. We have documentation putting the current valuation of our house and grounds at £975,000 - £1,000,000. We have also been advised by local estate agents that we would now not be able to take our house to market until the completion of construction of the project, as only then would the full impact be known. With the project (as quoted to me) not being completed until late 2030 at the earliest, we are looking at the prospect of 6 years of dealing with multiple compensation claims, with the sale of the property would not even being an option during this time. This is not a rout we want to take, so we are therefore open to the prospect of starting a conversation with you regarding the purchase of our property from us.		the land held by those parties and requesting information on any other persons with interests in the land. Further inquiries were made by way of further written correspondence, site visits, telephone calls, emails and landowner engagement meetings. With regard to construction impacts, National Grid has an established and effective code of construction practice which has been used on many projects and covers the matters of concern raised in these comments (refer to **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**). This controls matters such as noise, dust and wider air quality impacts.

Table 1.15 SL-PIL-0935

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2024 Targeted consultation	Change Y/N?	Regard had to response (s49)
		Land Rights and CPO, Agriculture and Soils, Landscape and Visual Onshore Route Location, Design, Construction - General	Client: AW Bacon Will Trust Property: Land at Hill Farm, Sternfield Further to our most recent meeting with you, Nat Bacon and James Buckley (notes attached), I am reporting back to you and the SeaLink project to outline some serious concerns about the proposed SeaLink project and the potential detrimental impact that it could have on our client's property and farming business. We discussed these in detail during the meeting but for completeness, these are outlined below: Our client is not agreeable to additional (tree/hedge) planting being undertaken on highly productive irrigable land as currently proposed on the land coloured pink on the plan. Not only would this take out of production, the areas coloured pink, but it would deem both affected fields (in their entirety) as unfarmable, as they would then be too small/awkward to farm. This would result in the loss to our clients, of a significant area of highly productive irrigable land. Our clients are content for National Grid (NG) to undertake additional tree/hedge planting within their existing hedgerows and woodland belts, the areas as shown coloured green on the plan. We see no reason why additional planting/screening cannot also be undertaken on land to the north, shown with black hatching, which is inside the proposed Sealink red line boundary, which will be within NG's control. We please ask that any additional hedge/tree screening is undertaken on this land and which would not result in the loss of prime arable land. Please confirm that route C-D is only a proposed temporary access? We ask that the route between C-D is not used and instead, our clients are prepared to offer NG a new access between points E-F-D on the plan. In our view, this is a far better and more direct route and does not go close to or impact any residential or agricultural/commercial properties/sites. As drafted, route C-D goes straight past a residential farmhouse and more worryingly, our client's large commercial cold store and agricultural hub, which comprises a large amount of daily traffic movements/ loading of HGV's etc Route A – B shows the current NG proposal for the installation of a new drain. This proposed (dog leg) route appears to encroach into our client's arable field. We were told at the meeting by James that the new drain runs within the existing field boundary ditch, but please confirm that this is the case and that it will not encroach into the field?	Y	National Grid acknowledge these concerns and will maintain ongoing dialogue with landowners in order to better understand issues arising from the Proposed Project. Landscape mitigation is informed by the assessment of effects arising from the Suffolk Onshore Scheme on landscape character and visual amenity are summarised within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual and detailed within Application Document 6.3.2.1.C Appendix 2.1.C Landscape Designation and Landscape Character Assessment and Application Document 6.3.2.1.D Appendix 2.1.D Visual Amenity Baseline and Assessment**. Potential impacts on agricultural operations have been assessed based on the final design presented within **Application Document ES 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project** issues such as fragmentation of land parcels identified, where applicable and mitigation set out. Details are contained in **Application Document 6.2.2.6 Part 2 Suffolk Chapter 6 Agriculture and Soils**. Fragmentation of land was scoped out of the ES and **Application Document 7.12.1 Design Principles – Suffolk** outlines how National Grid will minimise land take, make efficient use of land in consideration of potential seasonal disruption, and avoid where reasonably practical dividing land to be returned into farming use into inaccessible and unsuitable parcels. However, this principle should be considered in the context of awareness of the need to consider and facilitate delivery of future projects to the extent that they are known about and likely to proceed. has sought to make effective use of space that minimises fragmentation of agricultural land. In addition, National Grid will maintain ongoing discussions with affected landowners. All affected landowners will be compensated on a fair and reasonable basis for any rights acquired, and any impacts on retained property will be considered in line with the Compulsory Purchase Compensation Code. Compensation claims for disturbance will be considered on a case-by-case basis (in accordance with the Compulsory Purchase Compensation Code) if there is evidence of negative impacts as a result of the Proposed Project. The Proposed accesses to the cable corridor from The Street (B1121) to the south have been removed. Alternative monitoring accesses have been provided from the B1119 to the north. Access is still taken from The Street to our proposed drainage outfall. The drain is shown as routing around the edge of the field, however, the Order Limits in this location have been broadened to facilitate micro-siting of the drainage in liaison with the landowner. National Grid will maintain ongoing engagement with the landowner to clarify any outstanding matters in relation to this issue.

Date Consulted	Response Deadline	Consultation Topic	Matters raised in response to 2024 Targeted consultation	Change Y/N?	Regard had to response (s49)
			We informed James that there is an existing 6” drain within this field, the approximate location of which is shown by the dotted line between points B and G. If of benefit, our client would be content for this existing pipe and route to be used/upgraded by NG. We were told that the drain will need to cope with a flow of 15.2litres/second.		

18. Targeted Consultation Section 47/48 Regard Had

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1. Section 18 Section 47 and Section 48 Targeted Consultation Comments and National Grid's Response

Table 1.1 Landscape and visual

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
General commentary			
Local community	At the meeting, visitors were asked to complete a form with their comments and suggestions. Importantly, they were asked to choose between several design options showing varying heights of the converter station. I'm sure that many people, like me chose the lowest option that offered the least visibility across the marsh area. Imagine my (and others) shock at reading your Community Newsletter stating that you plan to INCREASE the height of the converter station and that you need to INCREASE the area of land needed! I feel aggrieved that our comments were likely ignored the consultation was a pointless exercise. I cannot understand how you think building on marshland is a viable option at all? I read that in order to do this you will need to increase the ground height by two meters and install concrete pillars 20 meters deep to stabilize the land first – what a ridiculous situation? Who in their right mind would think this is a sensible decision? That marshy land is only suitable for one thing – wildlife that thrives and deserves to stay there undisturbed.	N	At Statutory consultation views were sought over the architectural design approaches for the Kent Converter Station. National Grid is still in the process of considering feedback on this topic which will inform the detailed design approach within its DCO application (**Application Document 7.12.2 Design Principles – Kent**). The design contractor(s) will be required to follow the specific design codes and principles within this document. Information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.**
Local community	The height of the converter has increased. The detrimental visual impact will be massive and intrusive. There is no indication in the plans of this impact on the area, nor of the loss of extensive views that the general public currently enjoys.	N	National Grid acknowledges the concerns around the increase in height of the Kent Converter Station. The effects arising from the Kent Onshore Scheme on landscape character and visual amenity are summarised within **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual** and detailed within **Application Document 6.3.3.1.C ES Appendix 3.1.C Landscape Designation and Landscape Character Assessment and Application Document 6.3.3.1.D ES Appendix 3.1.D Visual Amenity Baseline and Assessment**. This includes reference to the Kent Converter Station. National Grid's landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section within **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**. Mitigation includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting and has been designed in collaboration with relevant stakeholders. Where necessary, and insofar as is possible, measures will be implemented to mitigate identified likely significant effects. The mitigation measures proposed can be found in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** submitted with the application for development consent. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). All mitigation planting associated with the permanent access road and Kent Converter Station and Substation will be maintained for the lifetime of the assets.

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
Local community	I'm worried about the noise and light pollution from the Converter Station and the fact that it will be nearly 28 meters high. This will be visible for miles around.	N	National Grid is committed to conserving and enhancing the natural beauty of the landscape, including a dark skies policy pertaining to use of lighting on new infrastructure. The assumptions made about the lighting design that have informed the landscape and visual impact assessment are set out in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. Consideration of the landscape and visual effects of light pollution during construction and operation is presented in **Application Document 6.3.2.1.C Appendix 2.1.C Landscape Designation and Landscape Character Assessment, Application Document 6.3.2.1.D Appendix 2.1.D Visual Amenity Baseline and Assessment, Application Document 6.3.3.1.C ES Appendix 3.1.C Landscape Designation and Landscape Character Assessment and Application Document 6.3.3.1.D ES Appendix 3.1.D Visual Amenity Baseline and Assessment**. An indicative assessment of operational noise from the Kent Converter Station, based on current design information, is presented in **Application Document 6.3.3.9.D ES Appendix 9.D Kent Operational Noise Assessment**. With standard embedded mitigation measures, the impact of operational noise from the proposed converter station on all nearby Noise Sensitive Receptors, has been assessed as having a negligible magnitude during both daytime and night-time periods. This would result in a negligible effect at all nearby Noise Sensitive Receptors, which is considered to be not significant.
Local community	I also see that the planned bridge over the river Fromus will be of a much larger size than was shown in the initial consultation document. The sheer scale of such an enormous bridge will indeed cause significant adverse landscape and visual impacts.	N	National Grid acknowledges the impacts on the landscape setting and visual amenity. Landscape and visual impacts are included within the Proposed Project ES in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. National Grid's landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section of the ES. Mitigation includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting and has been designed in collaboration with relevant stakeholders. Where necessary, and insofar as is possible, measures will be implemented to mitigate identified likely significant effects. The mitigation measures proposed can be found in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** submitted with the application for development consent. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). All planting associated with the reinstatement of the landfall and HVDC and HVAC corridors will be maintained for a five year period. All mitigation planting associated with the permanent access road and Kent Converter Station and Substation will be maintained for the lifetime of the assets. The potential for impacts on the setting of heritage assets was discussed with key stakeholders such as Historic England and, as part of this procedure, a list of assets to be fully assessed was agreed. Potential impacts on tourism are considered in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. This Chapter concludes that there are no anticipated likely significant effects on tourism as a result of the Proposed Project. Flooding concerns are noted. **Application Document 6.8 Flood Risk Assessment** has been informed by information on historical and recent flooding incidents in the locality. The Proposed Project has engaged with the Environment Agency regarding the proposed works within areas prone to flooding and has agreed a flood risk mitigation strategy. The mitigation measures are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of**
Local community	The massive new bridge and bridge approach will create significant adverse visual impact – more simply, it will destroy the view and look exceedingly ugly and out of place.	N	
Local community	Wood Farm is the wrong place for development of such a large scale energy hub. The sheer scale of the proposed three Convertor stations is out of proportion with the surrounding town and countryside. And the scale of the proposed bridge over the River Fromus will be much larger than originally indicated. The visual and landscape impacts will contribute to a loss of tourism which is a vital income for the majority of residents, as well as the increased risk of flooding which may also affect residents.	N	

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			Environmental Actions and Commitments (REAC) which is secured by Requirement 6 of Schedule 3 of the DCO (**Application Document 3.1**).
Local community	The proposed increase in the height of the Converter station will make it even more visible for miles all around! Why haven't National Grid provided any information and visuals of the Converter station from the surrounding roads and areas? Surely the people of Thanet are entitled to see what this monstrosity could actually look like and the impact it will have in our environment.	N	National Grid acknowledges the concerns around the increase in height of the Kent Converter Station. The effects arising from the Kent Onshore Scheme on landscape character and visual amenity are summarised within **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual** and detailed within **Application Document 6.3.3.1.C ES Appendix 3.1.C Landscape Designation and Landscape Character Assessment and Application Document 6.3.3.1.D ES Appendix 3.1.D Visual Amenity Baseline and Assessment**. This includes reference to the Kent Converter Station. National Grid's landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section of the ES. Mitigation includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting and has been designed in collaboration with relevant stakeholders. Where necessary, and insofar as is possible, measures will be implemented to mitigate identified likely significant effects. The mitigation measures proposed can be found in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** submitted with the application for development consent. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). All planting associated with the reinstatement of the landfall and HVDC and HVAC corridors will be maintained for a five year period. All mitigation planting associated with the permanent access road and Kent Converter Station and Substation will be maintained for the lifetime of the assets. **Application Document 6.4.2.1 Landscape and Visual** provides the locations of the representative viewpoint locations used in the impact assessment. Visual montages of what the Proposed Project would look like from selected viewpoints are provided in **Application Document Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**.
Local community	I am concerned about the increased scale of National Grid's updated proposal and how the increased scale of the permanent infrastructure, such as the converter station, will impact on Minster Marshes by changing the views, particularly historic views over ancient countryside, and the rural character. For example, the scale of the permanent infrastructure, and proposed increased scale, will forever change the historic views of great cultural significance linked to early Christian history, by impacting on the Pilgrims' Way, which is still used by pilgrims today across the Minster Marshes, to and from Canterbury Cathedral. The height of the converter station is to be increased from 26 meters to 28 meters. For comparison, the height of Dover Castle's keep is 25.3 meters tall. As it would be visible for miles, I am concerned that National Grid have not provided visuals of the converter station from surrounding roads. I am asking National Grid to provide these visuals.	N	
CPRE Kent	Increase in height of the Converter Station It is noted that the ground is to be raised at the converter station and substation site by up to 2 metres above existing ground level and that you accept that this design change has the potential to affect various landscape and visual receptors. It is, however, our view that the updated Preliminary Environmental Information Report (PEIR) is significantly understating these impacts. As set out previously, our primary concern remains the significant landscape impact this development will have, particularly within Minster Marshes and Ash Levels. The existing landscape of the proposed location is characterised by open, low-lying marshland landscapes in which development is typically sparse. These are agricultural landscapes where pastoral and arable farmland is actively managed. The construction of the converter station and substation will result in a permanent land-use change and direct loss of these landscape elements. The original PEIR accepts that there will be significant landscape effects on the landscape character areas of Wantsum North Slopes, Stour Marshes and Ash Levels, as well as one viewpoint east of Minster. The additional height exacerbates our concerns, making the station	N	National Grid acknowledges the impacts on the landscape setting and visual amenity. Landscape and visual impacts are included within the Proposed Project ES in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. National Grid's landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section of the ES. Mitigation includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting and has been designed in collaboration with relevant stakeholders. Where necessary, and insofar as is possible, measures will be implemented to mitigate identified likely significant effects. The mitigation measures proposed can be found in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** submitted with the application for development consent. Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). All planting associated with the reinstatement of the landfall and HVDC and HVAC corridors will be maintained for a five year period. All mitigation planting associated with the permanent access road and Kent Converter Station and Substation will be maintained for the lifetime of the assets.

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
	yet even more prominent and intrusive within the local environment, further detracting from the natural aesthetic and character of the area. Furthermore, the original PEIR acknowledged that the significant landscape effect will be exacerbated should the option of overhead cable lines be pursued, as this would result in a concentration of additional pylons and further permanent external lighting. This choice has now been confirmed. Given the size of the converter station and the unknowns that remain regarding its design, location, size and scope, it is impossible to fully assess the extent of the landscape impact. However, it is clear that the single choice of this location within the open countryside, isolated from any similar built form, already creates a significant landscape effect. This effect will be significantly exacerbated should the option of overhead lines be pursued. To reduce any such impact, we repeat our call for the cables to be placed underground rather than overhead. The increased height of the converter station only amplifies these concerns, underscoring the need for more detailed and thoughtful planning to minimise the visual and environmental disruption in this sensitive area.		Following feedback from stakeholders and the public following both Non-statutory consultation and Statutory consultation, National Grid reviewed the engineering design to consider removing the need for the overhead lines across the railway and the River Stour. The poor ground conditions under the railway preclude the use of trenchless technology to cross from the substation to the overhead line; these would cause settlement issues for the railway line. National Grid considered locations further north from the Converter Station site towards Minster for a crossing point where the ground is more suitable, and this would introduce more trenching, ditch crossings and land take. Once across the railway, the river would still have to be crossed which proves difficult again due to the ground conditions because trenchless technology needs stable ground conditions for it to be feasible and the conditions under the river are not considered to be stable enough. Once under the river, construction of further electrical infrastructure (a smaller substation) would be required in the flood plain to connect the cables to the existing overhead line. Considering all of the engineering challenges set out above alongside the environmental impacts of a larger footprint of the construction works and the safety concerns over going under the railway, the conclusion was to use overhead lines.
Suffolk Preservation Society	Suffolk Preservation Society (SPS) is extremely concerned by the latest proposals for permanent infrastructure at the converter station site at Saxmundham. The decision to select the west access and proposed increase in height and span of the access bridge from the B1121, will result in serious harm to some of Suffolk's most sensitive natural and historic landscapes and brings into question the suitability of the selected converter station site. On this occasion, the SPS wishes to limit its comments to the proposals that specifically relate to the permanent access to the converter station site at Saxmundham. The revised PEIR (July 2024) which forms part of this consultation addresses the proposed bridge at paras 1.7.8, 1.7.12 and 1.7.16. The landscape and visual effects of the original scheme on the Frome Valley were judged to be significant and adverse. The proposed bridge crossing the River Fromus is now significantly more damaging as it is shown to have increased from a maximum height of 2.5m to 6m and will have ramps up to 80m in length on each side. Its construction will involve the permanent loss of mature woodland from the riverbank of the Fromus. It will also open up views of the converter station site from within key views that have been identified in the Saxmundham Neighbourhood Plan including the long views from the B1121 across Hurst Hall Park (grade II) and south from St John the Baptist church (grade II*). These special features within the landscape are reflected in the objectives set out for the Fromus Landscape Character Area (East Suffolk Landscape Characterisation Assessment 2018) which include enhancing views to church towers, and notes Hurts Hall Park and its grounds scenically enhance the southern approach to the town along with the church which is seen on higher land behind. The loss of the woodland associated with the larger bridge would open up views towards the converter station site and increase the focus towards it. Furthermore, it will bring	N	National Grid acknowledges the impacts on the landscape setting and visual amenity. Since the production of the PEIR, National Grid has undertaken a robust landscape and visual impact assessment which is reported in **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. **Application Document 6.3.2.1.D ES Appendix 2.1.D Visual Amenity Baseline and Assessment** sets out an assessment of visual effects for construction, operation and maintenance, including consideration of important views identified within the Saxmundham Neighbourhood Plan and the southern approach to Saxmundham. The visual assessment considers landscape mitigation planting at operation set out in **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**, which has been developed in collaboration between the landscape and heritage teams as well as stakeholder consultation to minimise effects as far as possible. The assessment on visual amenity (and landscape character) considers two scenarios for the River Fromus Bridge height at 4 m and 6 m, as detailed within **Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. A full assessment of the potential for impacts on the setting of heritage assets, including the Saxmundham Conservation Area (including the Church of St John the Baptist), the Grade II listed Hurts Hall, and the associated non-designated parkland is included in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**. This assessment is supported by visualisations/photomontages prepared in consultation with heritage stakeholders including East Suffolk Council. National Grid's landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation section of the ES. Mitigation includes screening in the form of proposed woodland, hedgerow and hedgerow tree planting and has been designed in collaboration with relevant stakeholders. Where necessary, and insofar as is possible, measures will be implemented to mitigate identified likely significant effects. The mitigation measures proposed can be found in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** submitted with the application for development consent.

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
	construction activity and industrialising large-scale development closer to the setting of Hurst Hall and its parkland, St John the Baptist's church and Wood Farmhouse (grade II), and it will increase the scale of change within the view in the context of these nationally designated heritage assets. It will also have impacts upon the wider setting of the Saxmundham Conservation Area as well as receptors using the PROW network and road users of the B1121. Notwithstanding your own assessment which concludes that the proposed change to the western access bridge will be significantly more harmful than the original proposal, your conclusions about the impact upon sensitive receptors remains the same, namely significantly adverse. However, the July 2024 consultation material does not update the preliminary landscaping proposals for the converter station site from October 2023. This is surprising given the increased landscape and visual impacts that will arise from this latest proposal. It is therefore not possible to properly assess the proposed mitigation of these greater environmental impacts identified in the updated PEIR, which seriously undermines the value of the consultation exercise. In the event that the proposed development goes ahead, it is essential that the increased magnitude of effects upon all receptors are fully identified and assessed in the PEIR and forthcoming Environmental Statement. The inevitable residual effects must be comprehensively mitigated, and where this is not possible, fully compensated. The SPS considers that the latest proposals to the Saxmundham converter station have the potential to irredeemably damage this highly valued and sensitive landscape of the Fromus Valley. It confirms that this inchoate scheme, if allowed to proceed, has the potential to result in substantial harm to landscape character of the Fromus Valley, the immediate setting of Hurst Hall, Wood Farm and the wider setting of St John the Baptist's Church and the Saxmundham Conservation Area, together with other receptors using the PROW network. The consultation does little to reassure that the environmental impacts of this scheme have been robustly and sensitively addressed. Instead, the selection of this inappropriate site is manifesting itself all too clearly as the design process progresses.		Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). All planting associated with the reinstatement of the landfall and HVDC and HVAC corridors will be maintained for a five year period. All mitigation planting associated with the permanent access road and Kent Converter Station and Substation will be maintained for the lifetime of the assets.

Table 1.2 Terrestrial ecology

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
General commentary			
Local community	To destroy woodland just to create access to the site in the form of a bridge how can you claim to be advocating green energy !! DESTRUCTION OF A WOODLAND That is disgusting. ! There is no need to even build in the area it is only to satisfy the greed of National Grid and its shareholders. The only realistic solution is to go away!!! You and other companies cannot be allowed to ruin this country hiding behind the cloak of green energy and net zero as a reason .	N	National Grid acknowledges that the Proposed Project will result in the loss of some habitats including woodland. A rigorous impact assessment has been produced in line with guidance and legislation. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. One such measure is the planting of new woodland. The Proposed Project is committed to achieving 10% Biodiversity Net Gain. Further details relating to the ecology assessment are set out in **Application Document ES 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. Further details regarding Biodiversity Net Gain are set out in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**.
Local community	Wildlife will be adversely affected by pylons. But the plans do not indicate pre-existing pylons and how new and old will interact. Note that the installation of temporary pylons will cause even more damage.	N	Wherever possible National Grid has designed the cables associated with the Proposed Project to be underground. In some places it will be necessary to install overhead lines due to consideration of a range of factors concerning engineering feasibility, environmental impact and cost. As part of the Proposed Project ES National Grid commissioned various surveys looking at the potential impacts of the overhead lines on birds. These surveys included a collision survey and a carcass survey. The assessment of avian collision risk is an annex to **Application Document 6.3.3.2.F ES Appendix 3.2.F 2023-2024 Vantage Point Survey** and the surveys are reported in **Application Document 6.3.3.2.G ES Appendix 3.2.G OHL Mortality Monitoring Report**. The Kent Onshore Route has been designed to reduce the number of towers required. Bird diverters are to be included on the new section of overhead line. The potential impacts on birds in Kent is presented in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. Mitigation measures are listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	It is also extremely worrying the fact that you have extended the area of land that you want to use for these cables to come ashore through Pegwell Bay! This is not acceptable and I am strongly objecting to National Grid using this area and that of Minster Marshes, which is also an extremely valuable wildlife area being used to site the Converter station!	N	National Grid acknowledges the ecological sensitivity of Minster Marshes and Pegwell Bay. A detailed impact assessment is provided in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. Trenchless technology will be employed for the HVDC cable route in this area. This construction solution will minimise potential impacts on terrestrial biodiversity. The commitment to the use of trenchless technology is secured in Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). The additional land is required to provide a new construction and maintenance access off Sandwich Road which will avoid using the saltmarsh as an access route.
Local community	I have concerns concerning the land added to draft order limits in Pegwell bay. This is a nature reserve and should be protected - the disruption to wildlife including many species of birdlife and the seals who reside there is completely irresponsible. Why has so much land been added to the previous consultation?	N	

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
Local community	I notice from your updated map that you plan to cut a road through the woodland at the top of Jutes Lane. How are you going to mitigate the loss of mature woodland? You intend to build the converter site on top of a dyke and scrub hedgerow where bird ringing takes place and where Brown Hare and Badgers feed. How do you mitigate this loss?	N	National Grid acknowledges that the Proposed Project will result in the loss of some habitats including woodland and hedgerows. A rigorous impact assessment has been produced in line with guidance and legislation. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. One such measure is the planting of new woodland. The Proposed Project is committed to achieving 10% Biodiversity Net Gain. Further details relating to the ecology assessment are set out in **Application Document ES 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity**. Further details regarding Biodiversity Net Gain are set out in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**. Mitigation measures are listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Sandwich Bay Bird Observatory Trust	We are told that the land added to the draft order limits on Minster Marshes includes a beaver lodge. As this is a protected species how will disturbance be prevented?	N	Beavers are considered in the ecological impact assessment but there were no beaver lodges identified during beaver surveys of the site in areas where engineering work will be undertaken. The beaver surveys are reported in **Application Document 6.3.3.2.H ES Appendix 6.2.H Riparian Mammal Survey Report**. The assessment is contained in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. Beaver activity has been recorded on and south of the River Stour in areas where they will not be affected by the Kent Onshore Scheme.
Local community	To come ashore at the National Nature Reserve in Pegwell Bay, which you well know is a site which has multiple levels of protections! is outrageous! Dog owners are not even allowed to walk their dogs in these special areas, so why should your company think that you should be allowed to cause so much destruction that will remain for so many years to come if you get the go ahead with your plans for this area. Your new proposals have extended the area size that could be affected which is totally unacceptable, you should be reducing the impact not increasing it? Why are you doing this? Being a RAMSAR site, A wetland of international importance! You cannot mitigate the damage and loss of this special site. How are you proposing to even try because these special areas cannot be replaced with a farmer's field! This area has its own ecosystem and supports so much birds and wildlife, some which are native, others which are not, but use these areas to feed and rest. This wetland area is covered by the Biodiversity Action Plan (BAP) which aims to protect and enhance habitats for endangered species, your proposed plans would be doing the exact opposite so should not be allowed! RAMSAR sites are critical for over wintering waterbirds. Please seek an alternative more appropriate less environmentally damaging location. The cheapest, easiest option for you is not the best option for our environments and the biodiversity and ecosystems within it, and nor is it the best place for the protected species that reside here.	N	National Grid acknowledges the ecological sensitivity of Minster Marshes and Pegwell Bay. A detailed impact assessment is provided in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. Trenchless technology will be employed for the HVDC cable route in this area which includes the RAMSAR site. This construction solution will minimise potential impacts on terrestrial biodiversity. The commitment to the use of trenchless technology is secured in Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). The additional land is required to provide a new construction and maintenance access off Sandwich Road which will avoid using the saltmarsh as an access route. The Proposed Project is committed to achieving 10% Biodiversity Net Gain. Further details regarding Biodiversity Net Gain are set out in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**. Mitigation measures are listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
Kent Wildlife Trust	International and National Protected Conservation Sites It is understood that the proposed changes to the Offshore Scheme (within the Kent coastline) include refinements to the cable route to avoid directly impacting Goodwin Sands MCZ. KWT are pleased that efforts have been made to directly avoid this nationally protected conservation site, however consideration regarding indirect impacts, such as noise disturbance, vibrations and risk of pollution from drilling fluids, still need to be assessed and mitigated against. We also request further clarification and reassurances that direct impacts to Goodwin Sands MCZ can definitely be avoided, as National Grid stated within their 2022 route assessment that "[...] Goodwin Sands MCZ cannot be avoided by the identified marine alignments connecting to landfalls in Pegwell Bay [...] Additionally, when routeing east out from Pegwell Bay, in order to head north the route must cross the Nemo Link cable and the Thanet Offshore Wind Farm export cables, requiring the placement of rock protection on the seabed at these locations potentially resulting in permanent habitat loss including within the Goodwin Sands MCZ [...] Taking into account all of the factors set out above the preferred option from a marine routeing perspective is K1a, which makes landfall at Broadstairs." Further information as to why and how National Grid can now avoid Goodwin Sands MCZ, despite previously asserting that they could not avoid this designated area if meeting landfall at Pegwell Bay is needed.	N	The Offshore Scheme has been re-routed to completely avoid the Goodwin Sands MCZ and as such, no direct or indirect impacts on the MCZ will occur. Goodwin Sands MCZ is considered in the assessment for direct and indirect impacts on benthic ecology, (section 2.9 of **Application Document 6.2.4.2 Part 4 Offshore Scheme Chapter 3 Benthic Ecology and Application Document 6.11 Marine Conservation Zone Assessment**).
Kent Wildlife Trust	Despite National Grid making efforts to avoid Goodwin Sands MCZ, the proposed project will still directly impact seven other national and international statutory designations: • Thanet Coast and Sandwich Bay SPA • Thanet Coast and Sandwich Bay Ramsar • Outer Thames Estuary SPA • Margate and Long Sands Special Area of Conservation (SAC) • Sandwich Bay SAC • Pegwell Bay National Nature Reserve (NNR) • Sandwich Bay and Hacklinge Marshes Site of Special Scientific Interest (SSSI) We understand that the Southern North Sea SAC will also be directly impacted, however this response focuses specifically on the Kent onshore scheme and Kent coastline. The proposed project will directly disturb these nationally and internationally protected conservation sites, which will result in direct habitat loss, degradation and species disturbance. These statutory designated conservation sites are protected under various national and international legislation, which ensures the sites are protected from activities that may damage or disturb habitats and species within these areas. Given the scale of direct impacts to several statutory designated sites, we reiterate our	N	There will be no habitat loss or degradation from the saltmarsh of Thanet Coast & Sandwich Bay SPA/Ramsar, Sandwich Bay SAC, Pegwell Bay National Nature Reserve, or Sandwich Bay to Hacklinge Marshes SSSI. Refer to **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity** and **Application Document 6.6 Habitats Regulations Assessment Report** for full details. Additionally, the Offshore Scheme does not overlap with the Thanet Coast SAC or the Margate and Long Sands SAC and no habitat loss or direct impact will occur to these sites. Measures for protecting Outer Thames Estuary SPA including a seasonal restriction on some works are included in the Proposed Project. There will also be no permanent loss of intertidal mudflat from these designations, as cable protection will be buried at this site and recovery following temporary disturbance is thought to be swift (see **Application Document 6.2.4.2 Part 4 Marine Chapter 3 Benthic Ecology**). There will be no disturbance of the coastal parts of these designations from the Kent Onshore Scheme as the trenchless installation launch location is sufficiently distant that noise modelling has shown that birds within these coastal areas will not be disturbed. Significant disturbance is also not expected to arise from the Offshore Scheme. Some noise disturbance of nesting birds in the inland part of the SSSI (specifically Weather Lees Hill woodland) may arise in the absence of mitigation but the Environmental Statement contains mitigation measures to control this including measures such as noise fencing or equivalent effective measures, and seasonal avoidance for some construction activities. Mitigation is contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Refer to **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity** and **Application Document 6.6 Habitats Regulations Assessment Report** for full details. Refer to **Application Document**

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
	previous concerns that the mitigation hierarchy has not been appropriately followed. As previously requested, more information is needed to convey how the mitigation hierarchy has been followed, and to support the rationale behind the chosen route. As mentioned above, National Grid stated within their 2022 route assessment that the preferred option from an offshore routeing perspective was making landfall at Broadstairs due to fewer environmental constraints and "the extent of interaction with the designated sites is smaller". These contradictions raise concerns about National Grid's commitment to environmental stewardship and their sustainable practices. The discrepancy between their stated preferences in 2022 and the current decision to make landfall at Pegwell Bay NNR calls into question their adherence to environmental best practices and their dedication to minimising ecological harm.		**6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered** for the basis for choosing Pegwell Bay and the Minster area. Mitigation measures are listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Kent Wildlife Trust	CHANGES TO THE ONSHORE SCHEME Despite National Grid making design changes to the Order Limits, which they consider to be positive from an environmental perspective, the proposals will still directly and/or indirectly impact several statutory and non-statutory sites and Priority Habitats, which are locally protected. These include: • Sandwich Bay and Hacklinge Marshes SSSI • Ash Level and South Richborough Pasture Local Wildlife Site (LWS) • Woods and Grassland Minster Marshes LWS • Sandwich and Pegwell Bay Kent Wildlife Trust Nature Reserve • Priority Habitat Coastal Saltmarsh • Priority Habitat Mudflats • Priority Habitat Coastal and Floodplain Grazing Marsh • Priority Habitat Reedbeds • Priority Habitat Deciduous Woodland • Priority Habitat Open Mosaic Habitat • Non-Priority Habitat Good Quality Semi-Improved Grassland • Intertidal Substrate Foreshore	N	Impacts on Sandwich Bay & Hacklinge Marshes SSSI are summarised above. There will be no significant effect on, and no habitat loss of, priority habitat coastal saltmarsh as part of the Kent Onshore Scheme. As part of the Kent Onshore Scheme there will be extensive habitat creation around Kent Substation and Converter Station as well as along the permanent access route and in places along the River Stour within Ash Level and South Richborough Pasture Local Wildlife Site. This will include the creation and enhancement of woodland, semi-natural grassland, and wetland (including reedbed) habitat. This leads to a conclusion of a significant positive effect in the long-term due to habitat creation and enhancement. Less than 200 m^2 of scrub within Woods & Grassland Minster Marshes LWS would be removed, and only temporarily, leaving habitat connectivity along the rail corridor intact. Details are contained in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. Mitigation measures are listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Kent Wildlife Trust	Overall, from reviewing the APEI, PEIR and siting option reports, it is clear that Pegwell Bay is one of the most environmentally damaging landfall options, whilst Minster Marshes is an unsuitable location for the converter and sub stations, with both sites facing numerous environmental constraints. National Grid's decision to proceed with Pegwell Bay contradicts the fundamental principle of avoiding significant harm to sensitive habitats and designated sites, raising	N	See responses to the above two comments relating to the assessment undertaken on designated sites, Pegwell Bay and Minster Marshes. Refer to **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered** for the basis for choosing Pegwell Bay and the Minster area. National Grid is committed to achieving a 10% Biodiversity Net Gain for the Proposed Project. National Grid has followed the mitigation hierarchy mitigation by avoiding, minimising, restoring, and offsetting impacts. A Biodiversity Net Gain

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
	serious questions about their commitment to minimising environmental damage and protecting ecologically sensitive areas. By proceeding with a more harmful option when less environmentally damaging alternatives are available, National Grid is not adhering to the first step of the mitigation hierarchy, which is to avoid impacts altogether wherever possible. This oversight undermines the integrity of environmental protection measures and raises serious concerns about the commitment to sustainable and responsible decision-making. KWT maintains that Sea Link, along with other energy infrastructure projects, should positively and significantly contribute to the UK Government's goals of halting and reversing biodiversity loss and establishing a national Nature Recovery Network in England to achieve the 30 by 30 targets. KWT continues to urge National Grid to reconsider the route of the Sea Link project.		assessment has been undertaken and details are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**.
Suffolk Wildlife Trust	The Leiston – Aldeburgh SSSI Suffolk Wildlife Trust have read and support the comments made by the RSPB as part of this and previous consultations. In Suffolk these primarily relate to the potential impact of the selected landfall location on their North Warren nature reserve, the Leiston-Aldeburgh SSSI, and the wetland habitats, birds, and other wildlife associated with these sites; these include birds which are designated features of nearby Special Protection Areas, suggesting that North Warren is functionally linked land of the both the Alde-Orde Estuary SPA and the Sandlings SPA. Leiston-Aldeburgh SSSI itself supports a diverse mosaic of priority habitats including coastal vegetated shingle, coastal grazing marsh, reedbed, lowland dry acid grassland and heathland, which support a huge diversity of rare and protected species. The site's wetland habitats support important breeding and wintering bird populations with species including marsh harrier, lapwing, white-fronted geese, gadwall, and teal. The coastal part of the SSSI is also designated as The Haven, Aldeburgh Local Nature Reserve. While a reduction in construction compound size near the SSSI is welcomed, the benefits of this are not considered significant while construction methods and impacts such as noise, vibration, and visual disturbance remain the same. We therefore hope that the reduction in compound size will deliver a reduction in construction phase impacts. Given that no scheme has been identified as being able to co-locate and share the construction phases impacts on the SSSI and North Warren we share the concerns of the RSPB that disturbance to the SSSI will simply play out again in the event of a future project seeking to utilise the proposed additional space at North Warren. This impact requires further consideration as part of the Sea Link site selection process which we have not seen. We reiterate the comment from the RSPB, that this site selection risks setting a damaging precedent for construction impacts on SSSIs.	N	Detailed assessment of the potential impact of the trenchless compound and associated works on Leiston-Aldeburgh SSSI has been undertaken, including discussion of noise disturbance impact assessments with Natural England. Noise modelling has been undertaken for the scheme which has informed the assessment of noise and visual disturbance. This has indicated that, with the implementation of suitable mitigation such as noise fencing or equivalent effective measures (which would also screen the compound) only a very small part of Leiston-Aldeburgh SSSI would be subject to disturbing levels of noise during construction of the Suffolk Onshore Scheme. This will be addressed through use of additional mitigation through timing the most disturbing element of the work (compound establishment and removal) to occur outside the nightjar and woodlark nesting season. Detailed assessment of the potential for indirect effects of the trenchless installation on Leiston-Aldeburgh SSSI has also been undertaken, including consideration of tunnel collapse, water quality impacts and impacts on surface hydrology. Due primarily to the depth of the cable (8 m at its shallowest) no significant indirect adverse effect on the SSSI will arise. Refer to **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity** and **Application Document 6.6 Habitats Regulations Assessment Report** for full details. Mitigation measures are listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
RSPB	North Warren landfall justification Documents issued at previous consultations gave great weight to the capacity of North Warren as the only landfall site (of the options considered) capable of supporting project co-location. This point was used to justify the choice of North Warren as the final landfall location, despite its significant environmental importance. We commented on our concerns around this in our previous consultation response of 18th December 2023. We are therefore disappointed that, despite the removal of co-location from the proposals, no reassessment of the landfall options and their environmental impacts has been presented. As we have commented in our previous response, insufficient evidence has been provided that it is not possible for the Sea Link project to avoid designated sites (especially when considered alone) and therefore we maintain our objection to the proposals in their current form as we consider that this could set a damaging precedent with regard construction within SSSIs.	N	Detailed assessment of the potential impact of the trenchless compound and associated works on Leiston-Aldeburgh SSSI has been undertaken, including discussion of noise disturbance impact assessments with Natural England. Noise modelling has been undertaken for the scheme which has informed the assessment of noise and visual disturbance. This has indicated that, with the implementation of suitable mitigation such as noise fencing or equivalent effective measures (which would also screen the compound) only a very small part of Leiston-Aldeburgh SSSI would be subject to disturbing levels of noise during construction of the Suffolk Onshore Scheme. This will be addressed through use of additional mitigation through timing the most disturbing element of the work (compound establishment and removal) to occur outside the nightjar and woodlark nesting season. Detailed assessment of the potential for indirect effects of the trenchless installation on Leiston-Aldeburgh SSSI has also been undertaken, including consideration of tunnel collapse, water quality impacts and impacts on surface hydrology. Due primarily to the depth of the cable (8 m at its shallowest) no significant indirect adverse effect on the SSSI will arise. Refer to **Application Document 6.2.2.2 Part 2 Suffolk Chapter 2 Ecology and Biodiversity** and **Application Document 6.6 Habitats Regulations Assessment Report** for full details. Mitigation measures are listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered, Application Document 7.3 Design Development Report** and **Application Document 7.2 Strategic Options Back Check Report** contain further details on the main alternatives considered for the Proposed Project. How National Grid has approached coordination with other projects is set out in **Application Document 7.1 Coordination Document**. This shows that National Grid is still looking at colocation within the landfall and has not removed it from the considerations previously made. Further historic information with regard to the Proposed Project design evolution and the alternatives considered are contained within **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022), Application Document 8.2 Options Selection and Design Evolution Report (October 2023)** and **Application Document 8.3 Strategic Options Report (2023)**.
RSPB	Comments on the Proposals in Kent The RSPB maintains the same overarching comments given for Suffolk but for the Kent route options, in the sense that avoidance must be the first option for designated sites, with compensation an absolute last resort, following the National Planning Policy Framework (NPPF) mitigation hierarchy. The following comments are intended to be read in conjunction with our December 2023 letter. Many of the concerns raised in our December 2023 response have not been fully addressed in the July 2024 Additional Preliminary Environmental Information (APEI). We reiterate that renewables infrastructure should not be at odds with biodiversity conservation. The plans are still uncertain in terms of impact assessments and corresponding	N	**Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered** outlines the basis for choosing Pegwell Bay and the Minster area, while **Application Document 7.3 Design Development Report and Application Document 7.2 Strategic Options Back Check Report** also contain details on the alternatives considered and the decision-making process for the different elements of the Proposed Project. Further historic information with regard to the Proposed Project design evolution and the alternatives considered are contained within **Application Document 8.1 Historic Report 1 (CPRSS)Corridor Preliminary Routeing and Substation Siting Study (October 2022), Application Document 8.2 Historic Report 2 (Options Selection and Design Evolution Report (October 2023) and Application Document 8.3 Historic Report 3 (Strategic Options Report (2023)**.

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
	proposed mitigation, which makes it difficult to assess the proposals. Therefore, we are not assured that harm to ecology and key designated sites in the region are minimal, and we cannot support the proposals as they stand. For Kent we also repeat that the Wildlife and Countryside Act 1981 places a general duty on statutory undertakers and public bodies to further the conservation and enhancement of the wildlife in the areas affected. National Grid identifies Pegwell Bay as the preferred option for landfall and connection to substation further inland. This route crosses Thanet Coast and Sandwich Bay Ramsar, Thanet Coast and Sandwich Bay Special Protection Area (SPA), Sandwich Bay Special Area of Conservation (SAC) and Sandwich Bay to Hacklinge Marshes Site of Special Scientific Interest (SSSI). It would be preferable if these important areas could be avoided. If not, there needs to be clear evidence provided of how the impacts of works will avoid serious damage to these sites at landfall and onshore. We remain to unconvinced that a proposed planning allocation, as noted in The Sea Link Corridor and Preliminary Routeing and Siting Study[1] 8.2.5, is sufficient to justify choosing an SPA/Ramsar/SSSI in preference to alternative possibilities, such as Broadstairs, and thus following the NPPF guidelines by avoiding impacts on the designated sites. We have not seen from the Preliminary Environmental Information Report (PEIR) how the mitigation hierarchy was followed to support the rationale for choosing the Pegwell Bay option rather than a less environmentally sensitive location. Without further explanation as to why alternative, less sensitive locations such as Broadstairs, were discounted, it appears that nature has not been deemed a top priority. This is disappointing considering the ecological emergency we are facing, and the dire state of our biodiversity as evidenced by the recent State of Nature Report[2].		There will be no habitat loss or degradation from the saltmarsh of Thanet Coast & Sandwich Bay SPA/Ramsar, Sandwich Bay SAC, Pegwell Bay National Nature Reserve, or Sandwich Bay to Hacklinge Marshes SSSI as a result of the Proposed Project. There will also be no permanent loss of intertidal mudflat from these designations. There will be no disturbance of the coastal parts of these designations from the Kent Onshore Scheme as the trenchless installation launch location is sufficiently distant that noise modelling has shown that birds within these coastal areas will not be disturbed. Significant disturbance is also not expected to arise from the Offshore Scheme. Some noise disturbance of nesting birds in the inland part of the SSSI (specifically Weather Lees Hill woodland) may arise in the absence of mitigation but the Environmental Statement contains mitigation measures to control this including measures such as noise fencing or equivalent effective measures, and seasonal avoidance for some construction activities. Mitigation is also included with regard to loss of functionally-linked arable habitat used by SPA golden plover and to manage disturbance of other birds around the site including nesting Schedule 1 Cetti's warbler. Refer to **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity and Application Document 6.6 Habitats Regulations Assessment Report** for full details. Mitigation is listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**) As part of the Kent Onshore Scheme there will be extensive habitat creation around the Kent Substation and Converter Station as well as along the permanent access route and in places along the River Stour within Ash Level and South Richborough Pasture Local Wildlife Site. This will include the creation and enhancement of woodland, semi-natural grassland, and wetland (including reedbed) habitat. Mitigation measures are listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). This leads to a conclusion of a significant positive effect in the long-term due to habitat creation and enhancement. Refer to **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity** for full details. National Grid also remains committed to achieving 10% Biodiversity Net Gain in Kent.
CPRE Kent	While we welcome the saltmarsh being removed, we are concerned that the Sandwich Bay SAC, SPA and Ramsar Site will be negatively affected with this change. Despite the fact that it is an existing track, it is still part of the SPA and therefore we would like to see a baseline habitat survey carried out and proposed mitigation/compensation as would be expected for any protected area. Without this information the statement 'unlikely to introduce any new significant adverse effects' is purely speculative and meaningless. The use of the Hoverport area needs careful assessment. As well as being of historical interest as the first-of-its-kind purpose-built hoverport in the UK, built in 1969 and subsequently shutting circa 1982, it has laid derelict for more than 30 years. In that time, the area has rewilded considerably and thus has the features of a priority habitat, specifically open-mosaic habitat on previously developed land. This rewilded brownfield site is likely to sustain an impressive array of flora and fauna and, while not saltmarsh, will require its own baseline	N	The hoverport area has been subject to botanical survey, and the presence of suitable habitat for reptiles and rare invertebrates is known. The area is also likely to be of some foraging value for bats but that is true of most of the surrounding landscape. The hoverport area is no longer proposed for a compound. Instead it will be used solely for operational monitoring and maintenance access and no civil engineering highway works or use of lighting are planned; rather the existing track and hardstanding areas will be used by (for example) a single vehicle whenever monitoring is required. Therefore, there will be no habitat loss and no significant adverse effects on wildlife at the former hoverport. Refer to **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity** for full details. Potential impacts on the hoverport, a non-designated assets recorded on the Kent Historic Environment Record, have also been assessed as part of the Cultural Heritage Assessment (**Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage**).

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
	habitat survey and subsequent BNG proposals, as well as protected species compensation according to what is found on site. We suggest that at the very least a botanical survey, invertebrate survey, bat survey and reptile survey should be considered specifically so an informed decision can be made. Being so close to the sea, a sensitive receptor, we would advise against any artificial lighting at night (ALAN); however, we urge strongly that if lighting is considered essential, any proposed lighting should be both bat- and invertebrate-friendly regardless, aimed inland with no lighting at all sea-side.		

Table 1.3 Water environment

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
General commentary			
Local community	You have already been advised by the Environment Agency that your original plan for the access road off the B1121 is in the flood plain so you have moved the proposed new bridge over the River Fromus further north nearer to Hurts Hall. Apart from it being a highly visible eyesore and blot on the landscape, you need to understand that the River Fromus can rise over one metre. For example the doctors surgery in Lambsale Meadow Saxmundham can get surrounded by water and the back of the Post Office in the high street floods and has to close. Here in Sternfield the flood plain copes very well when the Fromus floods. No houses in Sternfield flood at all. Our house in Sternfield has been here for 360 years and has never flooded. You are now proposing a 40 metre long earth ramp rising up to a 6 metre new bridge over the Fromus. This will inevitably increase the surface run off into the river and put pressure on the flood plain. Furthermore, run off from 4 converter stations covering up to 64 acres of concrete next to Saxmundham town will also put the area of risk. Yes, we believe that you are planning to construct some sort of pond/reservoir from which water can be discharged back down into the Fromus on the other side but the Fromus has never been dredged for years and is no condition to take extra water. You should know that we also have Neap tides which come 'up' the estuary of the River Alde and into the Fromus adding to the problem. Your converter stations at Wood Farm are in the wrong place.	N	Flooding concerns are noted. **Application Document 6.8 Flood Risk Assessment** has been informed by information on historical and recent flooding incidents in the locality. The Proposed Project has engaged with the Environment Agency regarding the proposed works within areas prone to flooding and has agreed a flood risk mitigation strategy. The mitigation measures are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Surface water runoff arising from the Proposed Project during both its construction and operation would be captured, suitably treated where necessary and attenuated prior to discharge into the surrounding water environment at rates no greater than existing (inclusive of suitable climate change allowances over the Projects lifetime). In addition, where the project interacts with existing land drainage infrastructure, e.g. ditches, there is a Project commitment, secured by the DCO, to re-provide a suitable alternative means of land drainage such that the existing land drainage regime is not compromised.
Local community	The Converter station and sub station will be built on 13 hectares of valuable wildlife rich habitat and is now to be built up on a 2 meter high platform of aggregate to avoid flooding and also concrete pillars 20 Meters deep to stabilise the Marsh land that the Converter station will be built on. In your own words (from your web site) you do not build on marsh or boggy land. The Marshes are a natural flood plain and when this is gone, I'm afraid places down river will flood, including Sandwich which has been centimetres away from flooding before.	N	Flooding concerns are noted and National Grid acknowledges that the ground raising has the potential to change the current land drainage regime. **Application Document 6.8 Flood Risk Assessment** has been informed by information on historical and recent flooding incidents in the locality. The Proposed Project has engaged with the Environment Agency regarding the proposed works within areas prone to flooding and has agreed a flood risk mitigation strategy. There will be no significant effects on the water environment. The mitigation measures are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	I am also extremely concerned that the water that covers the marsh for much of the year (the marsh floods every time there is heavy rain) will be displaced and flood arable fields and our village. These are prime crop and grazing fields that have been farmed for many years, with integrity, to protect the marshland. The village is already subject to regular flooding in some parts. Another 200 houses are being built and the drainage system can't cope. Again, the damage can not be undone.	N	Flooding concerns are noted and National Grid acknowledges that the ground raising has the potential to change the current land drainage regime. **Application Document 6.8 Flood Risk Assessment** has been informed by information on historical and recent flooding incidents in the locality. The Proposed Project has engaged with the Environment Agency regarding the proposed works within areas prone to flooding and has agreed a flood risk mitigation strategy. There will be no significant effects on the water environment. The mitigation measures are contained in **Application Document 7.5.3.2 CEMP Appendix B**

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			Register of Environmental Actions and Commitments (REAC) secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Sandwich Bay Bird Observatory Trust	On Minster Marshes the increased height of the converter station will create further disturbance of wildlife and will increase the negative impact on the ability of the marsh to act as a sponge for water across the area. Will the increased height of the convertor station require more/deeper piling? How will this affect the disturbance to the area while it is being carried out? How will this affect the drainage of the area?	N	Flooding concerns are noted and National Grid acknowledges that the ground raising has the potential to change the current land drainage regime. **Application Document 6.8 Flood Risk Assessment** has been informed by information on historical and recent flooding incidents in the locality. The Proposed Project has engaged with the Environment Agency regarding the proposed works within areas prone to flooding and has agreed a flood risk mitigation strategy. The mitigation measures are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). For the construction of the Kent Converter Station ground improvement would be required and this is likely to involve the excavation and replacement of soft ground. A minimum of 400 mm would be excavated, plus soft spots highlighted through in-situ testing, a geotextile separator would be laid and then fill material to a depth of 0.8 m -1.0 m would be required to form the formation level for future construction works. The compound surfacing and any shallow foundations and cable troughs would be built up from this level, noting that larger load foundation would likely need to be piled. Once initial earthworks have been completed, all drainage should be installed to prevent any waterlogging during the construction stage. Any foundation designs including piling will be designed by the appointed contractor in accordance with the test results from any ground testing carried out. A higher converter station doesn't necessarily require more piled foundations and the increased height shown at consultation was to allow for ground build up, not a larger building. Where the Proposed Project interacts with existing land drainage infrastructure, e.g. ditches, there is a commitment, secured by the DCO, to re-provide a suitable alternative means of land drainage such that the existing land drainage regime is not compromised.
Cllr R Wing	I am writing to you in relation to the proposed Kent Sealink DCO application following a further round of consultation and what appears to be some very significant changes to the original presentation. This newly published update to the National Grid Sealink proposal has raised a number of further serious concerns. Knowing the area very well and also simply taking a look at any topological map you will see that the development will be based on land prone to flooding. Indeed, it is call the Minster Marshes and as such is waterlogged all year round with most of the land being no higher than 1 or 2 metres above sea level. A simple drive past or visit demonstrates how problematic this land will be to build upon. National Grids own documentation clearly states that marshland or boggy land is not suitable for these types of projects and as a result, this development is now forced to raise the height of all structures by an additional 2 metres. The following applications submitted to Thanet District Council in relation to the a BESS Plant: F/TH/20/1467, F/TH/21/0305 and F/TH/24/0034, the last of which is still to be determined, demonstrates how difficult the land is for many types of developments where water could create serious concerns. This development has also had to be raised by 2m across the entire site, in addition, there initial plans to use a system of SUDs to manage water was not possible. Why would it be given the shallow nature of water across the entire area.	N	Flooding concerns are noted and National Grid acknowledges that the ground raising has the potential to change the current land drainage regime. **Application Document 6.8 Flood Risk Assessment** has been informed by information on historical and recent flooding incidents in the locality. The Proposed Project has engaged with the Environment Agency regarding the proposed works within areas prone to flooding and has agreed a flood risk mitigation strategy. The mitigation measures are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Surface water runoff arising from the Proposed Project during both its construction and operation would be captured, suitably treated where necessary and attenuated prior to discharge into the surrounding water environment at rates no greater than existing (inclusive of suitable climate change allowances over the Projects lifetime). In addition, where the Proposed Project interacts with existing land drainage infrastructure, e.g. ditches, there is a commitment, secured by the DCO, to re-provide a suitable alternative means of land drainage such that the existing land drainage regime is not compromised. Furthermore, the DCO secures a commitment to carry out surveys of any flood defence assets that the Proposed Project passes under or in close proximity to, and to undertake monitoring of these assets before, during for a period after the construction works, with remediation of any defects should they be detected by the monitoring.

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
Cllr R Wing	The raising of the site for the Sealink project with therefore require many thousands of tons of aggregate. How will the run off through and over this imported material, not native to the area, impact on the hydrology of ground water and the hydrology of the Marshes, the SSSI, Minster Stream and River Stour?	N	National Grid is aware of Southern Water's requirements and is maintaining ongoing dialogue with them about the potential impacts of the Proposed Project upon its assets in terms of ongoing maintenance, future needs and access to the waste water treatment works. National Grid therefore intend to include protective provisions for the benefit of statutory undertakers in Schedule 14 of the DCO. Cumulative impacts of the Proposed Project together with other projects in the area are assessed in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects and Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects**. The runoff from the non-permeable areas of the Converter Station site (buildings, internal roads, car parks and external access roads) would discharge into two proposed permanent attenuation ponds which would ultimately outfall to existing watercourses as shown in **Application Document 2.14.2 General Arrangement Plans – Kent**. The ponds would be shallow to avoid groundwater ingress and raised to allow for gravity drainage. The system would provide the required storage to accommodate runoff from the 1 in 100 year (1% annual chance) storm, with an allowance for climate change, with discharges to receiving watercourses made at pre-development rates. The drainage systems will also provide for treatment of surface water drainage from the converter station site, safeguarding the water quality of the receiving watercourses including its pH and thus ensuring no impact on wildlife.
Cllr R Wing	During the members briefing to TDC Councillors the Sealink Team were asked how the run off from a building of considerable size and associated infrastructure which is not porous, will be managed. The initial answer was the creation of pools/ponds but when challenged about how this will be achieved given the shallow water, they stated, that these pools/ponds would be built above ground. I am assuming that will also mean the base of these pools/ponds will also need to be raised at least 2 additional metres! Sadly this was not clear and neither was the information relating to the amount of run off that would have to be managed or how the system would cope with climate change in such a low lying area that is already saturated. When asked what would they do with excessive run off, the response was, it will be released into the Minster Stream. They were made aware of the presence of the European Eel, which is critically endangered. Again, no consideration seems to have been given concerning the possible negative impact of larger amounts of water or the potential change in pH due to the introduction of aggregates upon land and water based biodiversity.	N	
Cllr R Wing	The proposed site is an area of increased flood risk, to date the land has acted as a large 'sponge', naturally soaking up water in periods of heavy rain and exceptional hightides. I was able to witness this, as described by the KCC Sandwich Town Tidal Defences document August 2016, when 'the biggest tidal surge in 60 years hit the east coast on Friday 6 December 2013'. This affected the entire area but there was room for the water to go, to sit and drain naturally and the Minster Marshes played an important role in helping avoid a catastrophic event. The Environment Agency were also able to deploy flood defences prevented serious flooding over the course of 3 exceptional high tide and the storm serge. The covering of large parts of the Minster Marshes as well as Richborough with aggregate to raise the land, buildings and other infrastructure which is not porous, will create excessive rain run-off, as well as reducing the role of this land in soaking up water naturally. This run-off water will now need to be managed if flooding directly on site and away from the site is to be avoided. Add to this a warmer and wetter climate, as well as rising sea levels, which will also affect ground water levels, as a consequence of global warming, then it is essential that the combined affect of all developments at and around the Sealink site is properly evaluated. There is real concern that this cumulative impact will result in increased flooding at the site and away from the site, putting Minster Village and the Weatherless Sewage Treatment site at greater risk than they already are, as well as overwhelming the Minster Stream and River Stour, as all developments will be discharging into these.	N	

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
CPRE Kent	It appears that part of the decision to increase the height of the converter station by two metres is due to its location in a flood-risk area. Again, this highlights to us the problematic nature of the initial site selection. As previously observed, the site's location in terms of flood risk has already led to additional detrimental impacts, such as the shift from a proposed underground to an overhead line due to "technical issues with the underground option and the area being in the flood zone". We previously stated that the failure to publish a Flood Risk Assessment (FRA) until the submission of the application is problematic as, by then, the site selection will be presented as a fait accompli, precluding meaningful scrutiny of the decision-making process regarding flood-zone avoidance. This approach undermines the necessary sequential site selection process required to minimise new development within flood-prone areas. Given that the current consultation exercise appears to be a doubling down in terms of seeking to justify the single choice of location, we are even more convinced that the FRA process as undertaken will fail its eventual scrutiny.	N	Site selection was informed by published flood risk mapping data that is produced by the Environment Agency to inform development planning. This dataset, the Flood Map for Planning, places land into three zones, Flood Zone 1, at low risk, Flood Zone 2 (medium risk) and Flood Zone 3 (high risk), based on risks of river and sea flooding. Environment Agency surface water flood maps were also consulted to inform site selection. The selected site is in Flood Zone 1 and in the low surface water flood risk zone. Based on consultation feedback, reporting waterlogged conditions, groundwater as a source of flood risk has also been investigated using specific ground investigation data and groundwater monitoring. It was concluded that flooding due to groundwater rising to the surface is low, and the waterlogged conditions are experienced due to the impermeable nature of the soils that impeded the drainage of rainfall. Measures are included within the design to address these ground conditions and facilitate drainage of the site. Further details are contained in **Application Document 6.8 Flood Risk Assessment**. Mitigation is listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).

Table 1.4 Agriculture and soils

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
General commentary			
Local community	It is stated that National Grid are still planning to use open cable trenches from the landfall site all the way to the converter station. The damage to the marshes will be monumental, the soil structure will be completely destroyed! The previous project Nat Grid completed, the Nemo Project, which was located nearby to this proposed project caused untold damage to the soil with the use of heavy machinery. The machinery caused soil compaction where run off no longer drains away, this project was completed 7 years ago and the environment has not recovered. Choosing Minster Marshes for the location of this project is ludicrous especially when there are other brown field sites, ie Dungeness, which would be more suitable.	N	The Nemo Link project was a joint venture, continental interconnector in partnership with Belgian Elia. The Proposed Project is a piece of domestic transmission infrastructure owned by National Grid. National Grid is committed to a trenchless solution beneath Minister Marshes and the saltmarsh habitat at Pegwell Bay and it has not included the option of a trenched installation. The commitment to a trenchless solution is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). For the sections of cable that will be installed using open trenching, topsoil would be removed from the affected area and stored for later use in reinstatement. All trenches will be reinstated to ground level and the topsoil replaced. Monitoring and management of the reinstatement is set out within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). The landfill requirements have not been finalised but the aggregate required for the Kent Converter Station will be transported by road. The vehicle movements relating to this transport have been included in the traffic and transport assessment which concludes that there will be no significant effects on traffic as a result of the Proposed Project. Further detail is contained in **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**. A climate change assessment is presented in **Application Document 6.2.5.1 Part 5 Combined Chapter 1 Climate Change**. For the Kent Converter Station ground improvements will be undertaken which could lead to piling up to 20 m deep. The actual depth of piling will not be known until after the detailed design of the Proposed Project has been undertaken. Mitigation measures are listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). A lifecycle greenhouse gas assessment is included in **Application Document 6.2.5.1 Part 5 Chapter 1 Climate Change**. This is an assessment of the greenhouse gas emissions (also known as 'carbon' for shorthand) associated with the Proposed Project over its whole life, including operational emissions and embodied carbon. This assessment considers the mitigation measures embedded in the Proposed Project to reduce greenhouse gas emissions, as well as puts forward additional mitigation measures where applicable. This assessment has been conducted in accordance with the Institute of Environmental Management and Assessment good practice guidance for greenhouse gas assessments in EIA. **Application Document 7.5.13 Greenhouse Gas Reduction Strategy** has been developed alongside the climate change chapter. This document sets out how greenhouse gas emissions will be managed across the project life cycle. In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. There is insufficient space at Dungeness for a converter station. **Application Document 6.8 Flood Risk Assessment** has been informed by information on historical and recent flooding incidents in the locality. The flood risk assessment involves detailed modelling and assessment, and accounts for the impacts of climate change on
Local community	We note that Nat Grid propose to increase the height of the ground level by 2 meters by adding concrete pillars 20 meters deep into the ground. Is this because it's a Marsh and floods and the building will eventually sink! This will also cause untold damage to the soil structure that will NEVER recover. Where is the aggregate coming from to complete this monstrosity of a structure? Presumably it will be transported by road which will increase the carbon footprint in this and all surrounding areas.	N	

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			flooding. The Proposed Project has engaged with the Environment Agency, the Lead Local Flood Authority (County Council) and Internal Drainage Boards regarding the proposed works within areas prone to flooding and has agreed a flood risk mitigation strategy. The mitigation measures are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO **(Application Document 3.1**).
Local community	The ground height is proposed to be raised by 2 meters and to add concrete pillars, 20meters deep, to stabilise the land on which the converter will be built. Such structures are needed because the land is valuable marsh land and totally unsuitable for this kind of structure. Where is the aggregate for this coming from? Are you intending to use the Goodwin Sands gravel? What is the carbon footprint associated with using this amount of concrete?	N	The landfill requirements for the Proposed Project have not yet been finalised. There is no intention that the source of landfill will come from Goodwin Sands. A lifecycle greenhouse gas assessment is included in **Application Document 6.2.5.1 Part 5 Combined Chapter 1 Climate Change**. This is an assessment of the greenhouse gas emissions (also known as 'carbon' for shorthand) associated with the Proposed Project over its whole life, including operational emissions and embodied carbon. This assessment considers the mitigation measures embedded in the Proposed Project to reduce greenhouse gas emissions, as well as puts forward additional mitigation measures where applicable. This assessment has been conducted in accordance with the Institute of Environmental Management and Assessment good practice guidance for greenhouse gas assessments in EIA. **Application Document 7.5.13 Greenhouse Gas Reduction Strategy** has been developed alongside the climate change chapter. This document sets out how greenhouse gas emissions will be managed across the project life cycle.
Local community	While your own documentation states that marshland or boggy land is not suitable for this sort of project you are going to have to raise the height of the structure by another 2 metres. Requiring many thousands of tons of aggregate (will this be checked for contamination?) to cover the marsh and for pile drivers to be used in the hope of creating a stable platform to build on. This would amount to many thousands of lorry trips through Pegwell, Minster, Ramsgate and Cliffsend to then be dumped next to a SSSI site for nature that contains breeding Grey Herons, Little Egrets and Nightingale among many other species.	N	All aggregate used in the construction of the Proposed Project will undergo rigorous testing to ensure it is suitable for use. Testing can include physical, mechanical and chemical properties such as contamination. The potential impact of increased traffic in Kent is considered in **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**. The assessment demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network. Designated areas will be used for material handling which will have been selected to minimise any impacts on terrestrial biodiversity. Mitigation measures are listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	I am deeply concerned that the use of open cable trenches will damage the marsh and stability of the soil with little hope of the soil or marsh being recovered or remediated. This has precedent. There has already been soil compaction from heavy machinery from previous work and the area has not recovered. Irreversible destruction from previous construction needs to be taken into consideration. There are alternatives. Use and consider them.	N	For the sections of cable that will be installed using open trenching, topsoil would be removed from the affected area and stored for later use in reinstatement. All trenches will be reinstated to ground level and the topsoil replaced. Monitoring and management of the reinstatement is covered within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan** which is secured through Requirement 6 of Schedule 3 of the draft DCO **(Application Document 3.1**). National Grid is committed to a trenchless solution beneath Minister Marshes and the saltmarsh habitat at Pegwell Bay and they have not included the option of a trenched installation. The commitment to a trenchless solution is secured through Requirement 6 of Schedule 3 of (**Application Document 3.1**). **Application Document 6.3.3.6.A ES Appendix 3.6.A Predictive Agricultural Land Classification Report - Kent** present the results of the ALC predictive modelling, which will include plans showing each location where the soils have been assessed and the associated grade at that point. Where design changes have occurred, the implications for soil type and land grade have been assessed. Preconstruction surveys are committed to and will be undertaken in line with published guidance and will be used to update the outline

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			Soil Management Plans with site specific information as set out in the Defra Construction Code of Practice. Site specific soil information will then be used to inform the production of the Soil Management Plans as set out in the Defra Construction Code of Practice. The SMP will include requirements for soil handling, including wet weather cessation criteria, details of measures required for soil restoration as well as requirements for toolbox talks and training, as well as the competencies expected for the individuals responsible for these tasks. Please refer to **Application Document 7.5.10.2 Outline Soil Management Plan – Kent** which accompany the DCO application and will be developed into the SMP for the Proposed Project in advance of construction. The requirement to produce a soil management plan is set out within **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). **Application Document 6.2.2.6 Part 3 Kent Chapter 6 Agriculture and Soils** have assessed the impacts of the Proposed Project in further detail (for both soil and for BMV), examined the impacts both during construction and operation, as well as the temporary and permanent take for different aspects of the infrastructure.

Table 1.5 Traffic and transport

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
General commentary			
Local community	REFERENCE: UNIT 5 EBBSFLEET FARM JUTES LANE CT12 5FH KENT WATERJET CUTTING LTD. Our business concerns and how we may be affected by the project, based on our comments below and in the advent of any of them limiting our normal daily business will compensation be available. The proposed access road is 4mtrs from the side of our building, is on a slope and rises above our building. It is highly unlikely that this road will not sustain heavy equipment movements on a continual basis, and this is our only access to our building for delivery lorries, customers vans and cars etc. Any collapse or subsidence of the road would shut our business down. Being only 4mtrs from the road, noise levels would be high especially with heavy vehicles climbing the slope. Jutes lane is used by pedestrians, cyclists as well other traffic, not at all suitable for large earth moving equipment heavy lorries etc on a frequent basis. A separate road off Hengist Way (Dual carriage way) would seem logical, congestion, line of sight and heavy traffic will cause major delays at the point where Jutes lane joins the roundabout. It will be a potential accident point. There will probably be considerable quantities of mud, it will be therefore essential to have the road cleaned frequently especially during winter months. Jutes Lane and access through the small industrial estate is not a good option.	Y	In response to consultation feedback, National Grid 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 use Jutes Lane. Jutes Lane will only be utilised during construction of the required utility crossings in the area.
Local community	We strongly object to the proposed Sea Link access road through Jutes Lane for the following reasons – The proposed access road utilises Jutes Lane and would pass directly through Ebbsfleet Farm, a collection of business units, a school and private residence. The roundabout on the A256 that leads to Jutes lane is already incredibly congested and has a poor line of site for large vehicles pulling out into traffic coming to a from a dual carriage way. Jutes lane is used not only as access to the businesses but is popular with recreational users as it is a marked cycle route, connecting to dedicated cycle paths. An increase of large vehicles would pose a risk to other road users. Jutes lane is the only access to the businesses at Ebbsfleet Farm, any damage to this road, excess mud or blockages from heavy vehicles would impede this access and result in loss of business.	N	In response to consultation feedback, National Grid 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 use Jutes Lane. Jutes Lane will only be utilised during construction of the required utility crossings in the area.

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
	There is a poor line of sight for traffic entering Ebbsfleet Farm, creating a risk to both drivers and pedestrians. This will also have a huge impact on Great Oaks Small School as the lane is used for safe and controlled collection of the children. An increase of large vehicles would cause disruption to our deliveries and our customers visiting the shop. Due to its rural location, it is essential that travel by car and park close to the premises, which would be greatly impeded by increased traffic. Noise from large vehicles and piling for foundations would negatively impact the working environment, and staff's ability to communicate to customers. Dust and emissions from additional large vehicles and site would negatively impact food production, as the road passes directly behind our premises. We feel that the proposed route would certainly deter our customers from visiting our shop and would impede the daily running of our business and we would be seeking compensation.		
Local community	The infrastructure you suggest e.g. Marsh Farm Road is really a track used for tractors and totally unsuitable for construction lorries taking materials to and from the site as are the surrounding roads.	N	A very low proportion of construction vehicles (circa 1% in total, and less than 1% HGVs) is expected to use Marsh Farm Road. Significant adverse impacts are not expected. National grid is aware of the limitations of this access and have limited the number of construction vehicles using it. **Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan – Kent** is provided to help mitigate any potential impacts. This document includes construction traffic management measures that will be implemented in support of the Proposed Project, to avoid any adverse impacts on the surrounding networks during the construction phase.
Local community	We note that Marsh Farm Road has been earmarked as one of the main access areas. Absolutely ridiculous idea! It is a one car width track not even proper road! The roads in and around Minster and Cliffsend are village roads and not fit for the purpose of huge vehicles thundering through causing unnecessary disturbance.	N	
Local community	There is a farm track running from the road in the south up to Hill Farm that has rather oddly been retained in the published plan, although it has been acknowledged previously that the southern access route is unsuitable for heavy construction vehicles. The reason for the retention of the track must presumably be to retain an additional although unspecified access route to unsuitable site, and it would be helpful to have this either confirmed or the route struck off the plans. At present it adds to the impression that National Grid is not acting transparently, whatever the claims in the Statement of Community Consultation.	N	Following feedback received at Targeted consultation, the retention of the farm track up to Hill Farm as a monitoring access has changed. This monitoring access has been moved to an access off the B1119. The farm access track will only be used to construct the drainage outfall form the converter station site, and will only be used for this purpose. **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** assesses the potential impact of construction traffic on the local community. This Chapter does not predict any significant impacts associated with construction traffic in Suffolk. **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk** is provided to help mitigate any potential impacts. This document includes construction traffic management measures that will be implemented in support of the Proposed Project, to avoid any adverse impacts on the surrounding networks during the construction phase. The impact of the Proposed Project on the local economy including socio-economics, recreation and tourism considerations is included within **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. It is concluded that there are no significant adverse effects in relation to the Suffolk Onshore Scheme on
Local community	In countless National Grid meetings with local representatives you have stressed that construction traffic will 'not' use the B1121 over Benhall Bridge through Sternfield village YET you have retained the farm track up to Hill Farm in your planning application. WHY? The B1121 through the village is not fit for purpose. Benhall bridge is 'one way' traffic only and the road far too narrow.	N	

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
	Please confirm in writing that this farm track is not part of your plans and will not be used to access the back of the Wood Farm Development. The A12 will be gridlocked whatever you do. Construction traffic, up to 1200 HGV's a day working 7 days a week including weekends, is totally unacceptable. Emergency Services vehicles will be delayed with disastrous consequences. Ipswich Hospital Accident and Emergency 19 miles away is far enough away already without traffic jams. People won't be able to get to work. It will probably only take a year for tourists to find out that coming to Suffolk is a such a pain they will go elsewhere seriously affecting our local economy on which thousands depend for their income. It is all so unnecessary.		socioeconomics, recreation and tourism receptors during construction, operation and maintenance and decommissioning with the proposed mitigation in place. The proposed mitigation includes sensitive routing and siting of infrastructure and temporary works to avoid or reduce impacts on socio-economics, recreation and tourism receptors, with further commitments made within **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)**. Cumulative effects associated with socio-economies and recreation and tourism are considered within **Application Document 6.2.2.12 Part 2 Suffolk Chapter 12 Suffolk Onshore Scheme Intra-Project Cumulative Effects**.Construction phase transport effects are assessed within **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** which considers the baseline traffic flows. No significant adverse effects have been identified as a result of the Proposed Project on transport and access during any phase with the proposed mitigation in place. The proposed mitigation includes embedded measures set out within **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** and potential carriageway widening works, vegetation clearance and street furniture removal at the locations identified within **Application Document 7.5.1.1 Outline Construction Traffic Management and Travel Plan – Suffolk** to accommodate construction vehicles (including Abnormal Indivisible Loads).
Suffolk Energy Action Solutions	The farm track that runs up to Hill Farm from the road to the south of the site has been retained on the plans: National Grid states that it has removed the Southern access route via Redhouse Farm from the original plans because it acknowledges that the roads to the south of the site are unsuitable for construction traffic, but this track has been retained. It will presumably be an additional, but unspecified access route and serves as yet another example of National Grid's underhand tactics.	N	
Local community	The latest proposal for the location of a converter station to the south-east of Saxmundham is totally impractical as proper access routes were clearly NOT considered. The notion of building a modified western access involving the construction of a bridge located next to the beautiful, Hurts Hall (recently restored to it's former glory) is criminal. Furthermore, this plan will see an additional junction on top of an existing junction sited on a blind corner (Bigsby's Corner) on the B1121; an area that has already seen one fatality. The B1121 passes through the village of Benhall Green where pedestrians, cyclists, horse riders, etc. already have to cross in order to use the footpaths to the town of Saxmundham. This road already sees considerable road traffic accessing Saxmundham and it's 2 major supermarket chains, and forms a regular tractor run to Hill Farm, Sternfield. Any additional access in this area is positively dangerous and could lead to further fatal accidents in this known 'black spot'. The existing junction, it appears (though not properly explained by National Grid on the web site) is to be used as an alternative access to the converter and involves a blind bend (as mentioned before), a narrow weak bridge (Benhall Bridge) and a narrow section of road, through Sternfield, which is already too narrow to allow buses to pass (at The Street) en route to Aldeburgh. I do not believe that anyone from National Grid can have possibly looked at the widths of the roads to be potentially used as access routes on any part of this scheme.	N	Following feedback received during Statutory consultation and upon further evaluation, National Grid has selected a modified version of the proposed western access route for the Saxmundham converter station site. This was known as Option 3 at Statutory consultation. Selecting the western construction and maintenance access route means that National Grid has removed the alternative northern (option 2) and southern (option 1) access routes from their plans. The southern access route, following further review, is not suitable for the construction traffic required. The northern access route, which is approximately double the length of the western alternative, would have required bridge crossings of the River Fromus and one or both of the railway lines. There are engineering challenges associated with the construction of these bridges, including the likelihood of significant works being required to either the B1121 or the River Fromus itself. Construction work would have also been required in the immediate vicinity of residential properties at Oak Close and along neighbouring streets in Saxmundham. These factors increase the risk of delay and could result in a longer construction period, hence the decision to remove the northern access route from the proposals. **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** assesses the potential impact of construction traffic on the local community. It includes a review of the collision record (based on full collision data obtained from Suffolk County Council) and an assessment of road safety for the study area, which includes the A12/ B1121 junction. This demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the road safety of this junction, with the mitigation identified within the **Application Document 7.5.1.1 Construction Traffic Management and Travel Plan - Suffolk**. Further consultation was held with Suffolk County Council as the ES was prepared.

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
Local community	The upheaval created by this proposal, when added to the work required for the other proposed projects in the area, will be very large and long-lasting. Nor does it seem there will be any attempt to mitigate this by co-ordinating with the other energy projects. Even if you build a new bridge over the River Fromus, the lanes that construction and delivery vehicles will use (even if told not to) are very narrow - and already we are seeing the pressure that just a few 'investigatory' projects from NG, Scottish Power etc. are doing to road transport in this fragile landscape. When all these projects are on stream I frankly cannot see how total gridlock on the narrow roads can be avoided, and this will clearly have a massive effect on the tourism industry and other local businesses.	N	National Grid as part of its submission has produced a report on coordination which covers how it approached coordination with other projects with the aim to reducing the impact on the environment and local communities. Further details are set out in **Application Document 7.10 Coordination Document**. The potential impacts on traffic are assessed in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. The assessment takes account of the construction traffic management plans for other project traffic. National Grid's plans will be prepared considering the traffic plans for other project traffic, e.g. peak traffic movement times will be programmed in consideration of each other wherever possible. Cumulative traffic impacts are considered in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Impacts**. Mitigation measures are listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
CPRE Kent	Finally, to raise the converter station by 2 metres, NG will need to create a new platform. We note that to create this platform, NG will need either to install modular columns, which are underground concrete supports approximately 20 metres deep, or pile into the bedrock below. Such operations will undoubtedly result in significant additional lorry movements, along with a significant additional use of materials and aggregates. Again, the extraction and transportation and then use of these additional materials will be adding to the environmental impact of the project. These additional impacts, however, do not appear to have been accounted for within the PEIR update published alongside this consultation.	N	The potential impact of increased traffic in Kent is considered in **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** which includes an assessment of the vehicle movements associated with the transportation of all required construction materials. The assessment demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network. **Application Document 7.5.1.2 Outline Construction Traffic Management and Travel Plan – Kent** is provided to help mitigate any potential impacts. This document includes construction traffic management measures that will be implemented in support of the Proposed Project, to avoid any adverse impacts on the surrounding networks during the construction phase.
National Grid Ventures LionLink	NGLLL is supportive of Sea Link's refinement of the proposals. In particular, the clarity on proposals provided by the removal of the northern and southern access route to the converter station site and, the relocation of the bridge over the River Fromus north to reduce the impact on the flood zone. NGLLL understands the additional land included in the draft Order Limits around the proposed bridge is required for the construction and maintenance of the works, to accommodate the need for a larger bridge, and to provide for landscaping and ecological mitigation (including biodiversity net gain (BNG)). NGLLL notes the draft Order Limits continue to surround, on all sides, an option for the LionLink convertor site station [S42_S/IGA/PS/0012]. Subsequently, this interface requires continued engagement and coordination to seek to consider impacts to both projects, the environment and local communities. Accordingly, NGLLL will continue to engage with Sea Link to understand the design of the accesses, the anticipated usage during construction, operation and maintenance and any further design refinement to ensure any potential interactions with LionLink are appropriately managed.	N	National Grid acknowledges these comments and will seek to maintain an ongoing dialogue with National Grid Ventures regarding interfaces and discussion around coordination of projects.

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
RSPB	Access track and emergency access The addition of access tracks at the eastern and western areas of RSPB North Warren raises a need for further information about their purpose and construction, including for any continuations within the red line boundary. We therefore have the following questions: • Are the access tracks required for the construction or operational period, or both? • How will the routes outside the cable corridor link up with any routes within the red line boundary? • What type of surfacing of the access routes is proposed? • We note that para. 1.7.23 of the Additional Preliminary Environmental Information states that access is required for monitoring during cable installation – how will such monitoring be carried out and will this require any additional infrastructure within RSPB North Warren? • How do National Grid propose to be able to reach all parts of the cable route in the event of a fault? • What circumstances might require emergency access and how much advance notice would be provided? • What methods and equipment are required for access in emergency circumstances, especially noting that the ground can be very wet and is bisected by ditches? • Would emergency circumstances include areas at risk of frac-out, and if so, where exactly are the areas at risk of this? • What are the potential impacts on the Leiston-Aldeburgh SSSI and RSPB North Warren in the event of emergency repairs to the cable or associated infrastructure (during construction or operation) being required?	N	The access track shown on the latest drawings is only for use during the construction of the Proposed Project not during operation. All routes in the submission drawings are linked to the cable corridor. Routes are for access by a 4 x 4 or a quad bike for monitoring during construction so will not require any surfacing unless agreed in advance that it is required by the RSPB. Monitoring as stated above will be by 4 x 4 or quad bike or by foot; there will be no requirement to leave any equipment within the North Warren Nature Reserve. In the event of a fault, National Grid will look to remove the cable from the duct it is in and replace the section of cable. Therefore, National Grid will not require access to the cable from the surface. National Grid will only require access during the construction phase of the Proposed Project. Emergency access will only be required during the construction of the cable ducts via trenchless technology in the unlikely case of a frac out. As much notice as possible will be given before access is taken.
RSPB	Public access Further to the changes in layout around the construction area to the west of RSPB North Warren and the access routes in the vicinity of this compound and the beach area, we query whether any changes to public access or parking will be required during construction? Should any changes be required, potential impacts of changes in visitor use, including on designated sites, will require assessment.	N	There will be no planned long term closures of any parking or public accesses. There may be some local management of people on the footpath across the Nature Reserve during some of the construction activities. **Application Document ES 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** contains the assessment of PRoW (including national walking and cycling routes) that may be subject to potential effects as a result of the Proposed Project. The proposed management and mitigation relating to PRoW is set out within **Application Document 7.5.9.1 Outline Public Rights of Way Management Plan – Suffolk** which secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). **Application Document 6.2.2.10 Part 2 Suffolk Chapter10 Socio-Economics, Recreation and Tourism** includes an assessment of the Proposed Project on visitor numbers in Suffolk. It concludes that there are no likely significant effects as a result of the Proposed Project.

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
Local community	1) Access Road from B1121 to converter station site. I strongly object to this route for the following reasons: - a) The HGV route from the A12 to the new road site access road from the B1121 will pass residential homes along its route including the village of Benhall. These vehicle movements will be detrimental to the health and lives of those residents by causing increased noise, vibration and pollution. b) The junction of the B1121 from the A12 near Benhall is totally unsuitable for significant HGV movements and would require a full highways safety review including modifications to the junction and significant speed reductions. Please note the northbound A12 dual carriageway passing this junction is National Speed limit i.e. 70mph. c) The A12 route from the A14 is already a busy route, especially during the summer holiday months, and this route is likely to be saturated with traffic for the construction of Sizewell C leaving zero capacity for the HGV movements required for the Sea Link Saxmundham convertor construction or any other National Grid projects in this Area of Suffolk. d) The proposed bridge over the river Fromus has doubled in height. This will be a blight on the heritage views of Hurts Hall (Grade 2 listed) and St John's Church (Grade 2 listed).	N	**Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** assesses the potential impact of construction traffic on the local community. It includes a review of the collision record (based on full collision data obtained from Suffolk County Council) and an assessment of road safety for the study area, which includes the A12/ B1121 junction. This demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the road safety of this junction, with the mitigation identified within the **Application Document 7.5.1.1 Construction Traffic Management and Travel Plan - Suffolk**. Further consultation was held with Suffolk County Council as the ES was prepared. Furthermore, the assessment takes account of the construction traffic management plans for Sizewell C. National Grid's plans will be prepared considering the traffic plans for Sizewell C traffic, e.g. peak traffic movement times will be programmed in consideration of each other wherever possible. Impacts on the setting of heritage assets such as Hurts Hall and St John's Church have also been assessed and are detailed in **Application Document 6.2.2.3 Part 2 Suffolk Chapter 3 Cultural Heritage**. A complete assessment of health and wellbeing effects has been undertaken. This is set out in **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing**. This concludes that there are no anticipated significant effects as a result of the Proposed Project.

Table 1.6 Health and wellbeing

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
General commentary			
Local community	I already worry about local people's mental health and wellbeing when confronted with this tidal wave of electrical infrastructure development and we are only at the planning stage. I, for one, have been completely dominated by the fallout of it all and have been forced to let other important aspects of my life fall by the wayside with trying to keep up with the relentless onslaught of National Grid's proposals. The poor councillors on the local parish and town councils (of whom I am one, representing Benhall and Sternfield Parish Council) are grappling to stay on top of all the important issues facing them. They are local volunteers and cannot be expected to respond effectively to the energy giants. It is simply unfair and although the local population may be united to protect the interests of the hosting population from damage by the Giants, the Giants are Giants and it feels as if they are united against us.	N	National Grid recognise that the construction and operation of major infrastructure projects can cause stress, uncertainty and anxiety that may impact on people's mental health. Throughout the development phase of the Proposed Project, National Grid have therefore tried to clearly communicate the proposals including the establishment of dedicated contact channels, a project website and by holding multiple rounds of public consultation as the plans became more refined. As the Proposed Project has progressed, National Grid have sought to provide certainty on the plans wherever possible. The health and safety of the public, local communities and employees is central to everything that National Grid does. Throughout the development of the proposals, National Grid have carefully evaluated the potential impacts of the Proposed Project on health and wellbeing, and where appropriate identified means of mitigating any impacts. A complete assessment of health and wellbeing effects has been undertaken. This is set out in **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing**. This concludes that there are no anticipated significant effects as a result of the Proposed Project. A Construction Code of Practice will help control and manage aspects of the development scheme that could affect health and wellbeing (**Application Document 7.5.3.1 CEMP Appendix A Code of Construction Practice**). Mitigation measures are listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).

Table 1.7 Inter-project cumulative effects

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
General commentary			
Local community	The upheaval created by this proposal, when added to the work required for the other proposed projects in the area, will be very large and long-lasting. Nor does it seem there will be any attempt to mitigate this by co-ordinating with the other energy projects. Even if you build a new bridge over the River Fromus, the lanes that construction and delivery vehicles will use (even if told not to) are very narrow - and already we are seeing the pressure that just a few 'investigatory' projects from NG, Scottish Power etc. are doing to road transport in this fragile landscape. When all these projects are on stream I frankly cannot see how total gridlock on the narrow roads can be avoided, and this will clearly have a massive effect on the tourism industry and other local businesses.	N	As part of the DCO submission, National Grid has prepared **Application Document 7.10 Coordination Document**. This document provides an overview of the coordination efforts to date, including details of ongoing coordination activities in the design stages, proposed approaches to coordination in the forthcoming DCO application process and throughout the delivery phases of the related projects. The potential impacts on traffic are assessed in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. The assessment takes account of the construction traffic management plans for other project traffic. National Grid's plans will be prepared considering the traffic plans for other project traffic, e.g. peak traffic movement times will be programmed in consideration of each other wherever possible. Cumulative impacts are considered in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Impacts**. Mitigation measures are listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Kent Wildlife Trust	Cumulative Impacts As highlighted within our previous consultation responses, KWT are concerned over the lack of a detailed cumulative impact assessment. We note from reviewing the APEI that National Grid have stated within Table 1.2 that no new or different significant intra and inter-project cumulative effects have been identified. KWT disagree with this statement as in March 2024 (after the submission of Sea Link's PEIR documents) National Grid ESO published their 'Beyond 2030' strategy, which included a new offshore cable connecting Scotland with Kent, meeting landfall at Pegwell Bay. KWT have raised concerns with National Grid regarding this proposed development, however they have been reluctant to include this proposed infrastructure project within Sea Link's cumulative impacts as they claim it is too early in the design stage. The 'Beyond 2030' strategy however shows that this proposed project, currently known as SW_E2a_2, is at the Strategic Optioneering stage, which as quoted within the strategy means "the needs case is firm; a number of design options being developed so that a preferred design solution can be identified". Whilst we understand that National Grid and National Grid ESO are separate entities, they are both part of the National Grid Group and the proposed SW_E2a_2 infrastructure project would likely be overseen by National Grid. Habitats and species within Pegwell Bay and the surrounding area have already been adversely affected by Nemo Link. Sea Link will impact these same habitats and species populations for a second time. If SW_E2a_2 progresses, then these statutory protected conservation areas will be directly impacted by a large infrastructure project for a third time. It is unacceptable that National Grid has not taken into account the full range of cumulative impacts in their	N	National Grid acknowledge the Kent Wildlife Trust's concerns about the potential for cumulative adverse effects arising from energy infrastructure developments. However, projects that are in the Strategic Optioneering stage are not sufficiently developed to provide an accurate picture or understanding of the potential effects. As has been the case in the development of options for the Proposed Project, whilst delivering a development that satisfies the requirements of the needs case, National Grid has a duty to balance the need to be economic and efficient, whilst also having regard to preserving amenity, which includes the natural environment, cultural heritage, landscape and visual quality. As such, National Grid has, and will continue to do so for future projects, rigorously assessed the Proposed Project's impact on designated sites and the environment, adhering to the "mitigation hierarchy" by avoiding, minimising, restoring and offsetting impacts. National Grid acknowledges the ecological sensitivity of Pegwell Bay. A detailed impact assessment is provided in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. The impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. Extensive consultation with Kent Wildlife Trust and other key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, and Kent County Council has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. The impact of multiple projects in the area is assessed in **Application Document 6.2.2.13 Part 3 Kent Chapter 13 Inter Project Cumulative Effects**. Mitigation measures are listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
	assessments. The repeated disturbances and habitat degradation resulting from successive infrastructure projects will have compounding negative effects on the local ecosystem, undermining the Government's conservation efforts and targets, and potentially causing irreversible damage to these nationally and internationally protected areas. A comprehensive Cumulative Impact Assessment (CIA) is essential to ensure that all potential environmental impacts are thoroughly evaluated and mitigated. KWT urges National Grid to reconsider their assessment approach and fully incorporate all foreseeable projects to protect the ecological integrity of Pegwell Bay and the surrounding statutory designated areas.		
Kent Wildlife Trust	KWT remain concerned about the standard of environmental evidence provided within the APEI. As previously stated within our December 2023 response, the purpose of the Preliminary Environmental Information Report (PEIR) is to provide detailed information about the existing ecological conditions of the area potentially affected by the proposed development. This preliminary assessment helps in understanding the scale and significance of possible effects. By identifying potential impacts, the PEIR informs the development of mitigation measures to avoid, minimise, or as a last resort, compensate for adverse effects on the environment and wildlife. Paragraph 1.3.1 within the Executive Summary of the APEI states that "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." KWT disagrees with this statement as there still appears to be a lack of detail and evidence regarding potential impact significance and efficiency of mitigation measures. KWT are therefore unable to agree that there will be no adverse effects on the integrity of designated sites, habitats and species. We stand by our previous comments that the PEIR was submitted prematurely as the documents contain almost no ecological data and therefore no viable assessment of impacts. Undertaking all ecological surveys before the submission of the PEIR would have ensured that ecological considerations are integrated into the planning and decision-making process, and that potential impacts are identified and addressed in a timely and effective manner. KWT are not confident with National Grid's preliminary assessments and strongly urge that a more detailed PEIR is submitted once the survey data has been collected, to adequately inform their proposed route and mitigation and comply with the EIA Regulations 2017.	N	The ES contains a full and detailed impact assessment for the Kent Onshore Scheme, including an extensive suite of surveys: two seasons of wintering and breeding bird survey (including nocturnal surveys for wintering birds), twelve months of bird vantage point survey to inform the collision risk assessment for the new overhead line, botanical surveys, reptile survey, terrestrial and aquatic invertebrate survey, fish survey, riparian mammal survey (including beaver), bat survey, badger survey and dormouse survey. Great crested newt survey has not been undertaken as it was agreed with Natural England that the Kent District Level Licensing Scheme would be used and that specific survey was therefore not required. Refer to **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity** and its survey appendices for full details. National Grid provided as much detailed information as was available from surveys at the time the APEI was published. National Grid provided a suite of materials for Statutory consultation and Targeted consultation, including a PEI Report, describing the likely significant effects associated with the project. An interactive map was available on the website and the project team were available via email or telephone to answer any questions. The updated information, based on completed surveys is set out in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity** with details of mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	Construction of up to four converter stations (Sea Link 1 & 2, Nautilus and Lion Link) at Saxmundham and three substations at Friston, with development of their corresponding cable corridors and landfall sites will have overwhelming cumulative impacts on East Suffolk for a period of many years, but this is not being addressed	N	National Grid as part of its submission has produced a report on coordination which covers how it approached coordination with other projects with the aim to reducing the impact on the environment and local communities. Further details are set out in **Application Document 7.10 Coordination Document**.

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
	by National Grid which is considering each project in isolation. The adverse cumulative impacts will be further compounded by construction of Sizewell C and plans to build 800 new houses at the Saxmundham Neighbourhood Garden Development. This will cause disproportionate harm to East Suffolk and represents an unacceptable imposition on the local population		Cumulative impacts are considered in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Impacts**.
RSPB	Cumulative impacts of infrastructure developments Our concerns have not been addressed regarding the cumulative impacts of infrastructure developments in Kent and whether future works will take place to add to the current proposals and previous developments, and to prolong disturbance impacts on the birds of the designated areas. We are concerned that this development, if permitted, would open the door to further disturbance and damage at this sensitive site. We would like to see effective coordination and long-term planning of such impacts to be able to adequately assess the suitability of individual projects such as Sea Link.	N	It is acknowledged that the Proposed Project will be under construction alongside other projects in the area. The assessment of inter-cumulative effects is considered within **Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects based on Application Document 6.3.1.5.C ES Appendix 1.5.C Inter-Project Cumulative Effects Short List**, which includes more than 25 developments including Sizewell C Nuclear Power Station, East Anglia One North Offshore Windfarm, East Anglia Two Offshore Windfarm and LionLink. National Grid as part of its submission has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and local communities (see **Application Document 7.10 Coordination Document**). National Grid has engaged with other project developers, seeking to identify opportunities for co-ordination whilst maintaining its obligations to facilitate network connection agreements by providing the required network reinforcement. In doing so, National Grid acknowledges the respondent's concerns about the potential impacts of the Proposed Project and is committed to developing a scheme that takes account of the feedback received during the course of consultation to avoid or minimise as far as possible and to mitigate the significant effects of the construction and operation phases.

Table 1.8 Marine mammals

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
General commentary			
Local community	There is no acknowledgement of the fact that Common Seals now breed on the edge of the salt marsh. The new order limits now cover much of the Stour channel in Pegwell Bay that will significantly increase the likelihood of collisions and disturbance to seals entering the Stour to their resting and pupping sites. How will the risk of collision between seals and boats be managed? How will you ensure that, as the work is likely to occur during the summer months, it will not have a detrimental effect on the seals breeding at this same time?	N	National Grid acknowledges the importance of Pegwell Bay to wildlife. Within the Bay seals haul-out predominantly on the banks of the River Stour and are not commonly found within the wider bay area. Following consultation with Kent Wildlife Trust, marine mammal surveys of seals have been undertaken in Pegwell Bay. During these surveys, National Grid maintained contact with Kent Wildlife Trust to ensure it was targeting the correct areas. The data from these surveys has been used in the assessment in **Application Document 6.2.4.4 Part 4 Marine Chapter 4 Marine Mammals**. The assessment in **Application Document 6.2.4.4 Marine Mammals** concludes that the likelihood of Proposed Project vessels colliding with marine mammals is low given the relatively low density of marine mammals within the study area and the low number of vessels. Minimisation of the risk of collisions is further supported by slow speed of the Proposed Project vessels moving through the area surrounding the cable corridor for the majority of the construction phase duration. No likely significant effects were identified. Mitigation is listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Action (REAC)** which is secured by Requiremen6 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Kent Wildlife Trust	Within our previous consultation responses, KWT raised concerns around the lack of marine mammal surveys, in particular seals. Seals are a protected species and are legally protected under various national and international legislation, such as the Conservation of Seals Act 1970, and the Habitats Directive, where both grey and common seals are listed under Annex II. Sandwich to Pegwell Bay NNR is a seal haul-out location, supporting Kent's largest seal population which use the NNR all year round to rest, moult and breed. Therefore, it is extremely disappointing to see that only desk top surveys were undertaken to assess the baseline conditions. KWT have already pointed out that the data used within these desktop studies are out of date, with National Grid using data from 2014 – 2020 to make their baseline assumptions. Despite KWT repeatedly requesting for seal surveys since January 2023, National Grid has failed to conduct these essential surveys. The absence of up-to-date and comprehensive seal data undermines the integrity of the Environmental Impact Assessment (EIA). Now that the Order Limits have encompassed the entirety of the NNR, seals are now at greater risk to adverse effects such as direct disturbance to resting and breeding seals and disturbance and displacement of prey availability. Without sufficient data, the full extent of the potential harm to the seal population cannot be accurately assessed or mitigated, raising concerns about the project's adherence to legal protections and its overall environmental responsibility. National Grid have committed to other protected species surveys; therefore, we would expect them to apply the same rigorous standards to seals and other marine mammals. It is imperative that seal surveys are conducted to ensure all protected species are given due consideration and to ensure compliance with legal requirements.	N	National Grid acknowledges the importance of Pegwell Bay to wildlife. Following consultation with Kent Wildlife Trust, marine mammal surveys of seals have been undertaken in Pegwell Bay. During these surveys, National Grid maintained contact with Kent Wildlife Trust to ensure it was targeting the correct areas. The data from these surveys has been used in the assessment in **Application Document 6.2.4.4 Part 4 Marine Chapter 4 Marine Mammals**.

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
Seal Research Trust	At the Seal Research Trust (SRT), we strongly support our vital transition to renewable energy sources, but this cannot be done at the expense of nature. Biodiversity is equally, if not more, important to our species survival and for children already born. As such it is critically important to avoid any impact on Goodwin Sands MCZ (given its importance for the UK's speciality globally rare seal species – grey seals as well as European harbour seals.) This MCZ, in addition to Margate Long Sands (SAC), has national and international protection and your project puts these protected areas at risk of irreversible habitat loss. It is also vital that this major infrastructure project delivers biodiversity net gain, matching (and ideally exceeding) government requirements. As such you cannot afford the habitat and species losses that will occur as a result of cables in the MCZ at Goodwin Sands. You will realise this if you gather prior detailed survey data (as opposed to desk top studies) on seals at Goodwin Sands MCA and at the Sandwich to Pegwell Bay National Nature Reserve where seals haul out forming Kent's largest seal huddle used all year round for resting, moulting and pupping. Real field survey data across seasons and over several years must be a pre requirement for this project to go ahead.	Y	The Offshore Route has been sited to avoid sensitive receptors in the marine environment wherever possible. Since the production of the PEIR and Statutory consultation, the Offshore Scheme has been re-routed to avoid the Goodwin Sands MCZ. Margate and Long Sands SAC is 3 km west of the Offshore Scheme. A detailed routing and siting study was undertaken to ensure the complete avoidance of the Annex 1 habitat features in this SAC. The Proposed Project is also committed to achieving 10% Biodiversity Net Gain. Details are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**. National Grid acknowledges the importance of Pegwell Bay to wildlife. Following consultation with Kent Wildlife Trust, marine mammal surveys of seals have been undertaken in Pegwell Bay. During these surveys, National Grid maintained contact with Kent Wildlife Trust to ensure it was targeting the correct areas. The data from these surveys has been used in the assessment in **Application Document 6.2.4.4 Part 4 Marine Chapter 4 Mammals**.

Table 1.9 Ornithology

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
General commentary			
Local community	We note that you have changed the height and location of the pylons, this is good news however, the diagram misses out the line of pylons from the nemo converter station. This is misleading and will create a net effect that can kill birds. Also noted that 6 “temporary” pylons are to be erected. Each pylon will require a hard standing and access to these for heavy machinery, the marsh will not recover from this destruction ,it hasn’t recovered from the building works during the construction of the Nemo Project. Also we cannot find any mitigation measures for the pylons themselves, for example nesting platforms for Kestrels, Ravens and other species which would take advantage of such structures.	N	There is an existing overhead line in Suffolk on an adjacent alignment to the temporary pylons. Therefore, there will be no material change in collision risk. The temporary pylons will be installed and removed as part of the programme of works. They will be there for the shortest duration possible, given the constraints in the area. National Grid are considering two options: temporary towers or masts. Temporary towers look like permanent towers and masts are slimmer towers held by anchor cables and/or cable stays. Information on temporary installations can be found in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project and Application Document 2.14.2 Indicative General Arrangement Plans - Kent**. Any temporary installations will be fully removed including the foundations up to 1.2 m below ground level; the area will be reinstated and Biodiversity Net Gain will be assessed as part of the Proposed Project EIA.
Sandwich Bay Bird Observatory Trust	Although it was acknowledged at the webinar that there are ways of reducing the risk of bird collision with overhead power cables it could not be stated what would be used. This is short-sighted. Even this will not help birds where there is a double line of cables. A bird might be able to rise over one line but is there enough space allowed for it to rise over the second line? Pegwell Bay is the only feeding and roosting site for wading birds (not just Golden Plover) and terns on this stretch of coast. As it is not possible to create a new mud flats there is still no recognition that the construction work and large increase in land under draft order limits will prevent birds feeding or roosting.	N	National Grid acknowledges these concerns. It can confirm that bird diverters are being included on the new section of permanent overhead line in Kent, informed by a collision risk assessment which has been consulted upon with Natural England (see details below). No specific mitigation is identified as necessary for the temporary pylons in Suffolk or Kent because they are on the same, or a similar, alignment as the existing pylons and overhead lines. As part of the Proposed Project ES National Grid commissioned various surveys looking at the potential impacts of the overhead lines on birds. These surveys included a collision survey and a carcass survey. The assessment of avian collision risk is an annex to **Application Document 6.3.3.2.F ES Appendix 3.2.F 2023-2024 Vantage Point Survey** and the surveys are reported in **Application Document 6.3.3.2.G ES Appendix 3.2.G OHL Mortality Monitoring Report**. Assessments of impacts on Sandwich Bay from the Kent Onshore and Offshore Schemes are presented in **Application Document 6.6 Habitats Regulations Assessment Report and Application Document 6.2.4.5 Marine Ornithology**. No significant effects are identified when mitigation is applied. Meetings have been held with Natural England where the approach to addressing loss of functionally-linked land for golden plover has been discussed at length. Various strategies have been discussed with Natural England. The possibility of creating new wetland south of the River Stour was explored prior to Statutory consultation but technical challenges were identified in discussion with hydrologists and Natural England with keeping it sufficiently wet. Therefore, an alternative approach has been pursued (discussed and agreed in principle with Natural England) to instead enhance an area of arable land close to the coast and adjacent to the A256 for non-breeding golden plover. This was consulted on at Targeted consultation. Further details can be found in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. Including features such as nesting platforms on pylons can cause issues with subsequent maintenance of the line such as through the need to apply seasonal constraints to climbing of the pylons for repair and maintenance. This is why no such proposals have been included among the extensive habitat creation proposals for the Proposed Project. Mitigation measures are listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	The fact that National Grid has changed the location and size of the pylons does not compensate for the fact that there will still be more pylons on the marshes and land beyond. In fact the differing heights of the pylons could cause even more of a bird strike risk, as the birds will fly low to avoid one set and when they rise up could hit another set! What measures are National Grid going to use to try to limit the inevitable bird strikes, causing death and maiming? Will reflectors or anything be put along the cables as a warning for birds to see in the daytime? What about night time bird strikes? Are there any mitigation measures that can be used at night, without upsetting other wildlife? Why is National Grid not mentioning the use of anything on the pylons that could actually be beneficial to birds? Is this because they do not want to spend the money and maintain structures such as nesting platforms? National Grid does not seem to be thinking about the wildlife that will be affected by their proposed development plans, why is this when they are supposed to have people advising them on mitigation measures?	N	

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
Kent Wildlife Trust	Protected Species Mitigation Within our previous consultation response, we raised concerns around the loss of functionally linked land (FLL). In total, 13.6ha of FLL for the Thanet Coast and Sandwich Bay SPA/Ramsar was to be permanently lost to make way for the proposed converter and sub stations. From reviewing the APEI we note National Grid have reduced the Order Limit within Minster Marshes and have proposed to relocate the main cable construction compound from this area. We are pleased that this construction compound has been removed from Minster Marshes, as this lessens the overall direct impact to this important wildlife corridor, which plays a key component to the surrounding ecological network. However, the converter and sub stations will still result in the permanent loss of important FLL for golden plover, a named species of the Thanet Coast and Sandwich Bay SPA. From reviewing the APEI, we understand that National Grid have proposed to convert arable land and create 11ha of long-term improved habitat in the form of seasonally flooded grassland and new riverside scrapes to compensate for the permanent loss of FLL. We note however, that this mitigation area sits south-west of existing and proposed new pylons, meaning that golden plover and other bird species would have to fly through the pylons to access the mitigation area from the coastline. Currently, there is a clear flightpath from the coastline to the existing FLL within Minster Marshes. KWT are concerned that National Grid have not taken this into consideration and have not adequately assessed the risks and impacts of having several 50m pylons and overhead lines between the coastline and proposed mitigation area. A detailed impact assessment is required to assess whether the proposed mitigation area is within a suitable location. We note that a baseline habitat and protected species assessment of this area has not been undertaken and therefore this arable land may provide breeding habitat for farmland bird species such as skylark, which are also a Priority Species. Overall, KWT are not convinced that this is a suitable location for FLL compensation.	N	Meetings have been held with Natural England where the approach to addressing loss of functionally-linked land for golden plover has been discussed at length. Various strategies have been discussed with Natural England. The possibility of creating new wetland south of the River Stour was explored prior to Statutory consultation but technical challenges were identified in discussion with hydrologists and Natural England with keeping it sufficiently wet. Therefore, an alternative approach has been pursued (discussed and agreed in principle with Natural England) to instead enhance an area of arable land close to the coast and adjacent to the A256 for non-breeding golden plover. This was consulted on at Targeted consultation. Further details can be found in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. Mitigation measures are listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). In addition, the arable land proposed to accommodate 11 ha of long-term improved habitat in the form of seasonally flooded grassland and new riverside scrapes to compensate for the permanent loss of FLL is now no longer included within the Order Limits.
Kent Wildlife Trust	Changes to Overhead Lines We note that National Grid have proposed to use standard height lattice tower for the new overhead lines (OHL), rather than the low-height option as originally proposed. This change has partially been informed by collision risk assessments, which have concluded that given the limited height difference (approximately 10m) between standard height and low height towers, National Grid have stated there will be little difference in the collision risk impacts. KWT request more information is needed to confirm this assessment, as currently we are not convinced by the information that has been provided. In 2003 there was a mass bird strike killing 179 swans after they collided with standard height power cables. When new OHL went up for Nemo Link, they used the lower height cables as mitigation to help reduce bird strikes. Despite bird strikes still occurring, no mass bird strikes have	N	An assessment of collision risk is provided in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**, with further detailed included in **Application Document 6.3.3.2.F ES Appendix 3.2.F Vantage Point Survey Report**. National Grid has reviewed available research and data and does not consider the difference in pylon type will materially change the risk of collision.

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
	occurred, therefore further evidence to support the claim there is little difference in collision risk is required.		
RSPB	One of the designated features of the SPA (golden plover) uses land at Minster Marshes in significant numbers[5], and the site is also used by Red Listed species such as curlew. Therefore, we expect to see clear methodology to ensure that habitat damage and serious disturbance are avoided across the whole area if this option is selected. We remain to be convinced that other, less environmentally damaging, route options could not be selected in preference to such an ecologically sensitive area protected by a number of environmental designations. We note the proposal for approximately 11 hectares of new, long-term improved habitat in the form of seasonally flooded grassland and riverside scrapes to offset the permanent loss of functionally linked arable habitat for wintering golden plover in the APEI[6]. We would need to see the timescale of implementation and management of this new habitat to understand the implications of this. New habitat would need to be in place before development work began on the existing functionally linked land and a monitoring programme established, as well as a backup plan for remediation should monitoring reveal the plovers are not using the new habitat to the extent expected. In addition, the proposed pylons are every close to this area and may form a collision hazard between the coast and the fields in question, or a barrier, and the potential impacts of these pylons on golden plover and other species have not been assessed. This proximity could harm the birds directly and reduce the benefit of this new habitat to the target species and we remain to be convinced that this new habitat in this location would be sufficient as things stand.	N	National Grid has listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised these impacts onshore and offshore where possible. The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce environmental impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Siting Study (October 2022);** • **Application Document 8.3 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.13 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.** Meetings have been held with Natural England where the approach to addressing loss of functionally-linked land for golden plover has been discussed at length. Various strategies have been discussed with Natural England. The possibility of creating new wetland south of the River Stour was explored prior to Statutory consultation but technical challenges were identified in discussion with hydrologists and Natural England with keeping it sufficiently wet. Therefore, an alternative approach has been pursued (discussed and agreed in principle with Natural England) to instead enhance an area of arable land close to the coast and adjacent to the A256 for non-breeding golden plover. The enhanced habitat will be in place before the existing habitat is lost. This was consulted on at Targeted consultation. Further details can be found in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. Monitoring and management of any mitigation and/or reinstatement is covered within **Application Document 7.5.7.2 Outline Landscape and Ecological Management Plan – Kent** which is secured by Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). As part of the Proposed Project ES National Grid commissioned various surveys looking at the potential impacts of the overhead lines on birds. These surveys included a collision survey and a carcass survey. The assessment of avian collision risk is an annex to **Application Document 6.3.3.2.F ES Appendix 3.2.F 2023-2024 Vantage Point Survey** and the surveys are reported in **Application Document 6.3.3.2.G ES Appendix 3.2.G OHL Mortality Monitoring Report**. The Kent Onshore Route has been designed to reduce the number of towers required and the area between the lines has been kept to a minimum to help prevent birds from getting trapped. The potential impacts on birds in Kent is presented in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. Bird diverters are to be included on the new section of overhead line. Mitigation measures are detailed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental**

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			Actions and Commitments (REAC). Compliance with the REAC is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
RSPB	We seek further detail and clarity about how impacts would be avoided or minimised in the Stour and Minster Marshes area, as well impacts of light pollution on wildlife there. There are substantial areas of farmland in this area that are important for Red Listed birds and other wildlife, within and to the west and south of the proposed buildings and pylons. These farms are managed sympathetically for declining wildlife and have produced impressive results, including for species such as Grey Partridge, Turtle Dove, Long-eared Owl and Nightingale, and waders moving from Pegwell Bay to rest. It is imperative that the Minster Marshes area is adequately assessed and the data from long- running ringing and monitoring efforts are accessed and included in assessments. The SSSI designation makes clear that birds use a mix of habitats, and habitats in and around the designated areas should be considered connected and the impacts assessed and minimised accordingly, with FLL of the SPA avoided. The APEI mentions land having been removed from the scope of the project, which is potentially welcome, however it is unclear whether this is arable fields or more biodiverse habitat, and we would press for the latter to be spared as a priority.	N	As part of the EIA for the Kent Onshore Scheme, extensive surveys for wintering and breeding birds including nocturnal surveys and 12 months of vantage point survey to inform the collision risk assessment for the new section of overhead line have been undertaken. Access to summaries of bird survey and ringing by landowners has also been provided to the applicant. The ES includes full assessments of impacts on birds including nesting Schedule 1 species such as Cetti's warbler and the non-breeding and breeding birds that use Abbey Farm Wetlands, the farmland south of the River Stour and the arable land north of the River Stour. The ES and outline Landscape and Ecological Management Plan contain mitigation proposals including enhancement of arable habitat offsite for golden plover, and skylark, and mitigation measures (including conventional measures such as close board fencing and some seasonal avoidance of particularly disturbing works). Noise and lighting assessments have also been included. Refer to **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**, **Application Document 6.6 Habitats Regulations Assessment Report** and **Application Document 7.5.7.2 Outline Landscape and Ecological Management Plan – Kent** for full details.
CPRE Kent	Confirmation of the type of pylon It is noted that the increase in height and confirmation of pylon type and routeing results in an increase of 1.2 km in the total length of new overhead line compared with the proposals presented at the previous statutory consultation stage. Yet again this increase will clearly exacerbate the impacts previously raised. We are told that the main justification for this is to reduce the risk that birds could become trapped between the new and existing overhead lines. Nowhere, however, is this assertion evidenced. The simple fact is that this would not even be an issue if the lines were placed underground. As previously stated, it is difficult to envisage a worst place to site overhead pylons and power lines. The coming together of all the factors listed within our response to the Statutory Consultation clearly sets out why this specific location will potentially be catastrophic for birdlife. Again, we repeat, given the clear detrimental impacts of using overhead pylons in terms of environmental and landscape harms, along with what must only be a modest cost increase of undergrounding the short section that is to go overhead, surely the significant benefits of undergrounding must prevail?	N	Following feedback from stakeholders and the public following both Non statutory consultation and Statutory consultation, National Grid reviewed the engineering design to consider removing the need for the overhead lines across the railway and the River Stour. The poor ground conditions under the railway preclude the use of trenchless technology to cross from the substation to the overhead line; these would cause settlement issues for the railway line. National Grid considered locations further north from the Converter Station site towards Minster for a crossing point where the ground is more suitable, and this would introduce more trenching, ditch crossings and land take. Once across the railway, the river would still have to be crossed which proves difficult again due to the ground conditions because trenchless technology needs stable ground conditions for it to be feasible and the conditions under the river are not considered to be stable enough. Once under the river, construction of further electrical infrastructure (a smaller substation) would be required in the flood plain to connect the cables to the existing overhead line. Considering all of the engineering challenges set out above alongside the environmental impacts of a larger footprint of the construction works and the safety concerns over going under the railway, the conclusion was to use overhead lines.
CPRE Kent	The revised height of the converter station from 26m (85.3ft) to 28m (91.9ft) is likely to act as a greater vantage point for raptors to sit and pick off ground-nesting birds and their eggs. This has not been considered for any mitigation as far as we are aware.	N	Extensive ornithology surveys have been undertaken for the Kent Onshore Scheme: two seasons of wintering bird survey including nocturnal visits, two seasons of breeding bird survey, 12 months of vantage point survey focused on the area for the proposed overhead line, and a bird carcass search of the existing overhead line to inform the collision risk assessment. Although there are extensive existing perches in the form of the existing

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			pylons, these surveys have not identified evidence of significant amounts of peregrine or corvid perching on the existing pylons. Furthermore, an existing pair of peregrines have been recorded associated with Richborough Power Station, as well as a population of ravens. Peregrines are highly territorial and are likely to push out other peregrines/raptors hunting in the vicinity; this has been anecdotally observed on other sites. Within this context it is unlikely that an increase in potential perches would result in an increase in predation intensity as it would not result in an increase in predatory birds without territory conflict. This is assessed in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**.

Table 1.10 Climate change

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
General commentary			
Suffolk Wildlife Trust	The world is in the middle of twin crises for climate and biodiversity, both globally and here in the UK, and the two are inextricably linked. Suffolk Wildlife Trust understand that to deliver on net-zero targets, improvements to energy infrastructure in East Anglia, the UK, and Europe, are required and that net-zero targets are a key part of combatting climate change. We know from experience that restoring nature can help soak up carbon emissions - known as natural solutions to climate change - whilst contributing many additional benefits to people and wildlife; Suffolk Wildlife Trust urge National Grid to look to deliver natural solutions as standard practice in the proposals for this and all future projects.	N	As a national infrastructure provider, National Grid is seeking to support delivery of the Government's policies regarding net zero by 2050. This includes increasing capacity to transmit energy generated from renewable sources. National Grid's duties and obligations involve balancing the need to be economic and efficient, whilst also having regard to preserving amenity, which includes the natural environment, cultural heritage, landscape, and visual quality. The Proposed Project is committed to achieving 10% Biodiversity Net Gain. Further information is contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**.

Table 1.11 Combined effect of the Proposed Project

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
General commentary			
Local community	I am writing to implore anyone that has any influence on this project to please put a stop to it immediately. The area is an SSSI, is RAMSAR designated and holds various other environmental protections (for good reason!) but this seems to count for nothing in the National Grid's plans. These designations alone should preclude this area from such massive disturbance and the project should therefore already be resolved and thrown out. Why hasn't it? The updated plans have omitted these designations in a cynical attempt to hide their intentions and potential devastating impacts. If this is not already enough reason, the following points should be: It is a floodplain which floods regularly, saving the surrounding areas from flood damage. According to National Grid's own policies, this type of area should be avoided for infrastructure projects. The environment agency's own flood predictions show this will be even more severe going forward. Investors beware; inverters don't like to be flooded and the saltmarsh nature of much of this land is corrosive. It is taking up highly productive, carefully stewarded agricultural land which is vital for our food security and biodiversity. The 'mitigation' of an area for Golden Plovers is pitiful and doesn't even provide the correct habitat for these birds, let alone the countless other protected and unprotected species that use this area. The promised minimally invasive techniques and mitigation from the National Grid's last project in the area, NEMO, has failed to deliver. The scars are still very much in evidence, as is the ongoing electrical interference. The new project is not even bothering with much in the way of mitigation or promise of minimising disruption. The last government deemed that there was no significant wildlife in the area and 'scoped out' need for proper investigation - please take a look! It is a major bird migration route and feeding ground, any disturbance will be long-lasting and potentially devastating for not only the birds that stay in this area, but the rest of the country as well as the continent. There are rules governing this which are being flagrantly broken. The updated plan misses off the existing NEMO pylons, misleading viewers into thinking the new pylons will be the only ones. As I mentioned, this area has it's environmental designations for very good reason. National grid have consistently failed to provide environmental impact surveys, let alone any of actual value (ie over 6 or more months of monitoring) The new proposal of using the old Hoverport as a compound has severe implications for the community at Cliffsend with constant	N	National Grid acknowledges the ecological sensitivity of Minster Marshes and Pegwell Bay and recognises the statutory designations mentioned in the feedback. A detailed impact assessment is provided in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. A detailed flood risk assessment has been conducted within **Application Document 6.8 Flood Risk Assessment**. The flood risk assessment involves detailed modelling and assessment, and accounts for the impacts of climate change on flooding. A complete assessment of the impacts on agriculture in Kent has been undertaken. This is set out in **Application Document 6.2.3.6 Part 3 Kent Chapter 6 Agriculture and Soils**. The Nemo Link project was a joint venture, continental interconnector in partnership with Belgian Elia. The Proposed Project is a piece of domestic transmission infrastructure owned by National Grid. National Grid is committed to a trenchless solution beneath the sensitive saltmarsh habitat at Pegwell Bay and they have not included the option of a trenched installation. The commitment to a trenchless solution is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). An extensive programme of environmental surveys has been undertaken including for breeding and non-breeding birds, reptiles, invertebrates, badger, riparian mammals, dormice and plants. A rigorous impact assessment has been produced in line with guidance and legislation which has taken into consideration statutory designations. Extensive consultation with key stakeholders such as Natural England, Environment Agency, RSPB, Suffolk County Council, East Suffolk Council and Suffolk Wildlife Trust, Thanet Council, Dover Council, Kent Council and Kent Wildlife Trust has taken place and the survey data and impact assessment has informed avoidance, mitigation or (where necessary) habitat compensatory provision requirements. National Grid recognises the importance of the English East Coast and its coastal wetlands (to include Pegwell Bay) as being globally important for migratory waterbirds using the East Atlantic Flyway which extends from the Arctic to South Africa. The importance of the English East Coast and these wetland sites is reflected by a series of existing protected nature conservation areas, designated for their international importance, including SPAs and Ramsar Convention Wetlands of International Importance and underpinned by other national designations such as SSSIs. Detailed assessments are provided in **Application Document 6.2.2.2 Part 2 Suffolk Chapter 3 Ecology and Biodiversity, Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity, Application Document 6.2.4.5 Part 4 Chapter 5 Ornithology and Application Document 6.6 Habitats Regulations Assessment Report**, which consider the impacts of the scheme on important sites for waterbirds and waterbird populations, and thus the relevant components which contribute to the East Atlantic Flyway. Following Targeted consultation, National Grid has reviewed the design of the Proposed Project. Under the amended design the hoverport will not be used as a construction compound, although it will be retained as an access for construction and maintenance work within the mudflats. Meetings have been held with Natural England where the approach to addressing loss of functionally-linked land for golden plover has been discussed at length. Various strategies have been discussed with Natural England. The possibility of creating new wetland south of the River Stour has been explored prior to Statutory consultation, but technical challenges

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
	traffic movement (including, now, 7 days a week 7am -5pm, including bank holidays). It is also a RAMSAR site and therefore should be protected. It is also known to be contaminated - where does this leave the health and safety of the workers when it is disturbed? National grid have now been made aware of this and will be held liable should problems arise in the future. The access routes to the site are unworkable; anyone taking the most casual of glances actually on the ground will realise this. Marsh Farm Road in particular is a single, dog-walking track that leads off from the heart of Minster, accessed only by travelling the full length of Minster on already congested roads that struggle to take large vehicles, then over a level crossing, 7 days a week from 7am. In light of the new government's unblocking of onshore wind and solar farms, the necessity of such a link is now in question. The plans should be taken back to the drawing board and reassessed with this in mind. We don't need another white elephant infrastructure project here which serves a past time and not the current realities. Various bodies, including the local MP Sir Roger Gale, have identified alternative brownfield sites which should be considered before this one. National Grid gave us none of these alternatives during 'consultations'. How can it be called such, if no alternatives are given? Thank you for taking the time to read this and, hopefully, the time to really understand why this is such a damaging project when there are so many better alternatives available, should there actually be a need for a 'sealink'.		were identified in discussion with hydrologists and Natural England with keeping it sufficiently wet. Therefore, an alternative approach has been pursued (discussed and agreed in principle with Natural England) to instead enhance an area of arable land close to the coast and adjacent to the A256 for non-breeding golden plover. This was consulted on at Targeted consultation. A very low proportion of construction vehicles (circa 1% in total, and less than 1% HGVs) are expected to use Marsh Farm Road. This traffic is to construct the works to the west of the River Stour overhead line crossing only. All other construction traffic for construction of the new pylons and the diversion of the overhead lines into the Converter and Substation will access site via the newly constructed bellmouth of the A256. **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network. The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. The needs case for the Proposed Project has identified that a connection is required within the Sizewell area, therefore delivery outside of this area would not fulfil the network reinforcement requirement that the Proposed Project is intended to provide. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 4.2 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.13 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.** In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure.
Local community	We note that the proposed converter station has been increased to a height of 28 meters. This is a vast structure that will be visible for miles around! You have not provided any visuals for this monstrosity from the roads and surrounding area, we believe that Nat Grid are obliged to do so.	N	Potential impacts of the converter station on the visual amenity and landscape are set out within **Application Document 6.2.3.1 Part 3 Kent Chapter 1 Landscape and Visual**. **Application Document 6.4.2.1 Landscape and Visual** provides the locations of the representative viewpoint locations used in the impact assessment. Visual montages of what the Proposed Project would look like from selected viewpoints are provided in **Application Document Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
	Have you thought about the run off from the roof of this structure? The Marsh won't cope, it floods now! Have you thought about mitigation for the light and noise pollution that this structure will cause to our wildlife and to us as residents, in this "most suitable area "for this ridiculous proposal. Bats, Owls and other species depend on the darkness and quiet to hunt and survive, what will happen to them?		The Converter Station site will be designed in accordance with current guidance around management of surface water run off on the site itself and use of Sustainable Drainage Systems. National Grid is committed to conserving and enhancing the natural beauty of the landscape, including a dark skies policy pertaining to use of lighting on new infrastructure. The assumptions made about the lighting design that have informed the landscape and visual impact assessment are set out in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. Consideration of the landscape and visual effects of light pollution during construction and operation is presented in **Application Document 6.3.2.1.C ES Appendix 2.1.C Landscape Designation and Landscape Character Assessment, Application Document 6.3.2.1.D ES Appendix 2.1.D Visual Amenity Baseline and Assessment, Application Document 6.3.3.1.C ES Appendix 3.1.C Landscape Designation and Landscape Character Assessment and Application Document 6.3.3.1.D ES Appendix 3.1.D Visual Amenity Baseline and Assessment**. The potential for noise impacts as a result of the Proposed Project are assessed in **Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration**. Mitigation measures are listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	I would like to have my complete disapproval and objection to this scheme noted. I moved into a house on the Sandwich Road, Cliffsend 14 years ago. The appeal was the easy access to the wild sea shore not an amusement beach. I walk most days to the shore via the old hoverport access road. I understand from your proposal that this would no longer be a quiet lane and when down on what is a wild quiet area, the old hoverport will be a busy, noisy construction site for up to 4 years. This is apart from the noise and disruption on Sandwich Road we are advised will occur if your plans go a head. The work a couple of years ago to bring in another electricity cable was less invasive than your proposal but still wild life has not returned to prior numbers of birds etc. WHY IS THIS BEING PROPOSED FOR AN AREA THAT IS NOT ONLY A PROTECTED NATURE AREA BUT ALSO RESIDENTIAL?? I understand that there are alternative routes but apparently this would cost your shareholders more. How many of your shareholders would like to have their quiet enjoyment of their environment disturbed when there are other alternatives.	N	National Grid notes your objection to the Proposed Project. The reasoning behind the selection of the location and the alternatives considered is set out in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**. Following Targeted consultation, National Grid has reviewed the design of the Proposed Project. Under the amended design the hoverport will not be used as a construction compound, although it will be retained as an access for construction and maintenance work within the mudflats. Impacts related to increased traffic as a result of the Proposed Project are assessed in **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport**. The Chapter concludes that there are no likely significant effects on traffic in Kent as a result of the Proposed Project. Construction traffic noise has been assessed in **Application Document 6.2.3.9 Part 3 Kent Chapter 9 Noise and Vibration**. Mitigation measures are listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	I am appalled at the whole Sealink project and it's new alterations to the planning proposal. Why are we allowing such wanton destruction of the Minster Marshes?! Would it be that it's a cheaper option rather than using a brownfield site?	N	National Grid notes your objection to the Proposed Project. The reasoning behind the selection of the location and the alternatives considered is set out in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**. The use of the old hoverport site was one of the proposals consulted on at Targeted consultation. Following Targeted consultation, National Grid has reviewed the design of the Proposed Project. Under the amended design the hoverport will not be used as a

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
	As a resident of Cliffsend for 10 years, I am disgusted that no one is championing the beauty of this area, let alone the damage that may also occur to Pegwell bay being that it is a SSSI. Now Nationalgrid say they want to build a building on the Hoverport without any detail as to what that actually entails. Many people use the old Hoverport and access road for leisure, walking, cycling and accessing the beach… has there been a consultation on this? Therefore as a resident of Cliffsend, I wish it known that I wholly object to the Sealink project and its subsequent alterations		construction compound, although it will be retained as an access for construction and maintenance work within the mudflats. National Grid acknowledges the ecological sensitivity of Minster Marshes and Pegwell Bay and as such the HVDC cable will be installed through Pegwell Bay using trenchless technology. The commitment to trenchless technology is secured by Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). A detailed impact assessment is provided in **Application Document 6.2.3.2 Part 3 Kent Chapter 3 Ecology and Biodiversity**. National Grid acknowledges that there will be a temporary disruption to footpaths during the construction phase. Where National Grid has a temporary impact on a PRoW during construction, mitigation measures will be put in place. The use of a trenchless construction solution for installation of the landfall and HVDC cabling which will significantly minimise the long term impact on PRoW. Once construction is complete, the footpaths will no longer be affected. Where National Grid has a permanent impact on a footpath, a suitable diversion will be provided. Impacts on footpaths in Kent are considered in **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism**. An outline PRoW Management Plan has been prepared for Kent as part of the DCO application. This has been developed in consultation with the relevant local planning authorities and provides details on PRoW diversions, closures and management during the construction, operation and decommissioning phases. See **Application Document 7.5.9.2 Outline Public Rights of Way Management Plan – Kent**. Mitigation measures are listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	I am sorry that you have responded to so few of the points that we raised, and some of the changes you propose are not in a positive direction! My main point is that you have given NO alternative sites. Yet brownfield alternative sites exist! It is impossible to make a good choice without all the information available. Minster Marshes are too precious to sacrifice unnecessarily. Please could you investigate alternative brownfield sites which may be more expensive in the short term – but will have exponentially smaller effects on the environment? We do understand that the grid needs to be modified but totally disagree that it makes any sense to use Minster Marshes. A marsh is a very poor place for building a huge structure and will take a lot more concrete and other materials to stabilise the converter station and to underpin the pylons. This will vastly increase the carbon footprint of the construction. Are you planning any mitigation from the effects of the pylons themselves such as nesting platforms for birds that could make use of the high structure? You plan on increasing the height of the converter station to 28 metres. This is 3m taller than Dover Castle. It will be a visible	N	In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. The reasoning behind the selection of the location and the alternatives considered is set out in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**. The EIA process undertaken for the Proposed Project is responsible for establishing the baseline environmental condition of the Proposed Project area, which then determines the mitigation that must be put in place. This is then discussed with the relevant statutory advisory services. **Application Document 6.4.2.1 Landscape and Visual** provides the locations of the representative viewpoint locations used in the impact assessment. Visual montages of what the Proposed Project would look like from selected viewpoints are provided in **Application Document Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**. National Grid recognises the sensitive nature of Minster Marsh and Pegwell and is committed to a trenchless solution beneath the sensitive saltmarsh habitat and they have not included the option of a trenched installation. Following Targeted consultation, National Grid has reviewed the design of the Proposed Project. Under the amended design the hoverport will not be used as a construction compound, although it will be retained as an access for construction and maintenance work within the mudflats.

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
	eyesore for miles around. Please can you give an artists impression of what it will look like from the local area? The open cable trenches which you still propose, from landfall all the way to the converter station are going to cause irreparable damage to the marsh area. I am dismayed that you are proposing to use the old hoverport site which is rich in plant life including orchids and a prime spot for birdwatching. Since this is a RAMSAR site and a National Nature Reserve which is important for migrating and overwintering birds. Why is this not protected? I am not at all confident in your plans for mitigation to wildlife. These are not going to offset the catastrophic and irreversible reduction and damage to this small but vital area of marshland. Previous mitigation attempts at Minster have not been well managed. Please reconsider these proposals.		The Proposed Project is also committed to achieving 10% Biodiversity Net Gain. Further details relating to the ecology assessment are set out in **Application Document ES 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. Further details regarding Biodiversity Net Gain are set out in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**. Monitoring and management of any mitigation and/or reinstatement is covered within **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan - Suffolk**. Mitigation measures are listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Cllr R Wing	It was also quite alarming at the member's briefing that the Sealink Team appeared to speak in a way that suggested, 'this was a done deal', concern for the impact on the environment was certainly not a key focus and information on the screening out of alternative sites 'glossed over'. This development will result in 4-years of constant disturbance, in what is presently a quiet tranquil place of great biodiversity, close to greatly protected land-based and marine environments as well as Richborough Fort a site of significant heritage and the villages of Cliffsend, Pegwell and Minster. The size and scope of the buildings, above surface pools/ponds, pylons, the existing ones of which have already resulted in the death of over 170 mutt swans in a single event, is simply 'mindblowing'. It will sit in a low-lying area and as a result will be seen for miles.	N	National Grid acknowledges that there will be some impacts on the Kent coast during construction. As part of the DCO submission, a robust EIA has been prepared for a number of environmental parameters such as ecology and biodiversity (including protected areas), cultural heritage and ornithology, culminating in the production of an ES. With regard to the feedback, further information is contained in the following documents: • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity; and** • **Application Document 6.2.3.3 Part 3 Kent Chapter 3 Cultural Heritage.**
Cllr K Graham	I am writing in my capacity as ward councillor for Benhall and Sternfield, Aldeburgh and Leiston and surrounding parishes, in reply to your recent further consultation on proposed changes to the Sea Link project. I want to emphasise the concerns of Benhall & Sternfield PC on the inappropriateness of the new proposed Western access route. The Parish Council raised objections to this in the first consultation, and these have been seemingly disregarded. This is a very rural hamlet with roads used by cyclists and pedestrians and parents taking their children to school. It is in no way suitable for the kind of heavy vehicle traffic that the Sea Link Project will bring, - and to reiterate the point of the parish council – particularly when considering the likely construction overlap of Nautilus and Lion Link projects, in conjunction with the building of the substation at Friston. It is not reasonable to consult on this access route and associated traffic impacts in isolation from these other projects.	N	National Grid acknowledges your concerns regarding the proposed western access route. Following feedback received during Statutory consultation and upon further evaluation, National Grid has selected a modified version of the proposed western access route for the Saxmundham converter station site. This was known as Option 3 at Statutory consultation. Selecting the western construction and maintenance access route means that National Grid has removed the alternative northern (option 2) and southern (option 1) access routes from its plans. The southern access route, following further review, is not suitable for the construction traffic required. The northern access route, which is approximately double the length of the western alternative, would have required bridge crossings of the River Fromus and one or both of the railway lines. There are engineering challenges associated with the construction of these bridges, including the likelihood of significant works being required to either the B1121 or the River Fromus itself. Construction work would have also been required in the immediate vicinity of residential properties at Oak Close and along neighbouring streets in Saxmundham. These factors increase the risk of delay and could result in a longer construction period, hence the decision to remove the northern access route from the proposals.

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
	The proposed access bridge will have unacceptable environmental and heritage harms on this sensitive area, as has been well argued by other consultees. The proposed working hours including Sundays and Bank Holidays demonstrate a total lack of empathy for the residents, many of whom are elderly, and many who have retired to this part of the country for its tranquil environment.		**Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** concluded that there would be no likely significant effects as a result of traffic associated with the Proposed Project. The height of the bridge over the River Fromus has been increased due to feedback National Grid received from the Environment Agency during Statutory consultation. The Environment Agency has requested a bridge height of 6 m due to concerns regarding compliance with the Water Framework Directive. However, National Grid's preference is for a 4 m high bridge and so two bridge height options (4 m and 6 m) have been taken forward to the DCO submission. To accommodate contractor requirements, and to give National Grid the flexibility to deliver the construction programme on time, they have a identified a need to include 7am to 5pm working on Sundays and bank holidays within the core working hours. Whilst this change gives National Grid the flexibility to carry out works when and where needed, they 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. The restrictions include limiting HGV activity to a maximum of 30 HGVs per day on Sundays and public holidays. The restrictions include limiting HGV activity to a maximum of 30 HGVs per day on Sundays and public holidays. Further details of this mitigation are set out within the **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured via Requirement 6 of Schedule 3 in the draft DCO (**Application Document 3.1**).
Cllr K Graham	As a ward member in what is becoming an energy superhub (where little of the energy will service its own residents) I am frequently contacted by residents and parish councils who report increasing anxiety and depression as a result of the threat of intrusion this project and other, accumulating projects are bringing to the area. So-called attempts at genuine coordination between Sea Link and other National Grid projects seem to be in name only, and instead none of the benefits and all of the impacts of this and associated National Grid projects are being felt by residents. One of these impacts is to our local economy of which 13% is derived from tourism. To cite a recent study by Destination Management Organisation for the Suffolk Coast, 84% of visitors to this area sighted walking, observing landscape and nature, bird life as the primary reason why they were visiting this area. This tourist economy will flounder for a prolonged period as a result of the proposed scheme, in conjunction with the already consented Sizewell C.	N	National Grid recognise that the construction and operation of major infrastructure projects can cause stress, uncertainty and anxiety that may impact on people's mental health. Throughout the development phase of the Proposed Project, National Grid have therefore tried to clearly communicate the proposals including the establishment of dedicated contact channels, a project website and by holding multiple rounds of public consultation as the plans became more refined. As the Proposed Project has progressed, National Grid have sought to provide certainty on the plans wherever possible. The health and safety of the public, local communities and employees is central to everything that National Grid does. Throughout the development of the proposals, National Grid have carefully evaluated the potential impacts of the Proposed Project on health and wellbeing, and where appropriate identified means of mitigating any impacts. A complete assessment of health and wellbeing effects has been undertaken. This is set out in **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing**. This concludes that there are no anticipated significant effects as a result of the Proposed Project. A Construction Code of Practice will help control and manage aspects of the development scheme that could affect health and wellbeing. (**Application Document 7.5.3.1 CEMP Appendix A Code of Construction Practice**). Mitigation measures are also listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). National Grid as part of its submission has produced a report on coordination which covers how it approached coordination with other projects with the aim to reducing the impact on the environment and local communities. Further details are set out in **Application Document 7.10 Coordination Document**. National Grid acknowledges your concerns regarding tourism. A complete assessment of socio-economics effects has been undertaken. This is set out in **Application Document 6.2.2.10 Part 2 Suffolk Chapter 10 Socio-Economics, Recreation and Tourism**. The

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			chapter concludes that there are no anticipated significant effects as a result of the Proposed Project.
Cllr K Graham	I appreciate the supplementary consultation is not looking for arguments against the justification for the whole project, but it cannot be stated enough the widespread feeling among residents, parish and town councillors and the district council that the consultation process by National Grid takes none of these vital considerations into account, provides insufficient evidence for its choices and continues to demonstrate a persistent disregard for the cumulative effect of this project with others.	N	National Grid have listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised these impacts onshore and offshore where possible. The reasoning behind the selection of the location and the alternatives considered is set out in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**. The cumulative impact of the Proposed Project together with other projects in the area is set out in **Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects**.
Westleton Parish Council	The July 2024 proposed changes to the Sea Link project do not change Westleton Parish Council's (WPC) view on the project as presented in the WPC response to the Statutory Consultation in December 2023 (see Appendix). In summary, WPC opposes the project: – Because of the detrimental economic, social and environmental effects that it will cause locally; and: – Because a better (and we understand cheaper), off-shore solution is possible. All the cable projects proposed to landfall in Suffolk should instead landfall on brownfield sites nearer the point of the energy use. This would negate the need for the Sea Link project. We also reiterate that the Sea Link project must be viewed together with the other energy projects planned for the area to appreciate the full scale of economic, social and environmental damage that the projects together will cause.	N	National Grid acknowledges your concerns regarding the potential impacts of the Proposed Project. National Grid is committed to developing a project that takes account of the sensitivities of the local people and the environment to avoid or minimise impacts as far as possible and to mitigate the significant effects of the construction and operation phases. Potential impacts are detailed in the ES in Volume 6 of the DCO application. A register of all mitigation measures that National Grid will undertake as part of the Proposed Project are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document**). In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. An offshore grid does not represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. Even with the provision of offshore converter stations and substation(s), onshore infrastructure would still be needed to transmit to the onshore national electricity network. Cables would still need to run onshore from an offshore grid and onshore converter stations would still be needed to convert the electricity from direct to alternate current, along with a substation to transform electricity into the required voltages. With regard to a HVDC offshore grid, some of the technology required is not commercially available especially the requirement for HVDC circuit breakers. National Grid have listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised these impacts onshore and offshore where possible. Reasoning behind the connection location for the Proposed Project has been addressed within **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered and Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. National Grid as part of its submission has produced a report on coordination which covers how it approached coordination with other projects with the aim to reducing the impact on the environment and local communities. Further details are set out in **Application Document 7.10 Coordination Document**.
Local community	I am writing to you to ask you to rethink your proposed plans for the Kent end of your Sealink project. You are proposing to bring your cables in through a National Nature Reserve, with multiple designations of protection upon it. You also want to have your works	N	National Grid is committed to a trenchless solution beneath the sensitive saltmarsh habitat at Pegwell Bay and they have not included the option of a trenched installation. The commitment to trenchless technology is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
	compound on the rewilded old Hoverport site which has taken many years to recover from being a Hoverport! This area is now home to the rare Lizard Orchid and has a biodiversity of its own. I would like to know what your plans are for the compound? How big is this likely to be? Will the public footpaths be shut and if so for how long? Many many people in Thanet, myself included, frequent this area as it is a quiet peaceful place to walk, and reboot one's mental health. How is this going to be mitigated for? I feel that the amount of disturbances your company is going to cause will be detrimental not only to our wildlife, but to the people living in Thanet! Numerous colossal lorries carrying all sorts of cargo, causing excessive noise, and pollution everyday all day will be bad for the residents living nearby. Also causing more traffic congestion and damage to our roads! Do you not care about people's mental health? You even will be working on Bank Holidays! This should not be allowed, and I strongly object! What are your plans for the transportation of your heavy machinery and equipment, our roads were not built for this! Damage to the hoverport surface will be inevitable and that will cause the contaminants below to surface causing more environmental damage! Have you thought about this and if so how are you going to deal with this issue? I feel that your company is going for the cheapest option available to them without considering the impact this project will have on the local residents, let alone the environmental impacts and wildlife concerns! Your company makes billions every year you can afford to go with an all round better option! This is not the right place for this proposed project!		Following Targeted consultation, National Grid has reviewed the design of the Proposed Project. Under the amended design the hoverport will not be used as a construction compound, although it will be retained as an access for construction and maintenance work within the mudflats. The impacts on footpaths in Kent are considered in **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism**. National Grid acknowledges that there will be a temporary disruption to footpaths during the construction phase. Where National Grid has a temporary impact on a PRoW during construction, mitigation measures will be put in place. An outline PRoW Management Plan has been prepared for Kent as part of the DCO application. This has been developed in consultation with the relevant local planning authorities and provides details on PRoW diversions, closures and management during the construction, operation and decommissioning phases. See **Application Document 7.5.9.2 Outline Public Rights of Way Management Plan – Kent**. **Application Document 6.2.3.7 Part 3 Kent Chapter 7 Traffic and Transport** demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network. National Grid recognise that the construction and operation of major infrastructure projects can cause stress, uncertainty and anxiety that may impact on people's mental health. Throughout the development phase of the Proposed Project, National Grid have therefore tried to clearly communicate the proposals including the establishment of dedicated contact channels, a project website and by holding multiple rounds of public consultation as the plans became more refined. As the Proposed Project has progressed, National Grid have sought to provide certainty on the plans wherever possible. The health and safety of the public, local communities and employees is central to everything that National Grid does. Throughout the development of the proposals, National Grid have carefully evaluated the potential impacts of the Proposed Project on health and wellbeing, and where appropriate identified means of mitigating any impacts. A complete assessment of health and wellbeing effects has been undertaken. This is set out in **Application Document 6.2.2.11 Part 2 Suffolk Chapter 11 Health and Wellbeing**. This concludes that there are no anticipated significant effects as a result of the Proposed Project. To give National Grid the flexibility to deliver the construction programme on time and incorporate standard industry working patterns, they have a identified a need to include 7am to 5pm working on Sundays and bank holidays within the core working hours. Whilst this change gives National Grid the flexibility to carry out works when and where needed, they 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. The restrictions include limiting HGV activity to a maximum of 30 HGVs per day on Sundays and public holidays. Mitigation measures are set out within the **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured via Requirement 6 of Schedule 3 the draft DCO (**Application Document 3.1**). Reasoning behind the connection location for the Proposed Project has been addressed within **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered and Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.

Table 1.12 Alternative solutions

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
General commentary			
CPRE Kent	We asked a number of questions regarding the detail of the alternatives that were apparently considered during the earliest iteration of this project formation. These questions remain unanswered, with the new documents simply pointing to the same vague justifications given within the documentation previously published as part of the statutory consultation. Instead, it still appears we will need to wait for a Consultation Report that will be presented as part of the DCO application package. We are, however, told that NG has reviewed its decision-making and the suitability of the proposed site. As part of this process, we are told that NG has reconsidered alternative locations in close proximity to the proposed location (listed as Search Area A and B within page 10 of the project update document). Unsurprisingly, and for extremely vague reasons, NG has concluded that the proposed location remains the best location. There is nothing within the updated documents that remotely suggests this has been a genuine consideration of alternatives. Rather, it again seems to be simply a box-ticking exercise undertaken as a basic attempt to be able to control the narrative at the DCO examination or any subsequent challenge. We, however, cannot see how this clear lack of genuine consideration of alternatives will be able to withstand the scrutiny of the examination process. While the consideration of alternatives is not a prescribed requirement of NPS EN-1 National, it is very much still required in the context of the EIA process and any genuine application of the mitigation hierarchy. This is particularly the case here, given the very clear environmental impact that is resulting from this extremely poor choice of one single location.	N	The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. The needs case for the Proposed Project has identified that a connection is required within the Sizewell area, therefore delivery outside of this area would not fulfil the network reinforcement requirement that the Proposed Project is intended to provide. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 4.2 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.13 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.** The Proposed Project has been designed, as far as possible, following the mitigation hierarchy in order to, in the first instance, avoid or reduce ecology and biodiversity impacts and effects through the process of design development, and by embedding measures into the design of the Proposed Project such as sensitive routeing and siting of infrastructure and temporary works.

Table 1.13 Design

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
General commentary			
Local community	Ref your latest update document, there does not appear to be any information on rationalising the various cables that are scheduled to be routed into the Sizewell area and minimising their impact on the onshore and offshore facilities. An offshore collection and distribution platform minimises the onshore works and interruptions to local life, minimises human and wildlife interaction and would appear to be the optimum way to go forward, as developed just across the pond in Holland.	N	An offshore grid does not represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. Even with the provision of offshore converter stations and substation(s), onshore infrastructure would still be needed to transmit to the onshore national electricity network. Cables would still need to run onshore from an offshore grid and onshore converter stations would still be needed to convert the electricity from direct to alternate current, along with a substation to transform electricity into the required voltages. With regard to a HVDC offshore grid, some of the technology required is not commercially available especially the requirement for HVDC circuit breakers. National Grid have listened to community feedback in order to understand concerns about the impact of the Proposed Project and minimised these impacts onshore and offshore where possible. The reasoning behind the selection of the location and the alternatives considered is set out in **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered**.
Local community	You also do not even know if the infrastructure is going to be in place, having to resort to 'temporary' pylons for your tie-in. Temporary will just revert to permanent if these go ahead.	N	Temporary pylons are there to facilitate a diversion of the existing overhead lines to enable the new permanent pylons to be constructed. The temporary pylons will then be removed.
Local community	It seems that NG would like to insure against a change of mind by SPR – if they do not build the Friston substation, this is to become part of your DCO, involving additional temporary pylons at Friston, no doubt built exclusively on Bank Holidays over the Christmas period. This cannot be approved or consulted on through your existing project plan and requires a separate consultation, obviously. The 'hub' at Friston was not intended to serve any new project looking for a connection 'near Sizewell' – its approval was granted for two SPR offshore projects, and just that.	N	National Grid has always consulted on Friston Substation being within their DCO. Any temporary works associated with constructing the Friston Substation would be required whether National Grid construct it as part of the Proposed Project or whether they construct it as part of the Scottish Power Renewables project. Any additional projects wishing to connect into the Friston Substation will have to include planning as part of their process.
Local community	In the event that the substation at Friston is not built by Scottish Power, and indeed planning consent hasn't been granted for this yet, National Grid is proposing to build it and this is manifestly underhand move by National Grid to establish a connection hub in East Suffolk without specific planning consent and should be actively challenged. Planning consent at Friston was originally intended to support the Scottish Power EA1N and EA2 Wind Farms. NOT intended for Sea Link, Nautilus, Lion Link or any other Tom Dick or Harry that feels like using it.	N	National Grid has always consulted on Friston Substation being within their DCO. Any temporary works associated with constructing the Friston Substation would be required whether National Grid construct it as part of the Proposed Project or whether they construct it as part of the Scottish Power Renewables project. Any additional projects wishing to connect into the Friston Substation will have to include planning as part of their process.
Local community	It appears that in the event that Scottish Power Renewables do not go ahead with their substations for EA1N and EA2, you are planning to build another one anyway even though the consent was only given to the two Scottish Power substations and the National Grid	N	National Grid has always consulted on Friston Substation being within their DCO. Any temporary works associated with constructing the Friston Substation would be required whether National Grid construct it as part of the Proposed Project or whether they construct it as part of the Scottish Power Renewables project. Any additional projects wishing to connect into the Friston Substation will have to include planning as part of their process.

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
	substation to support it. This 'back-door' planning sends a very poor message to your stakeholders and to the community at large.		
Suffolk Energy Action Solutions	In the event that the substation at Friston is not built by Scottish Power Renewables, National Grid is proposing to build it and will need to erect some temporary pylons in Friston during its construction: This is a manifestly underhand step by National Grid to establish a major connection hub in East Suffolk without specific planning consent and should be actively challenged. Planning consent for the National Grid substation at Friston was originally intended to support the Scottish Power EA1N and EA2 wind farms – it was not intended for Sea Link, Nautilus or Lion Link. This is planning by the back door and should be rejected. East Suffolk is not a suitable place for development of a major energy hub.	N	National Grid has always consulted on Friston Substation being within their DCO. Any temporary works associated with constructing the Friston Substation would be required whether National Grid construct it as part of the Proposed Project or whether they construct it as part of the Scottish Power Renewables project. Any additional projects wishing to connect into the Friston Substation will have to include planning as part of their process.
Kent Wildlife Trust	Trenchless Techniques From reviewing the Additional Preliminary Environmental Information (APEI) reports, KWT are pleased that National Grid have fully committed to trenchless techniques along the saltmarsh, however the APEI does not provide a detailed assessment of the risks associated with trenchless technology and potential impacts to the surrounding environment and wildlife. We encourage that a detailed impact assessment of different trenchless technique options is undertaken to inform the preferred method which has the least environmental risks.	N	National Grid is grateful for the feedback and can confirm that it is considering a range of different options to provide a trenchless solution. As standard practice, the options will be assessed against engineering, cost and environmental considerations.
Kent Wildlife Trust	We are also concerned that trenchless techniques are not proposed along the mudflats, and instead open cut trenching will be used. Under Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006, an inventory of Priority Habitats was devised. This is a list of habitats and species of principle importance for the conservation of biodiversity in England and require conservation action under the UK Biodiversity Action Plan (UK BAP). The mudflats which will be impacted by the proposal are classified as a priority habitat and therefore efforts should be made to avoid, mitigate and, as a last resort, compensate any negative impacts. During a meeting with National Grid on 1st August 2024, it was relayed to us that trenchless techniques are not viable within the mudflats. If open cut trenching cannot be avoided, then we would expect to see appropriate mitigation to compensate for the direct impacts to this priority habitat. The previous Nemo Link went through the mudflats and no mitigation measures were implemented, resulting in lasting affected areas. It has been claimed by National Grid that the mudflats have recovered naturally, however we have yet to see the evidence to support this. KWT have requested this evidence on numerous occasions, however National Grid have yet provided us with this information. Currently, within the PEIR documents and APEI there is no mention of mitigation and/or compensation to the direct impacts to priority habitat mudflats.	N	Impacts to the mudflats within Pegwell Bay from cable installation activities have been assessed in **Application Document 6.2.4.2 Part 4 Offshore Scheme Chapter 3 Benthic Ecology**. At the Kent Landfall, the use of an excavator, JUB or back hoe dredger, cable lay barge, and temporary cofferdam will lead to the temporary disturbance of 0.02 km^2 of intertidal mudflat. Moreover, concrete mattresses/rock bags will be placed at the HDD entry/exit points which will then be removed approximately 1 week before cable pull-in, before permanent protection will be buried at the same location. Therefore, only resulting in temporary disturbance of the mudflat, with no permanent loss of habitat anticipated. At the Kent Landfall, the entry/exit points will be located within the intertidal range, located within an area of mudflat. Intertidal mudflat is listed as a Habitat of Principal Importance under Section 41 of the NERC Act (2006). However, infaunal species associated with these habitats, such as *L. conchilega*, *M. balthica* and *H. diversicolor*, exhibit rapid recovery to disturbance (McQuillan, et al., 2024; Tillin, et al., 2024). Therefore, intertidal mudflats have a low sensitivity to temporary physical disturbance. During installation, the footprint of disturbance will be limited and temporary. Additionally, although disturbance will occur a second time during the burial of the permanent protection, this will also only have a temporary effect as fauna associated with these habitats are generally restricted to the top 30 cm of sediment **Invalid source specified.**, and thus recolonization is anticipated to be rapid **Invalid source specified.**. Therefore, due to the temporary and limited footprint compared to wider available area of habitat, and the understood ability for infaunal species associated with intertidal mudflat to exhibit rapid recovery to disturbance**Invalid source specified.**, the physical disturbance and/or temporary loss of this habitat is predicted to be of small magnitude and not significant.

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
RSPB	While trenchless techniques such as Horizontal Direct Drilling (HDD) could reduce impacts, our concerns remain that this is nowhere guaranteed, and what the options would be should HDD fail or be discounted for whatever reason. There are also sensitive areas where trenchless techniques have not been suggested - such as along the mudflats - with instead open cut trenching to be used, and this is extremely concerning. Open trenching is very disruptive and damaging, as can be seen for example with the comparable Nemo Link site, where the mudflats are still to recover fully many years after open trenching was used across important habitats. There must be guarantees that methods of cabling must not result in serious harm to designated wildlife sites, and at least clear mitigation of any impacts. In the APEI, trenchless techniques are suggested for the A256 to minimise disruption for drivers – we would like to see protection of wildlife and habitats, including functionally linked land (FLL), given similar weight.	N	In Suffolk, National Grid will use trenchless construction methods for cabling under the SSSI and Nature Reserve from the transitional joint bay eastwards. The DCO will therefore not include an option for surface trenching in these designated sites. Further information on the construction methodologies is available within **Application Document ES 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The drawing showing the extent of use of a trenchless construction solution is within **Application Document 2.1 Guide to the Plans – Plan DCO/S/DE/SS/1211**. Please see the response immediately above with regard to the mudflats.
RSPB	As we stated in our letter of December 2023, we would expect avoidance of trenching in intertidal and saltmarsh habitats important for wading birds, as this area is protected by a number of national and international designations and harm should be avoided in the first instance. As noted in the PEIR, the intertidal zone is of considerable importance for wading birds and other shoreline species (PEIR 3.3.8.17)[3]. From the APEI it is unclear whether the inland portion of Sandwich Bay to Hacklinge Marshes SSSI, in the vicinity of the proposed Substation and Converter Station, would be traversed using trenchless methods (APEI 1.8.19)[4]. While it is welcome that the saltmarsh will be avoided through removal of the construction access route, any designated site proposed for the cable route must be protected through use of trenchless techniques. Where trenchless techniques are proposed to minimise harm, this is an assumption and not yet a guarantee. What are the contingency plans, such as alternative routes, to avoid or minimise harm should the anticipated trenchless techniques not be used for any reason?	N	National Grid confirm that a trenchless construction solution will be employed for the Kent landfall from the transition joint bay eastwards. This includes the inland portion of the Sandwich Bay to Hacklinge Marshes SSSI. An initial ground investigation survey has been undertaken to confirm the viability of this solution. Details are contained in Appendix A of **Application Document 7.3 Design Development Report**. The commitment to trenchless solutions is secured in Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
CRPE Kent	We understand that temporary towers are now required south of the River Stour. We would like to know what time period constitutes temporary, the likely construction method and construction material, what the BNG compensation will be for this temporary use and how the landscape will be restored once these towers are no longer required.	N	The temporary towers will be installed and removed as part of the programme of works. They will be there for the shortest duration possible, given the constraints in the area. National Grid are considering two options: temporary towers or masts. Temporary towers look like permanent towers and masts are slimmer towers held by anchor cables and/or cable stays. Information on temporary installations can be found in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project and Application Document 2.14.2 Indicative General Arrangement Plans - Kent**. Any temporary installations will be fully removed including the foundations up to 1.2 m below ground level; the area will be reinstated and Biodiversity Net Gain will be assessed as part of the Proposed Project EIA. Further details are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**.

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			Mitigation measures are listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Commitments and Actions (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Birchington Parish Council	Changes to the original plan are noted and the Council believes that these do not mitigate or address the harm that would be caused by these proposals. It urges further investigation of underground cabling rather than a pylon solution.	N	National Grid acknowledges your response and can confirm that it fully investigated alternatives to the provision of new pylons. Following the investigation, it was concluded that the potential for significant environmental impacts was greater with the option of going under the railway line and under the river than for the installation of overhead lines.

Table 1.14 Needs case

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
General commentary			
Local community	I understand the need to achieve net zero in the quickest way possible, but I do not think that building large converter stations on good farmland, both at the Wood Farm site in Saxmundham and the nearly-adjacent Grove Wood site in Friston, together with is in any way compatible with the concept of green energy. The map that you provide showing the cable connections between Suffolk and Kent is quite shocking - as you can see the village of Friston is almost totally obliterated by red splodges! You claim that you are bringing energy to where it is needed - but it is primarily needed in large conurbations and not in this area of small villages and towns which is already threatened by Sizewell C and several other energy projects. There are of course other distribution options such as an offshore grid leading to a brownfield site nearer to where the energy is needed, and as you are aware, several European countries are using this model. When all the damage to the environment, and cost of mitigation, is taken into account this surely must be a better option for all stakeholders.	N	National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. Therefore, delivery outside of this area would not fulfil the network reinforcement requirement that the Proposed Project is intended to provide. In developing the Proposed Project, National Grid assessed a variety of potential areas for new infrastructure, including brownfield sites. However, the brownfield sites within the areas of search were considered too small to accommodate the required infrastructure. An offshore grid does not represent a feasible solution to the network reinforcement that the Proposed Project is seeking to provide. Even with the provision of offshore converter stations and substation(s), onshore infrastructure would still be needed to transmit to the onshore national electricity network. Cables would still need to run onshore from an offshore grid and onshore converter stations would still be needed to convert the electricity from direct to alternate current, along with a substation to transform electricity into the required voltages. With regard to a HVDC offshore grid, some of the technology required is not commercially available especially the requirement for HVDC circuit breakers. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 4.2 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**.
National Grid Ventures LionLink	NGLLL welcomes the development of Sea Link as a Critical National Priority (CNP) project which is supported within the designated National Policy Statements (NPS) EN-1 and EN-5. NGV further supports Sea Link as an essential network reinforcement project which will help facilitate low carbon, renewable energy generated offshore, to be transported to homes and business across the UK in line with UK government's Net Zero commitments.	N	National Grid acknowledges the feedback and welcomes your support.
Suffolk Wildlife Trust	Suffolk Wildlife Trust acknowledge the need for grid reinforcement to meet new demand for green energy in the UK and support the move towards net zero. However, we stress that in tackling the	N	A staged approach was adopted to identify corridors and preliminary routeing and siting options for the Proposed Project, considering environmental and socioeconomic factors as well as technical and engineering design considerations, and cost. The approach was used

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
	climate crisis we must, at the same time, combat the biodiversity crisis. Overall, we are disappointed that the proposed landfall location for Sea Link remains at the Leiston – Aldeburgh SSSI and have not seen sufficient evidence that the selection of this site for landfall is ecologically justified given the availability of alternatives that could avoid or reduce impacts on the network of designated sites. Of particular relevance, the previous position that this landfall was selected for its ability to accommodate co-located projects now appears to be irrelevant, with no coordinated co-location proposed at the landfall and corridor route in this consultation. We query this position in light of comments included within new information regarding the Nautilus project. Based on current information, Suffolk Wildlife Trust object to the current proposed landfall location; the proposals present unjustified and potentially significant effects to the SSSI and its designated features and, if allowed, sets a dangerous precedent regarding development which impacts protected sites. The provision of sites for delivering a net gain for biodiversity is a positive step and the selected sites appear suitable for proposals. However, Suffolk Wildlife Trust suggest that the use of these sites alone shows a distinct lack of ambition from National Grid to deliver at a similar scale to the proposed project. By definition, Sea Link is a nationally significant project, and therefore its biodiversity gains should be significant and deliver at a landscape scale, which they currently fail to do.		to identify 'on-balance' preferences for landfalls, converter station sites and potential route corridors within which preliminary alignments could be developed. Details of the appraisal process are set out in **Application Document 8.2 Options Selection and Design Evolution Report (October 2023)**. Choice of cable corridors for each project is determined by the landfall location, which is in turn determined by factors affecting the marine route of sub-sea cables. National Grid has provided the details of what the co-ordination and co-location of the three projects might look like but have no control over the timescales of the NGV Projects. All three projects need to submit planning applications through the DCO process and gain consent for their individual assets, without this they cannot be installed. The Proposed Project is an NSIP and therefore its programme cannot be delayed as National Grid has an OFGEM Licence condition to deliver it. The Proposed Project is an NSIP and therefore its programme cannot be delayed as National Grid has an OFGEM Licence condition to deliver it. National Grid Ventures still have a connection offer for a connection at Friston Substation for the Nautilus project. Until this offer is terminated, National Grid still needs to consider that the Nautilus project may still connect at Friston. National Grid is working closely with NGV and other developers to minimise the disruption caused by the Proposed Project and, where possible, will look to provide a co-ordinated programme of works where possible. National Grid as part of its submission has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and local communities (see **Application Document 7.10 Coordination Document**). Information about National Grid's proposals for Biodiversity Net Gain are contained in **Application Document 6.12 Biodiversity Net Gain Feasibility Report**.

Table 1.15 Coordination with other projects

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
General commentary			
Local community	National Grid appears to be considering each project in isolation. When consent was granted for the two Scottish Power projects, the planning authorities were not allowed to consider other projects planned to use the same connection point, like Sea Link, and indeed National Grid were not represented in the enquiry. The history of the last seven or eight years here doesn't suggest that co-ordination is very high on the National Grid agenda, sadly. Clearly if all these projects were to go ahead, then much time and money would be saved if the construction were co-ordinated.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**.
Local community	National Grid 'claim' to be exploring opportunities for coordination in Suffolk, this is clearly NOT the case. It seems that this Sealink proposal has not been thought through and the location of the various components has been carried out by someone sitting in an office throwing darts at a map to decide where they are placed. Either this is the case or National Grid do not give a damn as to the effects and practicalities of their proposals. If this was carried out with any proper thought and diligence then these proposals would not have to be constantly revised to get around issues caused by ill thought out locations.	N	
National Grid Ventures LionLink	The LionLink Supplementary Non-Statutory Consultation confirmed converter station site 3 as the preferred location for the project. NGLLL acknowledges Sea Link has confirmed its preferred location of the Sea Link converter station within the LionLink converter station site 3 area and has subsequently refined its draft Order Limits to exclude the northern and eastern section of this site (with the exception of landscaping and mitigation) for future NGV projects, including LionLink [S42_S/IGA/PS/0002 and S42_S/IGA/PS/0012]. Notwithstanding the removal of this land from the Sea Link draft Order Limits, NGLLL is seeking to establish a strategic approach to securing a convertor station site for LionLink within the same proximity. As such, NGLLL would support Sea Link's engagement in further exploring colocation of similar infrastructure to ensure the delivery of essential infrastructure, consider cumulative impacts and realise benefits as far as reasonably possible. NGLLL encourage Sea Link to continue to proactively engage in the discussion for the siting and design of the converter stations and the development of a masterplan for this whole area.	N	National Grid acknowledges the comments relating to siting of the Saxmundham Converter Station and is actively engaging with National Grid Ventures regarding coordination of LionLink and the Proposed Project.
National Grid Ventures LionLink	The Sea Link Targeted Consultation has refined the design to remove LionLink from the HVAC cable corridors, the rationale being NGET need to fully consider and consult on the most appropriate HVAC cable route. NGLLL has been evolving the HVAC design and would support further engagement with Sea Link to secure HVAC cable routes for both projects via a shared HVAC corridor between the proposed Friston substation and the converter station site.	N	National Grid acknowledges the comments relating to a joint consenting strategy for LionLink, the Proposed Project and SPRs East Anglia ONE North and East Anglia TWO projects. National Grid is actively engaging with National Grid Ventures.

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
	NGLLL consider a shared HVAC cable route would deliver greater coordination benefits, fewer crossings and reduced construction and maintenance impacts on the surrounding environment. In addition, both Sea Link and LionLink have potential interactions with landscaping and infrastructure, including drainage and Public Rights of Ways (PROW) associated with, and in proximity to, the proposed Friston Substation and the proposed East Anglia One North (EA1N) and East Anglia Two (EA2) substations located to the south. Therefore, further detailed discussions between LionLink, Sea Link and the EA1N and EA2 projects are required. NGLLL would support the preparation and agreement of a joint consenting strategy for the proposed Friston Substation (including routeing of HVAC cables) to support a coordinated consenting approach for all projects.		
National Grid Ventures LionLink	NGLLL note Sea Link has identified a need for further rock placement within the Southern North Sea Special Area of Conservation (SAC) and (potentially) the Outer Thames Estuary Special Protection Area (SPA) (i.e. in the Sunk Traffic Separation Scheme and other areas of shipping). NGLLL seek further details on the rational and justification for rock placement and any feedback provided to Sea Link by the Joint Nature Conservation Committee (JNCC) and Natural England regarding rock placement in these designated areas. NGLLL would appreciate further information regarding how Sea Link have considered the cumulative implications of multiple projects utilising rock placement within the same protected areas.	N	National Grid acknowledges the comments regarding rock placement within the SAC and is actively engaging with National Grid Ventures.
National Grid Ventures LionLink	NGLLL recognise the necessity of environmental mitigation, enhancement and BNG in developing projects and acknowledge the proposals outlined by Sea Link. Given the geographical proximity of the projects, and the potential cumulative impacts, it is essential to identify opportunities for colocation and adopt a coordinated approach to developing projects and achieving positive outcomes for mitigation, enhancement and BNG. NGLLL would welcome further discussions with Sea Link to understand proposals, explore opportunities to deliver betterments together and ensure Sea Link's proposals do not limit the realisation of the LionLink project. In particular NGLLL is keen to understand proposals around the converter station site, subsequent access and the associated bridge over the River Fromus as areas where the draft Order Limits and proposals have evolved the most since the Statutory Consultation.	N	National Grid acknowledges the comments relating to the provision of mitigation and enhancement and is actively engaging with National Grid Ventures regarding coordination of LionLink and the Proposed Project.
National Grid Ventures LionLink	LionLink and Sea Link are geographically proximate projects with areas of significant interaction. In light of these interactions, NGLLL asks that Sea Link continues to actively engage with NGLLL to ensure that both projects can be delivered whilst maximising opportunities for coordination. NGLLL seek to work with Sea Link to: 1. Ensure that Sea Link take account of LionLink in the design change and refinement of draft Order Limits, explore options for	N	National Grid acknowledges the comments and is actively engaging with National Grid Ventures regarding coordination of LionLink and the Proposed Project.

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
	coordination, and maintain dialogue throughout Sea Link's DCO progression; 2. Establish a Statement of Common Ground (SoCG); and 3. Seek to agree protective provisions within Sea Link's DCO schedules for shared elements (subject to ongoing discussions).		
Suffolk Wildlife Trust	Landfall Selection & Coordinated Co-location The original selection process highlighted that the proposed landfall, a site of national importance for biodiversity, was selected in part as the only viable option that would allow co-location with other schemes at landfall, cable corridor, and substation; further to this, co-location was encouraged within the Planning Inspectorate's comments in 2023(1). We are disappointed that coordinated co-location with known projects across the onshore cable route in Suffolk is no longer included within the Sea Link proposals and now only occurs where the project meets the proposed Friston substation. This appears somewhat at odds with recent information published as part of the Update on Nautilus – July 2024(2). Information provided as part of this update(3) clearly states that Nautilus proposes making landfall at North Warren, alongside Sea Link. Furthermore, the Nautilus update goes on to question the information put forward as part of this Sea Link consultation in stating, "We [the Nautilus project team] have been working with Sea Link to ensure that opportunities to coordinate with Nautilus are incorporated during its construction." It is the view of Suffolk Wildlife Trust that co-location should not simply mean alongside. It must mean that design and construction of multiple projects are coordinated, and where proposals are situated on, and adjacent to, sensitive wildlife sites, disturbance and other impacts associated with construction are reduced. Simply constructing a further project, such as Nautilus, alongside Sea Link, at North Warren at a later date is simply unacceptable. Allowing the disturbance and further potential impacts to important sites and protected species to be repeated, is far from the coordinated co-location desperately needed and originally proposed. Suffolk Wildlife Trust seek clarity from the Sea Link team regarding this and will be raising this issue again when responding to the consultation on Nautilus. Information on what coordination opportunities are likely to be and have been discussed, and how these will be incorporated during Sea Link construction must be clearly provided. We are clear; co-location must mean a coordinated co-location and not simply two projects constructed side-by-side on the same route at different times. A lack of coordination as part of co-location significantly reduces the strength of the argument in favour of the proposed landfall and raises questions about why alternative landfall and cable route	N	A staged approach was adopted to identify corridors and preliminary routeing and siting options for the Proposed Project, considering environmental and socioeconomic factors as well as technical and engineering design considerations, and cost. The approach was used to identify 'on-balance' preferences for landfalls, converter station sites and potential route corridors within which preliminary alignments could be developed. Each of the options identified for the converter site areas and cable route corridors were appraised in accordance with National Grid's approach to options appraisal. Choice of cable corridors for each project is determined by the landfall location, which is in turn determined by factors affecting the marine route of sub-sea cables. Details of the appraisal process are set out in **Application Document 8.2 Options Selection and Design Evolution Report (October 2023)**. National Grid has provided the details of what the co-ordination and co-location of the three projects might look like but have no control over the timescales of the NGV Projects. All three projects need to submit planning applications through the DCO process and gain consent for their individual assets, without this they cannot be installed. The Proposed Project is an NSIP and therefore its programme cannot be delayed as National Grid has an OFGEM Licence condition to deliver it. The Proposed Project is an NSIP and therefore its programme cannot be delayed as National Grid has an OFGEM Licence condition to deliver it. National Grid is working closely with NGV and other developers to minimise the disruption caused by the Proposed Project and, where possible, will look to provide a co-ordinated programme of works where possible. National Grid as part of its submission has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and local communities (see **Application Document 7.10 Coordination Document**).

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
	options that could avoid or reduce impacts to statutory wildlife sites are not being, and have not been, revisited. Suffolk Wildlife Trust therefore object to the continued selection of this landfall site in the absence of more robust and detailed evidence supporting its selection and ability to deliver genuine reductions in ecological impacts through coordinated co-location.		
RSPB	Approach to co-location We have previously raised our concerns about the potential impacts of co- location of landfalls for more than one project within the Leiston-Aldeburgh SSSI and RSPB North Warren. Under the previous co-located approach, we were particularly concerned at the stated lack of ability for the projects to co-ordinate temporally as well as spatially, leading to potentially greater disturbance impacts during construction under the co-location scenario than for a project alone. The current approach removes any co-ordination and we are therefore concerned that this could lead to even greater impacts on the SSSI and RSPB reserve. In particular, we query the effect this would have on spatial requirements, should more than one project make landfall at this site, as well as maintaining our concerns around construction disturbance.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**.
Darsham Parish Council	Darsham Parish Council is in favour of offshore wind farms and transitioning to renewable energy. We also support achieving net zero in the best way possible and to maximise the emerging technologies with subsea technology to interact efficiently with North Sea neighbours. What we object to is the high-level risk of destroying the countryside needlessly when there remains a total lack of coordination taking place between Sea Link 1 & 2, Nautilus and Lion Link in relation to the construction of up to four converter stations (at Saxmundham and three substations at Friston), with development of their corresponding cable corridors and landfall sites . Despite assurances from National Grid that a strategy for coordination is continuing to evolve there remains no evidence at this stage of the extent that this has or will take place. The adverse cumulative impacts of these proposed works will be further compounded by construction of Sizewell C and plans for new housing developments along the A12 from Saxmundham upto Yoxford and Darsham. There will be major traffic problems associated with many hundreds of extra construction vehicles that will be required daily for development of so many major infrastructure projects including Sizewell. The excessive use of the A12 and surrounding rural lanes may lead to gridlock situations and a negative knock-on effect on road safety.	N	National Grid has ensured throughout the development of the Proposed Project that, where it is aware of other projects' requirements, it has developed the Proposed Project in a way to not preclude other projects from constructing their required infrastructure. National Grid continues to work with other projects to explore opportunities for co-location and coordination. As part of the DCO submission, National Grid has produced a report on coordination which covers how it approached coordination with other projects with the aim of reducing the impact on the environment and location communities, see **Application Document 7.10 Coordination Document**. The cumulative impact of the Proposed Project together with other projects in the area is set out in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
Westleton Parish Council	We note news that Scottish Power Renewables may not now build its planned substation at Friston. In this scenario, the National Grid's rationale to locate its projects along this section of the Suffolk Coast is invalidated as a core reason to base the projects here was the ability to co-locate with the Scottish Power Renewables infrastructure.	N	At the time of the option identification and selection, the proposed Friston Substation was advanced in the consenting process. A DCO application had been submitted and was progressing through examination and determination, this was subsequently granted in March 2022, prior to non-statutory consultation on the Proposed Project. It was therefore reasonable for the Proposed Project to select a connection point that, whilst not yet implemented was reasonably foreseeable by virtue of it having been granted development consent. Furthermore, it was also reasonable to select a connection point that whilst not sited by the Proposed Project was still appropriate by virtue of it having been granted development consent. The identification and selection stage detailed in **Application Document 8.1 Corridor Preliminary Routeing and Substation siting Study (October 2022)** looked at options for the creation of an additional network connection point by co-locating a new substation within the relevant converter site option areas. As any new substation would need to be connected to the existing network, this looked at either diverting the existing overhead lines into and out of the new substation or a cable route from the substation to the overhead line with a cable sealing end compound located adjacent to the overhead line. The proposed Friston Substation was selected as the connection point for the Proposed Project as the alternative options that would result in an additional connection point provided no environmental or socio-economic, technical, or economic benefit over a connection into the proposed Friston Substation. Engagement with stakeholders and feedback through consultation has also highlighted the importance of coordination with other developments proposed in the area. This supports the outcome of the option identification and section stage that connecting to an existing or proposed substation was preferable to the development of an additional connection point for the Proposed Project in isolation. Following the feedback from stakeholders on the initial option identification and selection outputs and the need to coordinate with other energy projects in the area, coordination opportunities were explored as set out in **Application Document 8.1 Corridor Preliminary Routeing and Substation siting Study (October 2022)**. This further coordination work which fed into the options identified and selected for the Proposed Project assumed the proposed Friston Substation as the network connection point. This has been backchecked and for the reasons stated above remains the preferred connection point for the Proposed Project.
Nautilus	National Grid Ventures (NGV) is responding on behalf of the Nautilus project regarding the above consultation. NGV welcomes this opportunity to engage and have provided some preliminary comments regarding the future proposals for the Nautilus project below. The Nautilus Interconnector project The Nautilus project is a proposed new electricity connection (an Interconnector) from the UK mainland to the proposed Belgian Energy Island (Princess Elisabeth Island) being developed by NGV with its partner Elia, Belgium's electricity operator. Its contribution will reduce the UK's reliance on fossil fuels, strengthen energy security, and reduce intermittency in the system. This will ensure the UK can meet consumer demand for energy both now and as it increases in the future. Next steps for the Nautilus project	N	National Grid acknowledges the comments relating to programme and development of the Nautilus project and is actively engaging with National Grid Ventures regarding coordination of the Nautilus project and the Proposed Project.

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
	NGV has continued to actively consider options for delivering this energy infrastructure project, including exploring the possibility of a connection for Nautilus in the Isle of Grain, Kent. In March 2024, the regulator Ofgem, announced that it did not approve this proposal because of the high costs of connecting Nautilus at Grain predominantly caused by the volume of upgrades needed to transfer power between Nautilus and the UK's electricity grid. Whilst we felt this underestimated the strategic value of Nautilus, we remain committed to meet the need for clean, secure renewable power into the UK energy system and to support the UK target of 18 gigawatts of interconnector capacity in the system by 2030. In July, Ofgem announced that it is consulting on the possibility of Nautilus connecting in Suffolk as part of its Initial Project Assessment. The connection agreement for the proposed Nautilus interconnector has always been in Suffolk and we plan to progress the project once this is confirmed working closely with Elia. The Nautilus project will deliver the most efficient offshore and onshore cable routes, converter station site and landfall location, which will require the Nautilus project to coordinate with other developers in the area as much as we can, and to meet national policy requirements. Permanent Infrastructure and the Coordination strategy We recognise the development of Sea Link as a Critical National Priority (CNP) project which is supported within the designated National Policy Statements (NPS) EN-1 and EN-5. We further support Sea Link as an essential network reinforcement project which will help facilitate low carbon, renewable energy generated offshore, to be transported to homes and business across the UK in line with UK government's Net Zero commitments. Subject to approval from Ofgem, NGV will explore opportunities to meet its objectives alongside the Sea Link plans with more certainty. The Ofgem consultation will close on 15 August, and NGV anticipates having clarity on the future of Nautilus in Autumn 2024. NGV will then progress optioneering, environmental assessment and engagement activities to inform a non-statutory consultation period in 2026 assuming a positive decision is received by Ofgem. We note that the programme for Nautilus is at an early pre-application stage of the development process, and that further design, optioneering and environmental work is required to inform our engagement with stakeholders and coordination with Sea Link. The Nautilus connection agreement however is for the consented substation at Friston, which may bring an opportunity to collocate on cabling routes. There is also an opportunity to collocate its converter station with the Sea Link converter station.		
Nautilus	Representations related to Marine proposals In addition, NGV note the identified need for further rock placement within Sea Link's marine proposals. Statutory Nature Conservation Boards are generally against rock placement and if this additional	N	National Grid acknowledges the comments regarding rock placement within the marine environment and is actively engaging with National Grid Ventures.

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
	rock placement is at the Suffolk landfall or further offshore this could have implications for the development of other projects within marine environmental designated areas. NGV is seeking to understand whether Sea Link have considered the cumulative implications of multiple projects utilising rock placement within the same protected areas. NGV will seek to engage further on these proposals (in the Sunk TSS and other areas of shipping) and how this has been informed by engagement with JNCC and Natural England.		
Nautilus	Mitigation, Enhancement and Biodiversity Net Gain NGV recognise the necessity of environmental mitigation, enhancement and biodiversity net gain (BNG) in developing projects and acknowledge the proposals outlined by Sea Link. Given the geographical proximity of the projects, and the potential cumulative impacts, there may be opportunities to identify options for colocation and adopt a coordinated approach to developing projects and achieving positive outcomes for mitigation, enhancement and BNG, so far as practicable noting the current project status and programme. NGV would welcome continued discussions with Sea Link to explore opportunities to deliver betterments together and ensure Sea Link's proposals do not limit the realisation of the Nautilus Project. Final comments Going forward NGV will maximise opportunities for coordination as the Nautilus project develops, we will engage with the Sea Link submission to the Planning Inspectorate with any future updates in due course.	N	National Grid acknowledges the comments relating to the provision of mitigation and enhancement and is actively engaging with National Grid Ventures regarding coordination of the Nautilus project and the Proposed Project.

Table 1.16 Major accidents and disasters

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
General commentary			
Cllr R Wing	One area that the SeaLink team and the previous and new proposals seem to pay no attention to is the 'cumulative impact' of the various developments already operating, approved yet to be build or submitted to Dover District Council, Thanet District Council or Kent Country Council. These are many and varied with some presenting a considerable fire risk. The 249 MWh Bess Plant that is close by represents just that, a facility sadly approved, the first 2 phases of which are now operational and built partly on land with a flood risk level of 2/3. Of course the facility has been raised 2m to address this. BESS fires are not easy to put out as the Significant Incident Report of the BESS Fire in Liverpool in 2022 indicates, they are an emerging battery storage technology. This BESS site was just 20MWh and defensive firefighting had to be used for a considerable length of time. As a result, I have two serious concerns relating to the consequences of the cumulative impact of the combined developments at and around the Richborough Site: 1. How will Fire Safety be addressed at the Sealink Site and what assessments if any, will be undertaken to consider the combined Fire Safety across the entire Richborough Site and beyond. For example, if a fire breaks out in the nearby BESS Plant, Solar Farm or Grid Stability Plant, how could this impact on the Sealink facility and how would fire spread be addressed? Have or will these scenarios be looked at, have or will this involve the other owners and/or operators of the various developments and will there be a shared Fire Risk management plan for the entire Richborough site and beyond, to ensure the environment and nearby residential and business properties, towns and villages are protected from fire, toxic fumes and toxic water.	N	During operation National Grid will follow all relevant health and safety policies to reduce the risk of fire and explosion. All Proposed Project buildings will be constructed in accordance with buildings regulations which includes consideration of measures needed in the event of a fire or an explosion. Furthermore, a fire risk assessment will be carried out and the project buildings will be constructed in line with this risk assessment. All buildings are equipped with relevant fire suppression equipment and systems. In accordance with best practice, the fence line of all buildings is placed at a distance to contain an event, such as a fire or explosion, within its confines. Within the fenceline, vegetation is removed to reduce the possibility of the spread of fire. An Emergency Response Plan would be provided for operation and as part of this Plan, resilience exercises are conducted to test the systems and procedures. The fire and rescue service are a key consultee whom National Grid are engaging. They have had a chance to comment on the Proposed Project and National Grid will produce guidance for them for operation. National Grid can confirm that the BESS projects are not within its fire zone and they are suitably remote from the proposed Kent Converter Station.

Table 1.17 Unexploded ordnance

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
General commentary			
RSPB	Given the historical use of the area during World War 2, we are concerned that UXO may be present onsite and require removal, with potential impacts on the Leiston-Aldeburgh SSSI and RSPB North Warren. We consider that an assessment of this risk should be provided and any measures to address this should be considered within the Environmental Impact Assessment.	N	National Grid has carried out a desktop UXO survey of all Proposed Project areas and will be carrying out further targeted UXO surveys where the risk is considered to be moderate or high.

Table 1.18 Timescales/programme

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
General commentary			
Local community	Further to your recent amendments, I write to strongly object to your plan to introduce Sunday working to the construction stages of your proposed build. As a local resident living close to the site this would mean zero respite from construction noise, traffic, dust and vibration. Working on Sundays and Public Holidays would be a slap in the face to the local residents who will have to endure years of upheaval and I hope you will seriously re-think this ludicrous change.	N	National Grid understands concerns about impacts including on health and wellbeing. However, to give National Grid the flexibility to deliver the construction programme to meet the requirements of the Government's Clean Energy Action Plan and National Grid's licence conditions, and incorporate standard industry working patterns, they have identified a need to include 7am to 5pm working on Sundays and bank holidays within the core working hours. Whilst this change gives National Grid the flexibility to carry out works when and where needed, they 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. The restrictions include limiting HGV activity and percussive piling. Further details of this mitigation are set out within the **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured via Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	I am writing to you with an objection to the proposal for Sunday working at the converter site. This is untenable as there will be no respite from construction noise, traffic, dust and vibration for people in Saxmundham, Benhall or Friston.	N	Please see the response in the first row for National Grid's response.
Local community	Your schedule is obviously unrealistic and broken, if before you even start work, you are relying on working Sundays and Bank holidays. This should not be necessary when working close to habitation and should be scheduled as such, with maybe a later end date.	N	Please see the response in the first row for National Grid's response.
Local community	Construction schedules include Sundays and Bank Holidays. The increase in noise and traffic created at these times is unacceptable.	N	Please see the response in the first row for National Grid's response.
Local community	We have also been made aware that the working hours for the construction of this atrocity will be 7am – 5pm seven days a week including Bank Holidays – this is totally unacceptable for the local residents and wildlife.	N	Please see the response in the first row for National Grid's response.
Local community	I am also extremely alarmed to see the plans to allow construction to take place 7 days a week ..including Bank Holidays from 7am to 5pm….this is completely unacceptable and clearly shows that National Grid have absolutely no consideration for us the local residents…there would be absolutely no respite from the constant noise and HGV movements on the site and indeed around Saxmundham.	N	Please see the response in the first row for National Grid's response.
Local community	7 days a week (and Bank Holiday) working This is simply unacceptable and should be struck out. National Grid are fully aware of the tidal wave of uncoordinated and cumulatively colossal energy-related construction projects that are planned to overwhelm the village of Friston and the small town of Saxmundham, and it is simply inhuman to expect these residents to	N	Please see the response in the first row for National Grid's response.

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
	take seven days a week of this pressure, in order for your contractors to improve the profitability of the programme. Your proposals are shameful and irresponsible, and a big clue as to your real attitude towards the communities who are to 'host' your converter stations and cable trenches.		
Local community	I am also disappointed by the proposed changes to working hours in the latest documentation. As a local resident particularly sensitive to light and noise I object to Sunday working hours on the grounds that this a) has not been clearly enough explained in documentation sent to homes of local residents. b) that with cumulative prospective construction projects and the cumulative length of time (more than a decade) that residents could have to tolerate this. Residents must have some time free of interference by construction noise etc during this period. Especially since we will have to endure all the disruption with no particular benefits for example ,unlike Sizewell C, the converter stations at Saxmundham do not being the promise of jobs and prosperity to the Town. They do bring a extended period of disruption and construction probably spanning more than a decade potentially affecting tourism, foot fall and traffic to our community and shops.	N	The newsletter that was sent to local residents provided a summary of the changes to the Proposed Project following Statutory consultation. The newsletter stated that further information was available in the Project Update which could be viewed on the Proposed Project website or at the deposit locations throughout Suffolk and Kent. **Application Document 6.3.2.14.A ES Appendix 2.14.A Descriptions of Other Developments** contains updated information regarding other project timescales which have been used in the updated cumulative impact assessment in the ES (**Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects**.
Local community	I object to your proposal for Sunday and bank holiday working. My grounds are these: Noise of plant moving goods in the construction compound including warning bleepers that has the potential to disrupt Church services Noise, vibration and dust that has the potential to affect nearby residential housing Peak noise from the construction of steel portal frame buildings Total lack of consideration from National Grid to the wellbeing and health of residents, especially when considering the inter-project increase of traffic due to Sizewell. The increase in noise and traffic would adversely affect the wellbeing of the town's residents in relation to stress and anxiety.	N	National Grid understands concerns about impacts including on health and wellbeing. However, to give National Grid the flexibility to deliver the construction programme to meet the requirements of the Government's Clean Energy Action Plan and National Grid's licence conditions, and incorporate standard industry working patterns, they have identified a need to include 7am to 5pm working on Sundays and bank holidays within the core working hours. Details relating to the proposed construction working hours are set out in **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. Whilst this change gives National Grid the flexibility to carry out works when and where needed, they 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. The restrictions include limiting HGV activity and percussive piling. Further details of this mitigation are set out within the **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 in (**Application Document 3.1**). Concerns regarding the potential disruption to church services are acknowledged. Further detail on the implications of construction noise from works during weekend periods is provided in **Application Document 6.2.2.9 Part 2 Suffolk Chapter 9 Noise and Vibration and Application Document 7.5.6.1 Noise and Vibration Management Plan - Suffolk**. Impacts of increased traffic are considered in **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport**. **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice** contains measures which will help mitigate the impact of the construction phase. This document is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	Working hours extension: Sternfield is a rural, and quite place to live, and the change to allow working from 07:00 to 17:00 7 days a week, and on bank holidays will allow local residents no respite from the noise, dust and light pollution of this hamlet. This shows no consideration for the communities locally and will have direct impacts on the quality of life, and mental health and well being from being close to the site.	N	
Local community	Your unacceptable plans to allow construction to take place 24/7 including Bank Holidays and Sundays bearing in mind the close proximity to three Parish churches, St John's Saxmundham, St Mary's Friston and St Mary Magdalene Sternfield should be reconsidered urgently.	N	

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
Cllr J Ewart	The proposal to allow Sunday construction work is particularly alarming. A recent project in Saxmundham involving weekend rail replacement for the Sizewell C line exemplifies the disruption caused by poor project management. The noise was incessant, safety alarms were relentless, traffic was chaotic, and the stress on residents was palpable. As a Councillor, I had to invest considerable effort to support the community and ensure the rail workers fulfilled their contract responsibly. I urge you to reconsider the plan for Sunday construction work thoroughly.	N	

Table 1.19 Mitigation

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
General commentary			
Local community	The impact for villages is enormous. What is to be planned for mitigation of sound and reverberation caused by the ground works/building. Nothing seems to be mentioned.	N	Measures to mitigate the impact of noise and vibration during construction are contained in **Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan** and are listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	Are you planning any mitigation from the effects of the pylons themselves such as nesting platforms for birds that could make use of the high structure?	N	Including features such as nesting platforms on pylons can cause issues with subsequent maintenance of the line such as through the need to apply seasonal constraints to climbing of the pylons for repair and maintenance. This is why no such proposals have been included among the extensive habitat creation proposals for the Proposed Project. Mitigation is listed in **Application Document 7.5.3 Outline Onshore Construction Environmental Management Plan** and are listed in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	Why does the proposed area of mitigation appear to be less than the proposed area to be used for construction? Why is there still no mitigation specified for the loss of nesting and feeding habitat for species such as Peregrine Falcon, Marsh Harrier or Barn Owl?	N	
Local community	I am not at all confident in your plans for mitigation to wildlife. These are not going to offset the catastrophic and irreversible reduction and damage to this small but vital area of marshland.	N	National Grid acknowledges your concerns. The EIA process undertaken for the Proposed Project is responsible for establishing the baseline environmental condition of the Proposed Project area, which then determines the mitigation that must be put in place. This is then discussed with the relevant statutory advisory services. The mitigation measures that have been presented in the DCO application are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	I believe that ‘mitigation’ is merely a sticking plaster to attempt to justify a completely flawed plan. You cannot meaningfully ‘mitigate’ a proposal which, when added to the other proposed projects, will result in the fields between Friston and Saxmundham populated by up to ten massive buildings covering an area the equivalent of 80 football pitches.	N	The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. National Grid’s publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 4.2 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.13 Coordination Document; and**

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			• **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.** National Grid has considered the impact of the Proposed Project together with other projects in the vicinity. Further detail is contained in **Application Document 6.2.2.13 Part 2 Suffolk Inter-Project Cumulative Effects**.
Local community	I have been disappointed by the lack of vision for and paucity of environmental mitigation and biodiversity net gain within the plans generally but specifically at Saxmundham in regards to the NG Converter Station and access bridge for Sea Link.	N	The EIA process undertaken for the Proposed Project is responsible for establishing the baseline environmental condition of the Proposed Project area, which then determines the mitigation that must be put in place. This is then discussed with the relevant statutory advisory services such as Natural England and the Environment Agency. The mitigation measures that have been presented in the DCO application are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).
Local community	The draft order limits have been increased with new land added along the banks of the River stour and south part of the Richbourough to Canterbury 400 kV overhead line to provide additional foraging habitat for birds moving inland from Pegwell Bay. Previous mitigation attempts at Minster have been appalling and inadequate , with poorly planted trees and no aftercare. The best environmental mitigation would be to leave the farmers to farm their important agricultural land in a sustainable manner for the benefit of food security and biodiversity	N	The EIA process undertaken for the Proposed Project is responsible for establishing the baseline environmental condition of the Proposed Project area, which then determines the mitigation that must be put in place. Meetings have been held with Natural England where the approach to addressing loss of functionally-link land for golden plover has been discussed at length. Various strategies have been discussed with Natural England. The possibility of creating new wetland south of the River Stour was explored prior to Statutory consultation but technical challenges were identified in discussion with hydrologists and Natural England with keeping it sufficiently wet. Therefore, an alternative approach has been pursued (discussed and agreed in principle with Natural England) to instead enhance an area of arable land close to the coast and adjacent to the A256 for non-breeding golden plover. Further information including management and monitoring is contained in **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan – Kent** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). Information on the impact of the Proposed Project on agricultural land in Kent is contained in **Application Document 6.2.3.6 Part 3 Kent Chapter 6 Agriculture and Soils**.
Local community	I think the suggestions below would offer real enhancement for the local community to offset some of the permanent habitat loss at the convertor site and mitigate the disturbance cause by the Sea Link project. Land North of the A1094 with its North Western corner at Grange Farm I welcome this addition and agree with your intention for the land to be returned to heathland or acid grassland, which has become increasingly rare in the UK. Much heathland in East Suffolk has been lost to development, arable farming and plantation. Moreover, there is the potential for allowing a permissive path across it to join PROW 16 which runs from the radio mast near the junction of PROW 1 and 13 to PROW 6 at the junction of PROW 6 and the A1094. This would allow an off-road alternative for the 'Sailors Path which joins Snape to Aldeburgh.	N	The Proposed Project team greatly appreciate the insights of the local communities in how they can best mitigate any residual impacts on the environment and enhance the environment further than its baseline condition. The EIA process is responsible for establishing the baseline environmental condition of the Proposed Project area, which then determines the mitigation that National Grid must put in place. This is then discussed with the relevant statutory advisory services such as Natural England, Historic England and the Environment Agency. With regard to the feedback of the local community described in this report, this has been provided to and read by the environmental specialists who are responsible for determining the mitigation measures to be put in place, and is actively being considered within the relevant Management Plans to be provided to the Main Works Contractors'. The mitigation measures that have been presented in the DCO application are contained in **Application Document 7.5.3.2 CEMP Appendix B Register of Environmental Actions and Commitments (REAC)** which is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**).

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
	After crossing the land you are adding, the permissive path would have to either cross Old Broom Covert at some point to join PROW 16 at the edge of Aldeburgh Golf Course or run in a northerly direction to the point where PROW 16 enters land around Chapel Farm (Ordnance Survey TM 444589). Sea Link could consider negotiating additional access rights with neighbouring landowners or consider acquiring an additional strip of land to the North alongside Old Broom Covert and Chapel Farm. Such a permissive path would offer an attractive alternative to walkers on the Sailors Path avoiding an unpleasant, potentially dangerous section along the A1094 into Aldeburgh. The Sailors Path is a very well used path with historic associations which is supported and promoted by local authorities and other local organisations. A permissive path would also provide an alternative walking route to the Suffolk Wildlife reserve at Hazelwood Marshes just to the South of this land. Land to the South Of Saxmudham alongside the River Fromus (proposed temporary bridge across the Fromus). A permissive path from Saxmundham to Bigsby's Corner would offer an attractive and safer route as an alternative to PROW 19 which follows the B1121.		
Local community	The cable trenches will cause immense damage to the marsh area which has already been damaged, I see no realistic mitigation plans for how to stop the environment being damaged irreversibly? What exactly are these and why have these not been flagged.	N	In Kent, National Grid will use trenchless construction methods for cabling under the sensitive saltmarsh habitat from the transitional joint bay eastwards. The DCO will therefore not include an option for surface trenching in the SSSI. Further information on the construction methodologies is available within **Application Document ES 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project**. The commitment to use trenchless solutions is secured through Requirement 6 of Schedule 3 of the draft DCO (**Application Document 3.1**). The drawing showing the extent of use of a trenchless construction solution is within **Application Document 2.1 Guide to the Plans – Plan DCO/S/DE/SS/1211**.
Local community	The addition (requisition) of new land along the river Stour for 'enhanced environmental measures' seem somewhat meaningless as it is already natural, green space. I may be wrong but the proposal for additional foraging habitat for birds moving inland from Pegwell Bay on land south of the existing Richborough to Canterbury 400kV overhead line seems to be directing birds in flight directly towards the hazardous pylons?	N	The enhancement along the River Stour will be for the purposes of enhancing habitat diversity by creating wetland scrapes. This has already been done on a larger scale elsewhere along the River Stour. Scrapes help to diversify the wetland habitat features along the river and would be of value to a range of wildlife. Refer to **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**, and **Application Document 7.5.7.2 Landscape and Ecological Management Plan – Kent** for full details. The proposals for additional golden plover habitat south of the River Stour are no longer part of the Order Limits and have been replaced with an alternative location.
Kent Wildlife Trust	Within our previous consultation response, we raised concerns around the loss of functionally linked land (FLL). In total, 13.6ha of FLL for the Thanet Coast and Sandwich Bay SPA/Ramsar was to be permanently lost to make way for the proposed converter and sub stations. From reviewing the APEI we note National Grid have reduced the Order Limit within Minster Marshes and have proposed to relocate the main cable construction compound from this area. We are pleased that this construction compound has been removed	N	Meetings have been held with Natural England where the approach to addressing loss of functionally-linked land for golden plover has been discussed at length. Various strategies have been discussed with Natural England. The possibility of creating new wetland south of the River Stour was explored prior to Statutory consultation but technical challenges were identified in discussion with hydrologists and Natural England with keeping it sufficiently wet. Therefore, an alternative approach has been pursued (discussed and agreed in principle with Natural England) to instead enhance an area of arable land close to the coast and adjacent to the A256 for non-breeding golden plover. This was consulted on at Targeted

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
	from Minster Marshes, as this lessens the overall direct impact to this important wildlife corridor, which plays a key component to the surrounding ecological network. However, the converter and sub stations will still result in the permanent loss of important FLL for golden plover, a named species of the Thanet Coast and Sandwich Bay SPA. From reviewing the APEI, we understand that National Grid have proposed to convert arable land and create 11ha of long-term improved habitat in the form of seasonally flooded grassland and new riverside scrapes to compensate for the permanent loss of FLL. We note however, that this mitigation area sits south-west of existing and proposed new pylons, meaning that golden plover and other bird species would have to fly through the pylons to access the mitigation area from the coastline. Currently, there is a clear flightpath from the coastline to the existing FLL within Minster Marshes. KWT are concerned that National Grid have not taken this into consideration and have not adequately assessed the risks and impacts of having several 50m pylons and overhead lines between the coastline and proposed mitigation area. A detailed impact assessment is required to assess whether the proposed mitigation area is within a suitable location. We note that a baseline habitat and protected species assessment of this area has not been undertaken and therefore this arable land may provide breeding habitat for farmland bird species such as skylark, which are also a Priority Species. Overall, KWT are not convinced that this is a suitable location for FLL compensation.		consultation. With regard to collision risk, the ES chapter contains a collision risk assessment informed by 12 months of vantage point survey and discussed with Natural England. Further details can be found in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity, Application Document 6.6 Habitats Regulations Assessment Report** and **Application Document 7.5.7.2 Outline Landscape and Ecological Management Plan – Kent**.
Suffolk Wildlife Trust	We note the locations along the route which have been identified as environmental areas and consider these to be broadly suitable for ecological mitigation. However, we believe that the scale of delivery lacks ambition and falls short of making a meaningful contribution to nature recovery. Suffolk Wildlife Trust have and continue to advocate for cross-project coordination to deliver strategic environmental mitigation and enhancement for major infrastructure projects on the Suffolk coast. Cross- project coordination would allow a genuine contribution to landscape scale habitat creation and nature recovery. Consultation with nature conservation organisations, local authorities, and other local stakeholders in the natural environment could help to identify suitable landscape scale projects that deliver the required mitigation and enhancement while simultaneously delivering strategic nature recovery objectives and natural solutions to climate change. This approach, which truly tackles the climate and biodiversity crises together, is not demonstrated within the current proposals. We further question the long-term sustainability of managing the proposed sites. A management agreement of 30-years, in line with standard Biodiversity Net Gain practice, is proposed. However, the relatively small size the parcels of land identified for environmental mitigation are likely to have proportionately high management costs, which will need to be met beyond the lifetime of any management	N	The indicative landscape strategy for the Proposed Project (**Application Document 7.5.7.1 Outline Landscape and Ecological Masterplan - Suffolk**) has been developed in parallel to the co-location masterplan (**Application Document 7.10 Coordination Document**). The indicative landscape strategy has been developed to minimise effects on landscape and visual receptors, as set out within the embedded mitigation (**Application Document 6.2.2.1 Part 2 Suffolk Chapter 1 Landscape and Visual**) including screening in the form of proposed woodland, hedgerow and hedgerow tree planting, as well as responding to the local context in terms of the design of the landform. It should also be noted that National Grid is committed to delivering a 10% Biodiversity Net Gain. However, it is considered that the delivery of habitat enhancement and creation measures within the Order Limits (i.e. surrounding converter stations, substation and access roads) on areas of land with no, or limited public access within an island of agricultural land would not deliver the best outcomes for nature conservation and deliver wider environmental and societal benefits. Therefore, the preferred route for Biodiversity Net Gain delivery is the work in partnership with third party landowners and relevant external organisations to deliver a more meaningful and targeted (i.e. to benefit protected and notable species within local biodiversity action plans) that may work towards any targets within the incoming Local Nature Recovery Strategy. This would be ongoing work post consent, with aims of developing a partnership with external organisation and third party landowners with the intention of funding landscape scale habitat restoration. Further details are contained within **Application Document 6.12 Biodiversity Net Gain Feasibility Report**.

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
	agreement. This is a significant shortcoming that could undermine the contribution of the project to long-term nature recovery.		
RSPB	Further details of the environmental mitigation and enhancement areas will be required, including species and habitats targeted and methods for establishment and management of habitats created. A clear distinction will need to be drawn between those measures required for mitigation of project impacts and those forming part of the project's Biodiversity Net Gain (BNG) provisions. For a nationally significant project such as this, we would expect to see ambitious BNG which contributes to landscape-scale conservation of important habitats and species within Suffolk.	N	Full details of proposed habitat creation on site (particularly around Saxmundham Converter Station, Friston Substation and the River Fromus bridge) is provided in **Application Document 7.5.7.1 Outline Landscape and Ecological Management Plan – Suffolk**. This includes proposals for establishment, management and monitoring. This Document will be developed into a full Plan including performance targets in consultation with the local planning authorities. Habitat creation in these areas is driven primarily by landscape and related considerations but has been taken into account in the ecological impact assessment. Biodiversity Net Gain is to be primarily addressed by off-site solutions. Approximately 33% and 44% of the total habitat units will be delivered on site, through the provision of landscape planting surrounding the converter stations in Suffolk and Kent, respectively. This landscape planting is to provide screening of the converter stations, but has been designed in a way that will increase habitat connectivity across the Proposed Project and the wider landscape, the inclusion of sustainable urban drainage systems that have been designed to support wildlife and includes riparian planting along the River Fromus. However, it is considered that the delivery of habitat enhancement and creation measures within the Order Limits (i.e. surrounding converter stations, substation and access roads) on areas of land with no, or limited public access within an island of agricultural land would not deliver the best outcomes for nature conservation and deliver wider environmental and societal benefits. Therefore, the preferred route for Biodiversity Net Gain delivery is the work in partnership with third party landowners and relevant external organisations to deliver a more meaningful and targeted (i.e. to benefit protected and notable species within local biodiversity action plans) that may work towards any targets within the incoming Local Nature Recovery Strategy. This would be ongoing work post consent, with aims of developing a partnership with external organisation and third party landowners with the intention of funding landscape scale habitat restoration. Further details are contained within **Application Document 6.12 Biodiversity Net Gain Feasibility Report**.

Table 1.20 Walking, cycling and horse-riders

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
General commentary			
Local community	The new construction & maintenance access seems to block our local amenity of the disused hoverport. As I'm sure you are aware, many families use the viking ship area for recreation during the summer and winter months and this includes walks along the sea shore and hoverport apron. Your latest proposal seems to mark out a route across the site which could block pedestrians. This may also limit viability of transforming the site in the future for housing or recreational zone.	Y	Following Targeted consultation, National Grid has reviewed the design of the Proposed Project. Under the amended design the hoverport site will not be used as a construction compound, although it will be retained as an access for construction and maintenance work within the mudflats. National Grid is rigorously assessing the Proposed Project's impact on footpaths adhering to the "mitigation hierarchy" by avoiding, minimising, restoring, and offsetting impacts. It acknowledges that there will be a temporary disruption to footpaths during the construction phase. Where National Grid has a temporary impact on a PRoW during construction, mitigation measures will be put in place. Where there is a permanent impact on a footpath, a suitable diversion will be provided. Impacts on footpaths in Kent are considered in **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism**. National Grid has endeavoured to reduce impacts on PRoW wherever possible. An outline PRoW Management Plan has been prepared for Kent as part of the DCO application. This has been developed in consultation with the relevant local planning authorities and provides details on PRoW diversions, closures and management during the construction, operation and decommissioning phases. See **Application Document 7.5.9.2 Outline Public Rights of Way Management Plan – Kent**.
Local community	The Pegwell Bay National Nature Reserve and Minster Marshes are the only local largescale place in Thanet to go to be close to nature. It has a play area, picnic sites, it is a safe haven for families and provides education to children and adults about the natural world. Walkers, dog walkers, bird watchers, nature lovers, artists, local people and myself personally use it regularly to relax and improve our mental health. We understand that many footpaths and rights of way will be closed (is this legal?) for up to 4 years causing a loss of amenities to local people.	N	National Grid is rigorously assessing the Proposed Project's impact on footpaths adhering to the "mitigation hierarchy" by avoiding, minimising, restoring, and offsetting impacts. It acknowledges that there will be a temporary disruption to footpaths during the construction phase. Where National Grid has a temporary impact on a PRoW during construction, mitigation measures will be put in place. Where there is a permanent impact on a footpath, a suitable diversion will be provided. Impacts on footpaths in Kent are considered in **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism**. National Grid has endeavoured to reduce impacts on PRoW wherever possible. An outline PRoW Management Plan has been prepared for Kent as part of the DCO application. This has been developed in consultation with the relevant local planning authorities and provides details on PRoW diversions, closures and management during the construction, operation and decommissioning phases. See **Application Document 7.5.9.2 Outline Public Rights of Way Management Plan – Kent**.
Local community	Closure of footpaths is a major concern as it impacts the health and wellbeing of the community. There is also the pilgrims route St Augustine Camino that needs to be maintained.	N	Please see the above response regarding the closure of PRoW. The Proposed Project does not interact with the St Augustine Camino.

Table 1.21 Consultation

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
General commentary			
Local community	In addition, I have concerns that many people are not even aware of this plan - my son and grandchild who live in Minster had no idea about the scheme and I also spoke to many locals who live in Pegwell and they knew nothing about it.	N	A range of measures were employed to help promote the Targeted consultation. These promotional measures included sending a newsletter to every property in the Primary Consultation Zone that gave details of the consultation, including details of every public information exhibition. The Targeted consultation was also advertised in local newspapers and on social media. The location referenced by the respondent is within the Primary Consultation Zone (PCZ), and therefore received this newsletter, which was sent via Royal Mail.
Sandwich Bay Bird Observatory Trust	Why have some local farmers attending meetings stated they have not been consulted?	N	All properties within the PCZ were sent a newsletter; if a farm was within this zone, they would have been delivered with the newsletter. If they were a landowner within the Order Limits, they would have been consulted under Section 42(1)(d) of the Planning Act 2008 and received a letter with a copy of the formal newspaper notice of the application and a freepost envelope.
Local community	It is unacceptable to inform us of major developments at the peak of the holiday season when many local residents are unable to respond because they are away on holiday or fully occupied with childcare.	N	The Targeted consultation took place for a period of just under five weeks between July and August 2024. National Grid made the decision to undertake this further consultation in line with Government guidance, which sets out how such consultation should be proportionate to the scale of change proposed. Whilst some of the Targeted consultation period was during the school summer holidays, the webinars that were held to explain the changes being made to the plans in Suffolk and Kent took place prior to the start of the holiday period.
Local community	The consultation process to the affected community has been very poor and was again timed during the summer holiday season with only a 4 weeks deadline period for response. It seems that NGET is deliberately trying to burden communities with copious information that are confusing and contains insufficient details.	N	
Local community	The consultation process for these proposals has been at best disappointing and at worst alarming for myself and my neighbours, both in timing and execution. Everything has felt rushed, many of us have felt that the proposals come across as a done deal and, the fact that NGET has not only ignored some previous responses (see above), in many cases it feels as though NGET has doubled-down on the scale of the proposals. I'm not the only resident to get the sense that NGET is trying to tell us to 'shut up or it'll be worse next time'. The volume of information is also difficult to decipher, which comes across as a deliberate effort to discourage residents from responding.	N	National Grid has listened extensively to the views of stakeholders and the general public throughout the development of its proposals. As part of the Statutory consultation in 2023 it set out how it had responded to the key themes from Non-statutory consultation feedback which can be found within the Project Overview Document, October 2023 on pages 29 and 30. National Grid has also prepared a Non-Statutory Consultation Report which was part of the consultation materials during Statutory consultation (see section 1 of **Application Document 5.1.4 Appendix C Non-Statutory Consultation**). This report provided further detail on the response it received to the consultation and how this had informed the development of the proposals. Throughout the development of the Proposed Project, National Grid has undertaken three rounds of consultation over a period of approximately 2.5 years. Local residents have had opportunities to provide feedback either during these specific periods, or by emailing or calling outside of the consultation periods. Given the targeted nature of the consultation the number of documents published was significantly less than at Statutory consultation. As National Grid has done at all consultations, a summary document was published which gave enough information to enable consultees to respond with feedback without having to read the full suite of technical documents.
Local community	Under consultation law, a consultation may only be considered legitimate if the four rules of the Gunning Principles are met, and your consultations have not demonstrated this.	N	National Grid has consulted on its proposals several times during the pre-application phase. The details of the events and the materials shared with the public as part of these consultations are all available on the Proposed Project website.

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
	I would therefore like to lodge a formal complaint that you have not followed the Gunning Principle for your consultations, based on the following: You have not provided adequate timing to your consultees for their considerations, by scheduling the consultation during the summer holiday time, when people will be away on vacation and only providing 4 weeks. The insufficient timing for consideration is exacerbated by NGET / Ofgem Nautilus Project Consultation which is a mere 4 days after the Sea Link deadline.		As the Proposed Project has developed, National Grid has shown how the different options have been narrowed down, with consultation documents showing how feedback received has helped to inform the proposals. Additionally, this Consultation Report sets out National Grid's consideration of the more than 3,800 pieces of consultation feedback received across the various rounds of pre-application public consultation. The Targeted consultation took place for a period of just under five weeks between July and August 2024. National Grid made the decision to undertake this further consultation in line with Government guidance, which sets out how such consultation should be proportionate to the scale of change proposed. Whilst some of the Targeted consultation period was during the school summer holidays, the webinars that were held to explain the changes being made to the plans in Suffolk and Kent took place prior to the start of the holiday period. National Grid has taken account of all legal and policy requirements in carrying out its consultations for the Proposed Project, including the Gunning Principles, and the consultations meet these requirements. The consultation strategy for the Proposed Project has been informed by engagement with the local planning authorities, and there are further stages in the DCO process which allow the planning authorities, the Planning Inspectorate, and others, to consider the adequacy of its consultation. Although Ofgem chose to hold a consultation relating to National Grid Ventures' Nautilus project during a similar timeframe to the Proposed Project's Targeted consultation, it is important to note that the NGV project and Ofgem's consultation are independent of the Proposed Project.
Cllr Graham	I appreciate the supplementary consultation is not looking for arguments against the justification for the whole project, but it cannot be stated enough the widespread feeling among residents, parish and town councillors and the district council that the consultation process by National Grid takes none of these vital considerations into account, provides insufficient evidence for its choices and continues to demonstrate a persistent disregard for the cumulative effect of this project with others.	N	The Proposed Project is a reinforcement project that is required to enhance the network due to the change in predicted generation and use of electricity by 2030. National Grid's publicly documented needs case explains the requirements to reinforce the network between the Sizewell area and the Kent area. The needs case sets out how electricity transmission faults in each area cause overloads specific to that area. The unique ability of the Proposed Project to transport power between each area depending on the fault in either direction is set out as the requirement for this project. The needs case for the Proposed Project has identified that a connection is required within the Sizewell area, therefore delivery outside of this area would not fulfil the network reinforcement requirement that the Proposed Project is intended to provide. Further information on the reasoning behind the connection location for the Proposed Project, the alternatives considered, how National Grid has coordinated with other projects and a complete project description is contained in: • **Application Document 8.1 Corridor Preliminary Routeing and Substation Siting Study (October 2022);** • **Application Document 4.2 Strategic Options Report (October 2023);** • **Application Document 7.2 Strategic Options Back Check Report;** • **Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered;** • **Application Document 7.10 Coordination Document; and** • **Application Document 6.2.1.4 Part 1 Introduction Chapter 4 Description of the Proposed Project.** National Grid has listened extensively to the views of stakeholders and the general public throughout the development of its proposals. **Application Document 5.1 Consultation**

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
			Report sets out how National Grid has had regard to feedback received during the consultation periods held. Cumulative impacts are assessed in **Application Document 6.2.2.13 Part 2 Suffolk Chapter 13 Suffolk Onshore Scheme Inter-Project Cumulative Effects and Application Document 6.2.3.13 Part 3 Kent Chapter 13 Kent Onshore Scheme Inter-Project Cumulative Effects**.
Cllr Ewart	While the additional Sea Link consultation in July 2024 was ostensibly established to ensure transparency with the community, it appears to serve more as an announcement platform for NGET's decisions rather than a genuine consultation process. Although the proposed layout of the Sea Link project includes beneficial elements, such as the access road and bridge in Benhall, which may be welcomed by Kelsale Parish, there is a glaring disregard for the deep local concerns about the proposed Saxmundham site. The language used in the presentations in July 2024 assumed a certain gullibility on the part of the public. While NGET may present these changes as part of a consultation, it is vital to truly listen, reflect, and react to community feedback. The process should not merely be an exercise in information dissemination. If NGET could revisit its approach and actively collaborate with communities, lobby groups, and statutory consultees, it could achieve far more favourable outcomes.	N	National Grid has listened extensively to the views of stakeholders and the general public throughout the development of its proposals. **Application Document 5.1 Consultation Report** sets out how National Grid has had regard to feedback received during the consultation periods held, including the Targeted consultation.
CPRE Kent	It is therefore extremely disappointing to read that not only were the majority of our previously-raised concerns simply ignored or brushed away but that the amended scheme that NG now returns to us exacerbates many of the impacts of the scheme we were previously seeking to highlight. Consequently, there almost seems little point engaging with this consultation exercise when it is clear that any new points we raise will be simply ignored. This is very obviously a tick boxing exercise undertaken for the sole reason that NG must do this because the order limits are being changed.	N	National Grid has listened extensively to the views of stakeholders and the general public throughout the development of its proposals. As part of the Statutory consultation in 2023 it set out how it had responded to the key themes from Non-statutory consultation feedback which can be found within the Project Overview Document, October 2023 on pages 29 and 30. National Grid has also prepared a Non-Statutory Consultation Report which was part of the consultation materials during Statutory consultation (see section 1 of **Application Document 5.1.4 Appendix C Non-Statutory Consultation**). This report provided further detail on the response it received to the consultation and how this had informed the development of the proposals.

Table 1.22 DCO process

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
General commentary			
Local community	Just one of the latest concerns is that National Grid proposes erecting temporary pylons in Friston but does not appear to have followed the correct planning consent process. Surely this must be illegal? The planning consent sought concerning Scottish Power EA1N and EA2 wind farms made no mention of Sea Link, Nautilus or Lion Link - these are separate projects and it is horrendous to see that they are being tacked on in the hope that no-one will notice. If granted it would create a behemoth of a major energy hub that the local infrastructure simply cannot support. The traffic issue alone will be horrendous: hundreds of construction vehicles will cause mayhem on our fragile local roads and the prospect of 7 days per week is abuse of the local population and should not be allowed.	N	National Grid has always consulted on Friston Substation being within its DCO. Any temporary works associated with constructing the Friston Substation would be required whether National Grid construct it as part of the Proposed Project or whether it constructs it as part of the Scottish Power Renewables project. Any additional projects wishing to connect into the Friston Substation will have to include planning as part of their process. **Application Document 6.2.2.7 Part 2 Suffolk Chapter 7 Traffic and Transport** demonstrates that the additional construction traffic to be generated by the proposals during the peak construction phase is not expected to result in any significant impacts on the surrounding highway network.

Table 1.23 Legislation and policy including permits

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
General commentary			
Kent Wildlife Trust	We wish to bring to your attention the lack of reference to the Government's 25 Year Plan for the Environment in the consultation documents. Of particular consideration to this proposal are the Government's targets for: • Restoring 75% of our one million hectares of terrestrial and freshwater protected sites to favourable condition, securing their wildlife value for the long term • Creating or restoring 500,000 hectares of wildlife-rich habitat outside the protected site network, focusing on priority habitats as part of a wider set of land management changes providing extensive benefits • Reversing the loss of marine biodiversity and, where practicable, restoring it • Ensuring seafloor habitats are productive and sufficiently extensive to support healthy, sustainable ecosystems • Taking action to recover threatened, iconic or economically important species of animal, plants and fungi, and where possible to prevent human induced extinction or loss of known threatened species in England • Embed an 'environmental net gain' principle for development, including housing and infrastructure • Safeguarding and enhancing the beauty of our natural scenery and improving its environmental value while being sensitive to considerations of its heritage	N	National Grid acknowledges the feedback and thanks the respondent for their comments.

Table 1.24 Construction

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
General commentary			
Local community	The new construction & maintenance access seems to block our local amenity of the disused hoverport. As I'm sure you are aware, many families use the viking ship area for recreation during the summer and winter months and this includes walks along the sea shore and hoverport apron. Your latest proposal seems to mark out a route across the site which could block pedestrians. This may also limit viability of transforming the site in the future for housing or recreational zone.	N	The impacts on footpaths in Kent are considered in **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-Economics, Recreation and Tourism**. National Grid acknowledges that there will be a temporary disruption to footpaths during the construction phase. Where National Grid has a temporary impact on a PRoW during construction, mitigation measures will be put in place. An outline PRoW Management Plan has been prepared for Kent as part of the DCO application. This has been developed in consultation with the relevant local planning authorities and provides details on PRoW diversions, closures and management during the construction, operation and decommissioning phases. See **Application Document 7.5.9.2 Outline Public Rights of Way Management Plan – Kent**.
Local community	We note also that Nat Grid are now proposing to use the old Hover Port to avoid using the Salt Marsh. The Hover Port has been closed since 1982 – 42 years – and nature has been reclaiming the site. There are now endangered Bees and Lizard Orchids to be found there. This is a RAMSAR site! IT IS NOT ACCEPTABLE TO IGNORE THIS! The Ramsar Convention's Treaty does constitute a solemn treaty and is binding in international law.	N	Following Targeted consultation, National Grid has reviewed the design of the Proposed Project. Under the amended design the hoverport will not be used as a construction compound, although it will be retained as an access for construction and maintenance work within the mudflats.
Local community	You also plan to use the old Pegwell Hoverport as a compound for your machinery. The Hoverport is a unique wildlife habit that is known for its Orchids that grow there. Only this year two Lizard Orchids, one of the rarest Orchids in the UK was found growing there. Your mitigation plans seem very poor compared to the damage you will cause.	N	Following Targeted consultation, National Grid has reviewed the design of the Proposed Project. Under the amended design the hoverport will not be used as a construction compound, although it will be retained as an access for construction and maintenance work within the mudflats.
Local community	The old Hoverport should not be used as a works' compound either! This area is being rewilded and is a haven for all sorts of wildlife and plants, some included rarities are the Lizard Orchid and the Bee Orchid. This site has taken many years to gradually naturally rewild itself, and has been a favourite peaceful place for people to go to walk, sit, relax and enjoy the peace and tranquillity of the place. An area that is good for one's mental health. If National Grid uses this area as a works compound, there will be no peace and tranquillity left, all of the environmental rewilding will be destroyed, along with the special rare plants, and public access will be denied and restricted.	N	Following Targeted consultation, National Grid has reviewed the design of the Proposed Project. Under the amended design the hoverport will not be used as a construction compound, although it will be retained as an access for construction and maintenance work within the mudflats.
Sandwich Bay Bird Observatory Trust	Now that it is proposed to base works on the hoverport there is no consideration of the fact that Lizard Orchids occur there nor that Fiery Clearwing is recorded there. Both of these have nationally protected status. There is no mention of Cetti's Warbler which breeds there. The fact that the hoverport platform provides a roosting site for the waders which feed in the Bay is not mentioned.	N	Following Targeted consultation, National Grid has reviewed the design of the Proposed Project. Under the amended design the hoverport will not be used as a construction compound, although it will be retained as an access for construction and maintenance work within the mudflats.

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
Kent Wildlife Trust	Ramsgate International Hoverport We understand that National Grid have proposed a new access route via the former Ramsgate International Hoverport for any operation and maintenance activities to avoid disturbance to the saltmarsh. Paragraph 1.8.23 within the Executive Summary of the APEI states “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.” KWT disagree with the underlined sentence as the hoverport is used by a variety of protected flora and fauna such as man and lizard orchids and bright wave and restharrow moths, which are Priority Species listed under Section 41 of the NERC Act 2006 and both breed on the hoverport. Additionally, the Sussex emerald moth and fiery clearwing moth, which are both fully protected under Schedule 5 of the Wildlife and Countryside Act 1981, have been regularly recorded. Whilst breeding has yet to be confirmed of either species on the hoverport, both species have been confirmed breeding within a 3km radius of the Order Limits. Both species are fully protected under Schedule 5 of the Wildlife and Countryside Act and a licence from Natural England for any activity that might disturb them, or their habitats would be required. We strongly advise that egg counts for both species are undertaken of suitable breeding vegetation throughout the Order Limits. Please note a suitable licensed ecologist will need to undertake the egg searches as a survey licence is required. The APEI does not include any baseline ecological assessment of the hoverport, therefore we cannot see how National Grid have determined no significant adverse effects and we are unable to agree with this statement.	N	The hoverport area has been subject to botanical survey, and the presence of suitable habitat for reptiles and rare invertebrates is known. The hoverport area is no longer proposed for a compound or laydown area. Instead it will be used solely for operational monitoring and maintenance access and no civil engineering highway works or use of lighting are planned; rather the existing track and hardstanding areas will be used by (for example) a single vehicle whenever monitoring is required. Therefore, there will be no habitat loss and no significant adverse effects on wildlife at the former hoverport. Refer to **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity** for full details.
Local community	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 is concerning as over 75% of Thanet’s drinking water is sourced from groundwater. The whole area is also severely water stressed in terms of drinking water.	N	A groundwater risk assessment has been undertaken specifically for the temporary construction compound within the SPZ1 and is included within **Application Document 6.3.3.5.B ES Appendix 3.5.B Qualitative Groundwater Risk Assessment**. The risk assessment has been undertaken following consultation with the Environment Agency on this specific location. Additional mitigation for this location, which is included within **Application Document 7.5.3.1 CEMP Appendix A Outline Code of Construction Practice**, is proposed and includes such things as further ground investigation to confirm the ground model, no below ground storage of liquids/fuels/chemicals, best available techniques for construction and operation of the compound including double skinned/bunded tanks, drip trays, spill kits, etc. On this basis it is considered that the risk to groundwater quality at this location from the temporary construction compound is low, and significant effects are not anticipated.

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
National Grid Ventures LionLink	NGLLL welcome refinement of the scheme and greater clarity on the proposals for construction compounds and access routes. In particular, NGLLL supports the single compound proposed to the west of the converter station site which reduces the potential level of interaction between Sea Link and LionLink. NGLLL would be grateful for further information regarding construction phasing when available to inform the LionLink construction procurement and programme.	N	National Grid thanks you for your feedback and they will continue to liaise with National Grid Ventures and the LionLink project over the coordination of projects at Saxmundham.
RSPB	Given the potential for noise and visual disturbance impacts on bird features of the Sandlings SPA and Leiston-Aldeburgh SSSI during the construction period, we recommend that monitoring is carried out prior to and during construction to identify any need for additional mitigation. We also would expect to see monitoring of any impacts on the hydrology and water quality of RSPB North Warren during the cable drilling activities, again to ensure that any impacts can be detected and mitigated as soon as possible. Details of the monitoring methods proposed for both these needs should be presented as part of the environmental information.	N	Noise monitoring would be included during construction adjacent to Sandlings SPA and Leiston-Aldeburgh SSSI to confirm the mitigation measures met the required noise thresholds set out in **Application Document 6.2.3.2 Part 3 Kent Chapter 2 Ecology and Biodiversity**. **Application Document 7.5.3.2 CEMP Appendix A Register of Environmental Actions and Commitments (REAC)** commits to a Foundation Works Risk Assessment to be undertaken at trenchless crossing locations (by the contractor during detailed design) to minimise the risk of introducing new contamination and creating new contamination pathways. This will inform any additional mitigation that may be required beyond that already mentioned in the ES. The REAC also requires regular walkovers of the trenchless drill path to check for visible evidence of breakouts of drilling fluid. National Grid is not committing to any water quality monitoring on the basis of surface and groundwater assessments concluding no likely significant – see **Application Document 6.2.2.4 Part 2 Suffolk Chapter 4 Water Environment** and **Application Document 6.2.2.5 Part 2 Suffolk Chapter 5 Geology and Hydrogeology**.
Cllr R Wing	As a Thanet District Councillor, I was relieved to see that the CEO had ruled out the use of the old Pegwell Hoverport which is another exceptional wildlife site, this summer I was lucky enough to see both Lizard orchids, one of the rarest in the UK and Pyramid Orchids in this location, while walking my dog. Something this development will also mean locals and visitors will not be able to do! I got the feeling that the Sealink Team simply viewed this as some kind of 'industrial wasteland' instead of a rich area of increasing biodiversity!	N	Following Targeted consultation, National Grid has reviewed the design of the Proposed Project. Under the amended design the hoverport will not be used as a construction compound, although it will be retained as an access for construction and maintenance work within the mudflats.
Local community	I have spent 31 years visiting the Hoverport site, both for scientific purposes and for its nature; I am strongly opposed to the use of the Hoverport which, over the years, has rewilded with rare flora and fauna. I spent some time sampling the water and run off on the site for pollutants, as the site was built on coal slurry and is highly toxic. It is acknowledged by the local council that the site is unsuitable for any development due to the pollution on Pegwell Bay and surrounding areas this will cause, the mitigation costs would be phenomenal if you were to build an access road, storage unit and develop the site fit enough to accommodate heavy plant and aggregates. Have you costed this into the project? The Hoverport site is surrounded by valuable reed beds (to nature, not shareholders) and I have found rare Corncrakes and other species in these. This site should be valued not just seen as a brownfield site.The hoverport is an integral part of the Nature Reserve which has several layers of legal, environmental	N	Following Targeted consultation, National Grid has reviewed the design of the Proposed Project. Under the amended design the hoverport will not be used as a construction compound, although it will be retained as an access for construction and maintenance work within the mudflats.

Consultee	Matters raised in response to Targeted consultation	Change Y/N?	Regard had to response (s49)
	protection. Contamination of the Nature Reserve by construction materials must be avoided at all costs.		

19. Programme Document

SCD1-NG-SEAL-CNS-DOC-0001

Sea Link

PINS Pre-Application Planning Services - Programme Document

February 2025

Planning Inspectorate Reference: EN020026



nationalgrid

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1 Introduction

1.1 Introduction

1.1.0 This Programme Document has been prepared by National Grid Electricity Transmission plc (NGET) as a requirement under the Nationally Significant Infrastructure Projects: 2024 Pre-application Prospectus in respect of the Sea Link Project.

1.2 Purpose and Structure

1.2.0 This Programme Document sets out the timetable and describes the activities proposed to ensure an effective pre-application process, including the level of pre-application service requested from the Planning Inspectorate (PINS), and consultation with various parties required under the Planning Act 2008 as per the requirements for a Programme Document set out in Nationally Significant Infrastructure Projects: 2024 Pre-application Prospectus.

1.2.1 The Pre-application Prospectus was published in May 2024, six months after the close of statutory consultation on the Sea Link project. Therefore, it is not expected that the document will be updated as it would be for projects earlier in the process. The programme has been available on the website throughout development of the project and will continue to be updated as appropriate: Sea Link | About the project | National Grid Group.

1.2.2 This Programme Document is structured as follows:

- Section 1: Introduction and purpose and structure of this document
- Section 2: Background to Sea Link (‘the Project’)
- Section 3: PINS Pre-application Service
- Section 4: Expected Submission Timeframe
- Section 5: Timeframe of the pre-application process
- Section 6: Main issues for resolution
- Section 7: Engaging with statutory consultees and Local Planning Authorities
- Section 8: Pre-application risks and how these are tracked and managed
- Section 9: Approach to preparing Preliminary Environmental Information (PEI).

2 Background to the Project

2.1 Introduction

2.1.0 The Sea Link Project (hereafter referred to as the 'Proposed Project') is a proposal by National Grid Electricity Transmission plc (hereafter referred to as National Grid) to reinforce the transmission network in the South East and East Anglia. The Proposed Project is required to accommodate additional power flows generated from renewable and low carbon generation, as well as accommodating additional new interconnection with mainland Europe.

2.1.1 National Grid owns, builds and maintains the electricity transmission network in England and Wales. Under the Electricity Act 1989, National Grid holds a transmission licence under which it is required to develop and maintain an efficient, coordinated, and economic electricity transmission system.

2.1.2 This would be achieved by reinforcing the network with a High Voltage Direct Current (HVDC) Link between the proposed Friston substation in the Sizewell area of Suffolk and the existing Richborough to Canterbury 400kV overhead line close to Richborough in Kent.

2.1.3 National Grid is also required, under Section 38 of the Electricity Act 1989, to comply with the provisions of Schedule 9 of the Act. Schedule 9 requires licence holders, in the formulation of proposals to transmit electricity, to:

2.1.4 Schedule 9(1)(a) '…have regard to the desirability of preserving natural beauty, of conserving flora, fauna and geological or physiographical features of special interest and of protecting sites, buildings and objects of architectural, historic or archaeological interest;' and

2.1.5 Schedule 9(1)(b) '…do what [it] reasonably can to mitigate any effect which the proposals would have on the natural beauty of the countryside or on any such flora, fauna, features, sites, buildings or objects'.

2.2 The Proposed Project

2.2.0 The Proposed Project would comprise the following elements:

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 as part of the Proposed 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 high voltage direct current (HVDC) converter station (including permanent access from the B1121 and a new bridge over the River Fromus) 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 continuing underground for approximately 1.7 km to a new converter station (below).
- A 2 GW HVDC converter station (including a new permanent access off the A256), 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 near Minster. A new substation would be located immediately adjacent.
- Removal of approximately 2.2 km of existing HVAC overhead line, and installation of two sections of new HVAC overhead line, together totalling approximately 3.5 km, each connecting from the substation near Minster and the existing Richborough to Canterbury overhead line.

2.2.1 The Proposed Project also includes modifications to sections of existing overhead lines in Suffolk (only if Friston Substation is not built pursuant to another consent) and Kent, diversions of third-party assets, and land drainage from the construction and operational footprint. It also includes opportunities for environmental mitigation and compensation. 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) and other ancillary operations.

2.2.2 The name ‘Friston Substation’ will be used throughout the DCO Application solely as a geographic term to identify the site of the substation at Friston. The use of the term is not intended to establish a permanent name for this substation. The Applicant has committed to engage with the local community over a permanent name for this substation and will continue this process in parallel to the DCO Application.

2.2.3 The Project falls within the administrative boundaries of the following local authorities:

- Suffolk County Council
- East Suffolk District Council
- Kent County Council
- Thanet District Council
- Dover District Council.

2.3 Planning Act 2008

2.3.0 The proposed Sea Link project is treated as a development for which development consent is required, pursuant to a section 35 direction issued by the Secretary of State for Business, Energy and Industrial Strategy (BEIS) (as then known) on 31 March 2022.

3 PINS Pre-application Service

3.1 Pre-application Service

3.1.0 The Project requested the ‘Standard’ tier of pre-application service. It is considered the standard level of service will provide the project with an appropriate and proportionate level of pre-application engagement with PINS, reflective of the scale and nature of the project and NGET’s level of experience as an applicant.

3.1.1 The Project is similar to others within the Great Grid Upgrade and as such, lessons learnt and expertise in producing documentation are available to enable the application to be of a standard acceptable for examination.

3.1.2 The standard tier of service will provide the Project with project update meetings, draft document review and risk review.

3.1.3 Sea Link was confirmed as being appropriate for the Standard tier by PINS in September 2024.

4 Expected Submission Timeframe

4.1.0 An application seeking development consent for Sea Link is anticipated to be submitted in March 2025.

4.1.1 The submission date timeframe will be refined as the period of submission draws closer. NGET will provide PINS with regular updates regarding the submission date as the project progresses.

5 Timeframe of the pre-application process

5.1.0 An anticipated timeline of the pre-application process is set out in Table 1 below. The pre application timeframe will be refined, and further detail added as required and as the period of submission draws closer.

Table 1 – Application submission timeframe

Activity	Timeframe (Status)
Non-statutory Consultation	Q4 2022 (Complete)
EIA scoping	Q4 2022 (Complete)
Statutory Consultation	Q4 2023 (Complete)
Further targeted consultation	Q3 2024 (Complete)
PINS and statutory stakeholder review of draft DCO documentation (including draft HRA)	Q3 2024 (Complete)
Further localised engagement	Q4 2024 (Complete)
Adequacy of consultation milestone	Not planned to be submitted due to maturity of project when this approach was introduced. The same details to be provided in the Consultation Report (see 5.1.2)
Advice Log	Not planned to be submitted due to maturity of project (see 5.1.3/4)
DCO submission	Q1 2025 (Planned) (see 5.1.5)

5.1.1 An Adequacy of Consultation Milestone (AoCM) is not being prepared, given the point in time at which that concept came into existence and the stage at which the project had already reached. The Consultation Report will contain all detail around the consultation process. This was discussed and agreed with PINS in September 2024. National Grid has been regularly updating PINS over the years as to its progress including in respect of consultation. The Consultation Report will contain all detail around the consultation process (including comparing to the SOCC), providing evidence to show that the consultation caried out was adequate.

5.1.2 The Pre-application Prospectus also states that PINS will develop and publish an Advice Log, documenting advice provided to applicants. The Section 51 Advice Log for advice provided by PINS after November 2024 is available on the PINS project website. Prior to this date, notes of the regular meetings held with PINS and Section 51 advice provided is available in the form of meeting notes; also available on the PINS project website. Together these documents record all advice provided by PINS

since the first meeting held between PINS and NGET on the project in November 2021.

5.1.3 NGET are currently working up its DCO application submission and it will include documents such as a Book of Reference, Statement of Reasons, Funding Statement and Plans.

5.1.4 The Consents and Agreement Position Statement is to provide information on the additional consents and licences that are or may be required to construct and operate the project and will form part of the application for development consent order (DCO). An indication of timescales for application are also provided in the document.

6 Main issues for resolution

6.1.0 NGET has completed one round of project-wide Non-statutory Consultation, one round of project-wide Statutory Consultation, a further targeted consultation in July 2024, and then localised engagement from November 2024 to January 2025.

6.1.1 The main issues set out below reflect the key themes raised by consultees and local communities during the Statutory Consultation in late 2023 and continued through consultation in 2024. Given that Sea Link benefits from the feedback received at that stage, as well as the subsequent ongoing discussion with stakeholders around these matters, this is considered to be an appropriate and transparent means of identifying the main issues being considered by the project team.

6.1.2 An issue being listed below is not intended to imply that the Project considers any such issue to be insurmountable or unduly challenging to overcome. They are listed because they reflect the feedback from consultation and ongoing discussions, and these are issues that will continue to be considered and addressed as the project progresses to application submission and beyond.

6.1.3 Further consideration is being given to these matters and any others that have arisen as a result of the views received from communities and stakeholders. This programme document will be shared with the statutory bodies in early 2025 but the issues noted below are being continually discussed in the regular meetings with these bodies.

6.1.4 An application for a DCO will be supported by documents explaining the consideration of issues arising from consultation and the application of the NPSs. An Environmental Statement will set out how environmental effects have been identified; and measures taken to avoid, reduce, mitigate and compensate for effects.

Table 2 - Issues

Issue	Description of Issue
Alternatives and Good Design (Suffolk and Kent)	Site and route selection and alternatives, including the application of the Holford and Horlock Rules. Consideration of the design of the converter station.
Coastal / terrestrial ecology (Suffolk and Kent)	Assessment of coastal / terrestrial ecology and coastal processes, including effects on Coraline Crag in Suffolk and designated areas in Suffolk and Kent.

Issue	Description of Issue
Landscape and visual effects (Suffolk and Kent converter stations)	Consideration of landscape and visual effects at both converter station sites, and possible mitigation including siting, planting & design approaches.
Heritage effects (Suffolk and Kent converter stations)	Consideration of heritage effects at both converter station sites, and possible mitigating further to trial trenching and assessment.
Socio-economic and tourism effects (Suffolk and Kent)	In respect of onshore proposals, the likely effects on socio-economic receptors, and tourism.
Coordination with other projects (predominantly Suffolk)	Approach to coordinating with various other developers (particularly in Suffolk) including National Grid Ventures.
Proposed access route to converter station (Suffolk)	Approach to accessing the proposed converter station, including considering alternative accesses, the crossing of the River Fromus (including the scale of the bridge and associated heritage and landscape setting impacts), construction traffic, methodology for AILs, local road network, and inter-project traffic effects.
Construction hours (Suffolk)	Working hours of Monday to Friday 0700 -1900 and Saturday, Sunday and Bank holidays 0700-1700 to be included in the DCO. Hours are more restrictive for percussive piling and HGV movements. Consideration of the impact in the area.
Ecology at proposed site for Kent converter station	Ecological effects of proposals, including those associated with the Kent converter station at proposed site near Richborough Substation.
Surface water and ground conditions (Kent)	At the proposed site of the Kent converter station, likely effects in terms of flooding, surface water, and ground conditions.
New overhead line section (Kent)	Ecology and landscape implications of section of new overhead line required to link proposed converter station to the network.

Issue	Description of Issue
Marine issues	Including benthic ecology, fish and shellfish ecology and marine mammals.

7 Engaging with statutory consultees and Local Planning Authorities

7.1.0 NGET has developed a programme of engagement with Local Authorities and other statutory consultees and is engaging in accordance with that programme.

7.1.1 NGET began early engagement with the host Local Planning Authorities (LPAs) prior to the Non-Statutory Consultation in Q4 2022. Engagement continued throughout the early stages of the Project including Non-Statutory Consultation, EIA Scoping (Q4 2022), Statutory Consultation (Q4 2023) and targeted consultation and then localised engagement in 2024. The timing and approach to consultation has been being discussed with the LPAs at all stages, including the formal consultation with the LPAs on the Statement of Common Ground (SoCC) in Q3 2023.

7.1.2 NGET has been meeting regularly with key stakeholders, on both thematic and issue-specific topics. This has included:

- Monthly meetings with Suffolk County Council & East Suffolk Council
- Monthly meetings with Kent Council, Thanet District Council, and Dover District Council
- Separate monthly meetings with Natural England and the Environment Agency.
- Meetings with Historic England as necessary.
- Monthly meetings with the Marine Management Organisation

7.1.3 Frequent ‘thematic’ meetings with key local authority and advisor group stakeholders Frequent ‘issue specific’ meetings with key local authorities and relevant stakeholders, as required

- Planning Performance Agreements (PPAs) have been/are being agreed with all County and District Planning Authorities.

7.1.4 A Service Level Agreement is in place with Natural England; an Enhanced Advisory Service agreement is in place with Historic England; and a Discretionary Advice Service agreement is in place with the Environment Agency.

7.1.5 NGET is also engaging with other organisations such as statutory undertakers, other interest and stakeholder groups, and other infrastructure developers who are progressing DCO projects in the vicinity of Sea Link. Where appropriate, NGET is seeking to agree Statements of Common Ground (SoCGs).

8 Pre-application risks and how these are tracked and managed

8.1.0 NGET has held three rounds of consultation and a further fourth localised engagement and intends to make its application in Q1 2025, hence there are limited residual pre-application risks listed below.

8.1.1 NGET does not particularly consider that these risks are being or will be realised, subject to the risk management measures that are being undertaken and which are set out in the below table. They are provided however in order to record those areas which NGET considers could introduce delays to the pre-application timescale should the risk profile change.

Table 3 - Risks

Risk	Description of Risk	Tracking and managing risk
Lack of sufficient resource/capacity within host Local Planning Authorities (LPAs) to engage with proposals in detail	Resource availability and/or the volume of DCO projects causing delays in receiving stakeholder inputs or review.	NGET worked with all host LPAs to seek to implement PPAs. Sharing of regular updates regarding project progress and programme.
Lack of sufficient resource/capacity within stakeholder organisations to engage with proposals in detail	Limited resource and capacity of some statutory consultees results in limited engagement on the proposals and inability for statutory consultees to provide feedback throughout the pre-application stage of the project, including Non-statutory and Statutory Consultations.	Early stakeholder engagement. Sharing of regular updates regarding project progress and programme. Where applicable NGET are working with specific consultees to implement paid pre-application services.
Multiple DCOs along/in close proximity to route placing stress on resources of Local Authorities	Numerous developments within proximity of the Project demand additional resource from Local Authorities which could reduce their ability to adequately engage with the Project proposals.	Early engagement with LPAs. Sharing of regular updates regarding project progress and programme.

9 Approach to Preliminary Environmental Information

9.1.0 Statutory Consultation was undertaken between September and December 2023, and Preliminary Environmental Information (PEI) was prepared and published during this stage of the project.

9.1.1 The Sea Link Preliminary Environmental Information Report (PEIR), at Chapter 5, presents the approach and methodology used in developing the PEI. This makes clear that the Environmental Impact Assessment (EIA) is being undertaken in accordance with a Scoping Opinion, adopted by the SoS on 1 December 2022, following the submission of a Scoping Report on 24 October 2022.

9.1.2 There are certain instances where the approach to EIA considers multiple assessment scenarios pertaining to various elements of Sea Link. These instances reflect the ways that the Sea Link project interacts with other DCOs, either made or proposed by other developers. Where multiple assessment scenarios are used, this is to ensure that the assessment is robust regardless of what combination of other DCOs in the vicinity come forward, in what format, and along what timeframe. The scenarios which were considered at the statutory consultation stage were considered in the PEIR, and the scenarios as they develop will be reflected in the ES.

9.1.3 Further targeted consultation was undertaken in July and August 2024, and this was accompanied by a proportionate supplementary PEI. The Additional PEI provided further Preliminary Environmental Information ('additional PEI') to support the Project Update Document. It set out the potential for any additional or different likely significant environmental effects associated with the proposed changes to Sea Link, comparing against those presented within the Preliminary Environmental Information Report ('original PEIR') produced in October 2023 and presented at statutory consultation.

9.1.4 Localised engagement was undertaken in from November 2024 to January 2025 when a further technical note was produced titled "Additional preliminary heritage information – design amendments in Suffolk". This technical note presented a preliminary assessment of the potential impacts to cultural heritage resulting from the proposed permanent access and bridge crossing the River Fromus required as part of Sea Link.

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

National Grid issued a draft DCO to LPAs, PINS and other key stakeholders in Summer 2024. This document responds to the comments that were received between Summer 2024 and December 2024 as a result of this exercise. Comments that have been received more recently are being considered by National Grid but are not recorded in this table.

No.	Consultee	Section of dDCO	Consultee Comment	National Grid Response
General				
49	KCC Heritage Conservation	General	Affirmation that the evaluation may have a bearing on siting and am worried that dropping areas reduces flexibility where compounds can go if needed to move.	The Applicant is content that there is sufficient flexibility within the Order limits as now presented. •
146	East Suffolk Council	Art 1	Wording is required in the DCO to remove the applicant's right to carry out works where ScottishPower Renewables has already carried out the works.	Schedule 1 provides for the construction of a new substation at Grove Wood, Friston. The Suffolk substation already has the benefit of development consent pursuant to the SPR Orders but is included to ensure a comprehensive consenting position. National Grid will not build out these works if they have been built out pursuant to SPR's DCOs. Schedule 1 has been drafted to give sufficient certainty in the works required in either scenario, and the scenarios are also discussed in the Environmental Statement. NGET is subject to a statutory duty to be economic and efficient so would not carry out works that are not required.
Draft DCO Articles				
65	Suffolk County Council	Art.2(1): "Archaeological Strategy"	This term is only used in the definition itself and not elsewhere in the draft Order. Query whether it is needed. Will the next draft of the DCO include an archaeological requirement? If not, why not?	Definitions have been updated to reflect correct document names. We have agreed to provide an archaeology requirement, now included as Requirement 14 in the draft DCO.

No.	Consultee	Section of dDCO	Consultee Comment	National Grid Response
66	Suffolk County Council	Art.2(1): "compulsory acquisition notice"	This term is only used in art.2(1) and not elsewhere in the draft Order. Query whether it is needed.	We have removed this definition as it is not used in the Order.
73	Suffolk County Council	Art.2(1): "temporary construction works"	This term is defined as: *"the temporary construction works described in Schedule 1 (authorised development) to the Order"*. Does this mean that a work in Schedule 1 will fall within this definition if it is preceded with the word "temporary"?	There are certain works in Schedule 1 which are identified by the words 'temporary' but there may be other activities which are temporary in nature. We are considering this further and will update in the draft DCO for submission with the Application.
74	Suffolk County Council	Art.2(1): "Trees and Hedgerows Requiring Removal or Management Plans"	This term is only used in the definition itself and not elsewhere in the draft Order. Query whether it is needed. (Assume the term *"Trees and Hedgerows to be Removed or Managed Plans"* - which is used elsewhere in the draft DCO – e.g. arts. 49 and 50 – should be used instead).	Noted. We are reviewing the definitions to ensure consistency across application documents.
71	Suffolk County Council	Art.2(1): "relevant local authority"	This term is only used in the definition itself and not elsewhere in the draft Order. Query whether it is needed.	This definition is not used elsewhere so it has been removed accordingly.
67	Suffolk County Council	Art.2(1): "Construction Traffic Management Plan"	This term is only used in art.2(1) and not elsewhere in the draft Order. Query whether it is needed. (Or should the reference be to the "Construction Traffic Management and Travel Plan", which is referred to in Requirement 5(2)(d) and (e)?).	Noted. We are reviewing the definitions to ensure consistency across application documents.
68	Suffolk County Council	Art.2(1): "electronic transmission"	This definition refers to *"electronic communications network",* which is not defined in art.2(1). It is, however, defined in several DCOs as follows*: "and in*	We have amended the article and included this suggested wording.

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			this definition "electronic communications network" has the same meaning as in section 32(1) (meaning of electronic communications networks and services) of the Communications Act 2003". (The precedents are legion and here are just 5: A12 Chelmsford to A120 Widening Development Consent Order 2024; Boston Alternative Energy Facility Order 2023; HyNet Carbon Dioxide Pipeline Order 2024; Portishead Branch Line (MetroWest Phase 1) Order 2022; and A428 Black Cat to Caxton Gibbet Development Consent Order 2022). The Applicant should be asked to consider including the definition of "electronic communications network" in the definition of "electronic transmission".	
69	Suffolk County Council	Art.2(1): "Environmental Statement"	Not referred to in art.2(1) as a certified document. Should it be? (If not, why not?)	We have amended the article to reflect that the Environmental Statement will be a certified document.
116	East Suffolk Council	Art 1 definitions (page 6)	Definition of maintain. The current definition is very broad – does it need to be this broad?	The definition is precedented by the made Bramford to Twinstead Order and Yorkshire Green Order. The definition makes it clear that the power to maintain does not allow for the removal, reconstruction or replacement of the whole of the authorised development; so is limited to maintenance activities.
70	Suffolk County Council	Art.2(1) "pre-commencement operations"	The "pre-commencement operations" are excluded from the definition of "commence". The Explanatory Memorandum describes these works as *"either de minimis or [having] minimal potential for adverse impacts*" (paragraph 4.6.12).	The works described as pre-commencement operations will be explained and justified in the Explanatory Memorandum to be submitted with the Application, with regard had to comments made here.

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			However, several of the excluded works seem significant and capable of causing more than minimal impacts; for instance: "demolition of existing buildings, site clearance … [and] set up works associated with the establishment of construction compounds". SCC would welcome more information in respect of these, including which buildings are proposed to be demolished, and how each of the works will be controlled. It would be helpful if the relevant paragraphs of the ES could also be flagged up. Several of the excluded works are temporary works. For example: "temporary accesses, erection of temporary means of enclosure or temporary demarcation fencing marking out site boundaries and the temporary display of site notices or advertisements". Requirement 12(1) states "any land within the Order limits which is used temporarily for construction is to be reinstated to a condition suitable for its former use …". Would each of the excluded temporary works fall within Requirement 12(1)? SCC's Highways team would welcome as much information as possible regarding any temporary works which would affect SCC highways and expects the provision of any "temporary accesses" to be	Requirement 12 (formerly Requirement 15) requires that no work to construct, alter or temporarily alter any new or existing means of access to a highway to be used by vehicular traffic may commence until written details of design, layout and reinstatement of that means of access has been submitted to and approved by the local highway authority. This Requirement would apply to access works regardless of whether they are pre-commencement activities or otherwise. This Requirement also applies to temporary and permanent access works. It is likely that the approach to reinstatement of accesses will be dealt with through Requirement 12 rather than through Requirement 9 (formerly Requirement 12(1)). It is not intended that the wording of Requirement 9 (the former Requirement 12(1)) would apply to accesses because it may be beneficial for some temporary accesses to be reinstated in a way that differs from the condition for its former use. This may be beneficial due to future uses by landowners and/ or National Grid; improvements that could be retained for safety reasons; or to deliver environmental mitigation or improvements.

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			controlled in protective provisions or in a highways side agreement. Please can the Applicant confirm this will be the case. The list of excluded works is wide-ranging, and the Explanatory Memorandum should justify each of these.	
117	East Suffolk Council	Art.2(1) "pre-commencement operations"	"pre-commencement operations" - The Explanatory Memorandum describes pre-commencement operations as "either de minimis or [having] minimal potential for adverse impacts". The current list in the DCO is substantial and includes activities that may have more than minimal effects and do not appear to be de minimis. Further discussion on this section is needed. ESC is unsure if demolition of buildings should be included as a pre-commencement activity – has National Grid identified any buildings that will need to be demolished prior to commencement? ESC would welcome more information on this. Should this also include erection of temporary buildings and structures? What is meant by 'site clearance' – does this mean removal of trees, hedgerows, and scrubs? Or ground works? Should this also include site preparation	The works described as pre-commencement operations will be explained and justified in the Explanatory Memorandum to be submitted with the Application, which will hopefully resolve some of the clarifications requested here. However, we would welcome further discussions if these details remain unclear. National Grid has not identified any buildings that would need to be demolished. If this is to be required, it would be due to unforeseen circumstances.

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			works? What does 'set up works associated with the establishment of construction compounds' include? 'Environmental mitigation measures' should be defined. Landscaping is not included here as a pre-commencement activity. If early mitigation planting is intended it may be advisable to include that here. The construction of compounds without any LPA involvement is a concern as a pre-commencement conditions, as construction compounds can be significant in their own right, potentially requiring elements like drainage. Temporary accesses – Further discussion on this is needed. A new temporary construction access in its own right can be significant, and require associated elements like drainage.	
72	Suffolk County Council	Art.2(1): "relevant street authority" and "street authority"	Are both definitions needed? The former definition is used once only, in article 12(2)(d) (permit scheme).	Both definitions are used so we have retained both definitions in the drafting for now.

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64	Suffolk County Council	Art. 2 (1): "2016 Act"	A drafting point: there are several references in footnotes to “the Housing and Planning Act 2016”. Since that Act is defined in art.2(1), should those references be changed to “the 2016 Act”?	We have amended the drafting to reflect this comment.
46	KCC SUDS team	Art 2 (1) (interpretation)	We agree with the interpretation of a watercourse as contained within the Part 1 Preliminary section of the draft DCO, this reflects the legal definition and is purposefully not specific as channel type, shape and size depends on the variables of the site. If there is a channel and water flows through it, it is likely to be an ordinary watercourse, the current definition serves to start conversations where definition is ambiguous to the landowner allowing us to ensure the appropriate response or arrange a site visit to further understand land and channels therein.	Noted
75	Suffolk County Council	Art.2(10)	Regarding art.2(10), the Explanatory Memorandum states: *“Whilst the drafting is currently without substantial precedent, an equivalent provision is included in the draft National Grid (Bramford to Twinstead Reinforcement) Development Consent Order”.* There is no equivalent provision in the National Grid (Bramford to Twinstead Reinforcement) Development Consent Order 2024 (SI 2024/958). Since this provision appears unprecedented, SCC queries whether it is needed.	Noted. The National Grid (Bramford to Twinstead Reinforcement) Development Consent Order 2024 was made in September 2024 after the draft was issued to SCC for comment. We are considering the wording further in the context of the made Order.

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77	Suffolk County Council	Art.3(1) (development consent etc. granted by the Order)	The first reference in the draft Order to "authorised project" appears in this provision; however, there is no corresponding definition in article 2(1). A definition should be added.	Noted. The references to 'authorised project' have been updated accordingly.
76	Suffolk County Council	Art.3(1) (development consent etc. granted by the Order)	The first reference in the draft Order to "the undertaker" appears in this provision; however, there is no corresponding definition in article 2(1). A definition should be added.	Noted. We have updated the draft Order to include a definition of the Undertaker.
78	Suffolk County Council	Art.3(4) (development consent etc. granted by the Order)	Art.3(4) states – *"For the purposes of the authorised project, development consent granted by this Order is to include and permit the alteration, removal, clearance, refurbishment, reconstruction, decommissioning and demolition of any buildings or other structures within the Order limits to the extent that they relate to, are required by or are incidental to the carrying out of the authorised project".* The Explanatory Memorandum cites two precedents for art.3: the National Grid (Yorkshire Green Energy Enablement Project) Development Consent Order 2024 (SI 2024/393) and the National Grid (Richborough Connection Project) Development Consent Order 2017 (SI 2017/817); however, art.3(4) is not included in either. The inclusion of art.3(4) should be explained and justified, and any precedent identified. It would also be helpful if any buildings	Noted. We will update the Explanatory Memorandum to further explain this provision.

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			which are proposed to be demolished could be identified.	
118	East Suffolk Council	Art 3(4) (page 9)	It would be helpful if a list of buildings which are proposed to be demolished could be provided.	National Grid has not identified any buildings that would need to be demolished so if this is required, it would be due to unforeseen circumstances.
119	East Suffolk Council	Art 3(4) (page 9)	Why is 'general accordance' used and not just 'in accordance'? What is the scope of 'general'?	This wording has been removed in response to the comment.
79	Suffolk County Council	Art.3(5) (development consent etc. granted by the Order)	Why must the authorised project be constructed and installed *"in general accordance with the levels shown on the sections"* and not *"in accordance"* with them?	Noted. We are considering this wording further.
80	Suffolk County Council	Art.5 (limits of deviation)	SCC will need to see the Works Plans which apply to them before commenting in more detail on this provision. It would also be helpful if the Explanatory Memorandum could justify why a vertical deviation of up to 6 metres has been included in art.5(1)(b)(i).	We will update the Explanatory Memorandum to further explain this provision.
120	East Suffolk Council	Art 5 (page 9)	ESC queries the acceptability of a 6m limit of deviation for pylons, clarification should be made and justification for this figure provided, and this deviation reduced.	The 6m limit of deviation for the height of pylons is considered reasonable to provide flexibility in design, allowing for the installation of two additional panels if required. Similar levels of deviation have been used in previous National Grid DCOs, for example Yorkshire Green DCO includes a 6m limit of deviation and Bramford to Twinstead DCO includes a 4m limit of deviation. It should also be noted that the only new overhead pylons in Suffolk are those associated with the Friston substation. The maximum height for

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				these is 54m with a 6m LOD, as set out in the Sea Link Draft DCO and assessed in the ES. These pylons have already been consented in the DCO for EA2; with the stated maximum height of 59.2m (see EA2 DCO Part 3: Requirements, Requirement 12); this is consistent albeit the Sea Link DCO has rounded up the number. Therefore, the same height as applicable with 6m LOD has already been consented. Further, the total height consented, including 6m LOD, is not particularly large. The largest pylons in the Bramford to Twinstead project had a height of 62.23m, with 4m LOD permitted above this height, leading to a total consented height of 66.23. The maximum height was therefore greater than the maximum height being proposed for Sea Link.
81	Suffolk County Council	Art.8 (application of the 1990 Act)	SCC notes art.8(4) to (6) mirrors sections 91(3A) and (3B) of the Town and the Country Planning Act 1990 and section 5B of the Vesting Declarations Act. In the light of this, why does art.32(1) provide the Applicant with 7 years to exercise the power to acquire land compulsorily?	This is a technical drafting point being considered further.
82	Suffolk County Council	Art.10(2) (planning permission)	Does the Applicant have any planning permission or conditions of a planning permission in mind?	No. The Applicant does not currently intend to gain planning permission using the TCPA for any works within the Order limits. This Article has been included to provide the Applicant with the flexibility to gain consent through the TCPA should there be a need to consent additional or different works to construct the project in the future.

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121	East Suffolk Council	Art 10, page 11	Further discussion on this is needed, as this wording removes any potential enforcement action open to ESC as the LPA. The wording as currently proposed is considered not acceptable.	
83	Suffolk County Council	Art.11(1) (street works)	SCC will need to see the populated Schedule 5 before commenting in more detail on this provision.	Noted.
84	Suffolk County Council	Art.11(3) (street works)	The deadline should be 56 days not 28 days. The same point applies to the deadline in the following provisions: articles 14(5), 15(8), 16(2), 21(8), 48(9), and 49(5) and paragraph 1(1) of Schedule 4 (discharge of requirements).	We have elongated the timescales in Schedule 4 to 35 days in response to this comment. The SEA link project is required urgently to provide connections to developments required to meet net zero targets. At present the Applicant is not able to agree an increase in timescales in other Articles as it cannot be certain this will not cause issues for the delivery programme.
	Suffolk County Council	Art.12(1) (application of the Permit Scheme)	After "construction" delete "and maintenance": the power would be unnecessary beyond the duration of the construction of the authorised development. (The same point applies to the reference to "maintenance" in art.12(3)).	Noted. We are considering this wording further.
86	Suffolk County Council	Art.14(1) (power to alter layout, etc. of streets)	SCC will need to see the populated Schedule 6 before commenting in more detail on this provision.	Noted.
45	KCC Public Rights of Way	Art 15 (temporary stopping up of streets	Overall comment : we would advise referring to the PROW as "temporarily stopped up and diverted" as	The draft DCO for submission with the Application will amend the wording in Article 15 to replicate the wording in Bramford to Twinstead and Yorkshire Green DCOs to refer to 'temporary closure' of streets and

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	and Access Service	and public rights of way)	"stopped up" alone implies no alternative diversion route will be provided.	PRoWs. The draft schedules which describe the streets or PRoWs to be temporarily closed will have two parts: (1) where streets or PRoWs will be temporarily stopped up and a diversion will be provided and (2) where streets or PRoWs will be temporarily stopped up and no diversion will be provided. We have also included a new Article 16 covering the permanent closure of streets and public rights of way which will have accompanying schedules split into similar parts for where a diversion is (or is not) to be provided.
87	Suffolk County Council	Art.15 (temporary stopping up of streets and public rights of way)	SCC will need to see the Access and Rights of Way Plans before commenting in more detail on this provision.	Noted.
88	Suffolk County Council	Art.16 (access to works)	SCC will need to see the populated Schedule 8 before commenting in more detail on this provision.	Noted.
122	East Suffolk Council	Art 19 (page 19)	Protective works - 14 days is considered a short period of time for this to be done, it is reasonable to assume a longer period of 28 days could be accommodated. Justification for the need for a period of 14 days instead should be provided.	National Grid consider this timescale to be reasonable. The same timescale is present in the made DCOs for Yorkshire Green and Bramford to Twinstead.
47	KCC SUDS team	Art. 19 (discharge of water)	There is an issue though with section 9 of chapter 19 of part 4 relating to the discharge of water with regards to the amount of time for a reply to be given to an application for consent to discharge and to a watercourse being set at 28 days. The Land Drainage Act (1991) sets the time for response at 60 days, 28 days as proposed isn't enough time when demand is	There is precedent for deviating from the Land Drainage Act 1991 to include shorter timescales in DCOs. For example, the Bramford to Twinstead DCO states 35 days in article 19(9) and Yorkshire Green DCO varied the Land Drainage Act to insert 28 days.

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			high for our services given we are such a small team. We would request that this be amended to 60 days reflecting the Land Drainage Act (1991).	The timescale of 28 days has been retained here, reflecting the precedent set in the Yorkshire Green DCO.
123	East Suffolk Council	Art 27 (page 26)	Why is 14 days the period? 28 days for maintenance is considered a more appropriate notification period.	The timescale in Article 27 for temporary use of land for carrying out the authorised project has been retained at 14 days as this is considered reasonable and is precedented in the Yorkshire Green and Bramford to Twinstead. It should be noted, however, that the timescale in Article 28 for use of land for maintaining the authorised project is 28 days which appears to address this comment.
89	Suffolk County Council	Art.42 (special category land)	More information is required in respect of the common, open space, or fuel or field allotment affected by the application.	This information will be provided in the Statement of Reasons submitted with the DCO application.
90	Suffolk County Council	Art.47 (defence to proceedings in respect of statutory nuisance)	Art.47(1)(b)(i) refers to the Noise and Vibration Management Plan; however, this is not defined in art.2 or listed in the currently empty Schedule 18 (certified documents). SCC assume this plan will be a certified document and would be grateful if the Applicant could confirm).	Certification of the document does not secure the document as a control document; it needs to be secured by requirement in order to be a control document. The Environmental Statement will be a certified document. Requirement 6 has been amended to require development of a Noise and Vibration Management Plan, to be substantially in accordance with an Outline Noise and Vibration Management Plan that will be submitted with the DCO application. This means the NVMP will become a control document.
91	Suffolk County Council	Art.48 (traffic regulation)	SCC will need to see the populated Schedule 12 (traffic regulation orders) before commenting in more detail on this provision. (The cross-reference to	Noted.

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			Schedule 13 in art.48(1)(a) should be changed to Schedule 12).	
92	Suffolk County Council	Art.49 (felling or lopping)	SCC will need to see the Trees and Hedgerows Requiring Removal or Management Plans before commenting in more detail on this provision. SCC notes Advice Note Fifteen: drafting Development Consent Orders provides *"...the Article should include a Schedule and a plan to specifically identify the hedgerows to be removed (whether in whole or in part). This will allow the question of their removal to be examined in detail. Alternatively, the Article within the DCO could be drafted to include powers for general removal of hedgerows (if they cannot be specifically identified) but this must be subject to the later consent of the local authority"* (paragraph 22.1). Good practice point 6 states: *"The Schedule and plan could also helpfully identify those hedgerows that are 'important' hedgerows (see Regulation 4 and Schedule 1 of The Hedgerows Regulations 1997 and section 97 of the Environment Act 1995)".* SCC trusts the next version of the draft DCO and relevant control document will comply with this guidance and would be grateful if the Applicant could confirm.	Plans illustrating the trees and hedgerows to be removed will be provided with the DCO Application submission. The Onshore Outline Construction Environmental Management Plan (Onshore Outline CEMP) will set out measures to avoid and mitigate effects on trees subject to TPOs and the Onshore Outline CEMP will also require further arboricultural surveys and an arboricultural method statement to be provided in the detailed CEMP. The Outline LEMP also details measures to protect trees. DCO Requirement 6 required that a detailed CEMP and detailed LEMP be prepared for approval and implemented as approved. The detailed CEMP and detailed LEMP will need to be in substantial accordance with the Onshore Outline CEMP and Outline LEMP to be submitted with the DCO Application. These management plans will control the powers afforded to the Project by Article 49. Requirement 8 also requires that Arboricultural Method Statements are submitted prior to any stage of the authorised development commencing identifying trees to be retained and protection measures. Article 50(2) also allows the Project to undertake works to trees that are subject to TPOs after the DCO Application was submitted. This provision and Article 50(4) has precedence in other made DCOs. The provision of deemed consent under Article 50(4) aligns with the Planning 2008 aims of various consents being provided for in a single consent - the DCO.

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			SCC have previously explained – • Regarding important hedgerows, SCC consider the draft Order (or a control document) should make provision for minimising impacts; for instance, by using horizontal direct drilling (HDD) or coppicing and temporary storage prior to replanting, instead of removal. • Regarding the test for reasonable belief in paragraph (1): "What is the threshold for 'reasonably' believing? How is this justified/documented? What alternative measures, such as temporary traffic controls, is the undertaker required to consider?" • Regarding paragraph (2): "What is the threshold for 'reasonably' believing? How is this justified/documented? What alternative measures, such as temporary traffic controls, is the undertaker required to consider?" • Paragraph (7): the cross-reference to "paragraph (4)" should be to "paragraph (5)".	
19	Suffolk County Council	Art. 49 (felling and lopping)	While this may be standard wording, this confers wide-ranging powers and SCC (Landscape) considers that if further vegetation clearance is required, other than that described or shown as 'affected vegetation' on the Trees and Hedgerows to be Removed or Managed Plans, this additional loss needs to be fully documented, mitigated and/or compensated. There is concern that important hedgerows under the	The Applicant agrees that the wording included is standard and well precedented. Article 49(1) provides powers to undertake works to trees and hedgerows. Plans identifying the trees and hedgerows to be removed or managed will be provided with the DCO application. The Outline Construction Environmental Management Plan (Outline CEMP) will set out measures to avoid and mitigate effects on trees and important hedgerows.

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			Hedgerow Regulations 1997 are included in this Article without any provision for special consideration to minimise impacts, for example by using HDD or coppicing and temporary storage prior to replanting, instead of removal. What is the threshold for 'reasonably' believing? How is this justified/documented? What alternative measures, such as temporary traffic controls, is the undertaker required to consider? I would welcome wording along the lines of: ...all reasonable steps are taken to secure that the damage or loss of any tree, shrub, shrubbery, hedgerow, or important hedgerow under or within or overhanging or near any part of the authorised development is kept to a minimum.	Requirement 8 requires preparation and approval of an Arboricultural Method Statement. The Outline LEMP also details measures to protect trees and important hedgerows. DCO Requirement 6 requires that a detailed CEMP and detailed LEMP are prepared for approval and implemented as approved. The detailed CEMP and detailed LEMP will need to be in substantial accordance with the Outline CEMP and Outline LEMP to be submitted with the DCO Application. These management plans will control the powers afforded to the Project by Article 49(1). The wording 'reasonably believes' is precedented in other made DCOs including Yorkshire GREEN.
20	Suffolk County Council	Art 49 (felling or lopping)	Does the compensation refer to the loss or damage arising from the works carried out as a whole or just to any loss or damage resulting from 'unnecessary' damage? In my view, all vegetation loss, justifiable or not should be fully mitigated and/or compensated.	As per Article 49(2), if National Grid causes any unnecessary damage to any tree, shrubbery or hedgerow, or important hedgerow, it must pay compensation to any person for any loss or damage arising from that activity. This is monetary compensation. The ES will apply the mitigation hierarchy and reach conclusions as to the mitigation and compensation required where vegetation is affected by the project. No amendment is therefore considered necessary here.
21	Suffolk County Council	Art 49 (felling or lopping)	(7) If an application for consent under paragraph (4) does not include the statement required under paragraph (6), then the provisions of paragraph (6) will not apply to that application.	We have amended the wording in the dDCO to reflect this comment.

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			Should this read: ..., then the provisions of paragraph (5) will not apply to the application.'?	
22	Suffolk County Council	Art. 49 (felling or lopping)	If the undertaker does not require consent to remove hedgerows under the Hedgerows Regulations 1997(a), I consider that it should still be required to quantify and document the additional/unforeseen losses and to mitigate/compensate for them	Plans identifying the trees and hedgerows to be removed or managed will be provided with the DCO application. Actions to avoid, reduce, mitigate and compensate for impacts on hedgerows will be considered through the EIA process, with actions secured through the Outline Onshore CEMP, Outline LEMP and the final versions of the same, which will be submitted to the LPAs for approval under Requirement 6.
23	Suffolk County Council	Art. 50 (trees subject to TPOs)	Trees subject to Tree Preservation Orders - My thoughts on this article align with my comments for Article 49.	See response above. The management plans prepared under Requirement 6 and the Arboricultural Method Statements prepared under Requirement 8 will control the powers afforded to the project by Article 50(1)
24	Suffolk County Council	Art. 50 (Trees subject to TPOs)	Why does the duty in section 206(1) of the 1990 Act (replacement of trees) not apply? Especially if the losses are irreplaceable habitats, should there not be more measures for mitigation/ compensation/replanting, rather than none?	From a public policy perspective, the intent of the original Act needs to align with the DCO. However, a DCO is a new piece of law as it is a statutory instrument, so it effectively creates a bespoke mechanism for TPOs to be dealt with. The article is based on the general model provisions and is precedented in other made DCOs. Irreplaceable habitats are assessed in the Environmental Statement and subject to the provisions in the NPSs.
25	Suffolk County Council	Art. 50 (Trees subject to TPOs)	While this paragraph logically follows from Paragraphs (1) and (2), I consider that Article 50 as a whole confers powers to the undertaker that are too wide, with too little requirements to exercise restraint, take pre-cautionary measures or to mitigate/compensate. While Paragraph (1) refers to TPO trees that were	As part of the DCO Application submission, plans illustrating the trees and hedgerows to be removed or managed will be provided. The Onshore Outline CEMP will set out measures to avoid and mitigate effects on trees subject to TPOs. The Outline LEMP also details measures to protect trees .

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			identified on plans and their removal/reduction is part of the consent, the trees referred to in Paragraph (2) are most likely trees that were not identified during the DCO consenting process, and for which the relevant planning authority issues a TPO as they have come under threat form the scheme post-consent. Deemed consent for works on these trees should not automatically be given.	DCO Requirement 6 requires that a detailed CEMP and detailed LEMP are prepared for approval and implemented as approved. The detailed onshore CEMP and detailed LEMP will need to be in substantial accordance with the Onshore Outline CEMP and Outline LEMP to be submitted with the DCO Application. These management plans will control the powers afforded to the Project by Article 50. Article 50(2) allows the Project to undertake works to trees that are subject to TPOs that could be introduced after the DCO Application was submitted. This provision and Article 50(4) has precedence in other made DCOs. The provision of deemed consent under Article 50(4) aligns with the Planning 2008 aims of various consents being provided for in a single consent - the DCO. Requirement 8 also controls the identification and protection of retained trees.
93	Suffolk County Council	Art.50 (trees subject to TPOs)	SCC will need to see the Trees and Hedgerows Requiring Removal or Management Plans and Schedule 13 before commenting in more detail on this provision. SCC notes Advice Note Fifteen: drafting Development Consent Orders provides – *"Trees subject to TPO and/ or are otherwise protected (and likely to be affected) should be specifically identified. It is not appropriate for this power to be included on a precautionary basis. Proper identification of affected trees will enable the ExA to give full consideration to the particular characteristics that gave rise to their designation and the desirability*	See response to point above.

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			of continuing such protection" (paragraph 22.3). SCC assume the next version of the draft DCO will be in accordance with this guidance. SCC have previously explained – • "*My thoughts on this article align with my comments for Article 49".* • *"Why does the duty in section 206(1) of the 1990 Act (replacement of trees) not apply? Especially if the losses are irreplaceable habitats, should there not be more measures for mitigation/ compensation/replanting, rather than none?"* • *"Paragraph (4): While this paragraph logically follows from Paragraphs (1) and (2), I consider that Article 50 as a whole confers powers to the undertaker that are too wide, with too little requirements to exercise restraint, take pre-cautionary measures or to mitigate/compensate. While Paragraph (1) refers to TPO trees that were identified on plans and their removal/reduction is part of the consent, the trees referred to in Paragraph (2) are most likely trees that were not identified during the DCO consenting process, and for which the relevant planning authority issues a TPO as they have come under threat form the scheme post-consent. Deemed consent for works on these trees should not automatically be given".*	

No.	Consultee	Section of dDCO	Consultee Comment	National Grid Response
124	East Suffolk Council	Art 50 (page 39)	Felling or lopping - Clarification of definition of 'near' is necessary. ESC considers it appropriate for a consent mechanism to be included here for felling trees outside the order limits.	Whilst there is no precise definition of 'near' in the draft Order, the power in Article 51 (1) (felling or lopping) is limited and may only be exercised for the specific statutory purpose(s) set out, namely to prevent an obstruction or interference with the construction, maintenance or operation of the 'authorised development' (as defined) or any apparatus used in connection with it, or to remove or prevent a danger to persons constructing, operating or maintaining the same. This is established wording with considerable precedent at Article 47 of the National Grid (Bramford to Twinstead Reinforcement) Order 2024, Article 81 (1) of the Sizewell C (Nuclear Generating Station) Order 2022, Article 35 (1) of the Norfolk Boreas Offshore Wind Farm Order 2021, and Article 32 (1) of the Cleve Hill Solar Park Order 2022. None of these Orders included a definition of 'near'. The power does not differentiate between within or outside the Order limits and the application will include drawings indicating the areas which are likely to be impacted so no change is considered necessary to address the comment on felling outside the Order limits.
94	Suffolk County Council	Art.51 (temporary closure of, and works in, the River Stour)	SCC assumes the reference to the Stour has been included in error and that the reference should be to the Rover Fromus. In any event, SCC will need to see the Access and Rights of Way and Public Rights of Way Management Plans (which identify "the relevant part of the river [Fromus]," with which the Applicant can interfere) before commenting in more detail on this provision.	The project is located relatively close to two River Stours: one in Kent and one in Suffolk. The reference here is to the River Stour in Kent and is correct.

No.	Consultee	Section of dDCO	Consultee Comment	National Grid Response
125	East Suffolk Council	Art 51 (TPOs) - Part 6	ESC does not have a completed Schedule 13 to review – are there trees under TPOs? ESC would welcome a list being provided. ESC considers it appropriate for a consent mechanism to be included here for felling trees outside the order limits.	The full Schedule will be presented in the draft DCO submitted with the application.
126	East Suffolk Council	Art 52 (page 42)	"Temporary closure of, and works in, the River Stour" Should this instead reference the River Fromus?	The project is located relatively close to two River Stours: one in Kent and one in Suffolk. The reference here is to the River Stour in Kent and is correct. However, the comment on adding the River Fromus to this Article has been noted with thanks. The wording has now been updated to also cover the River Fromus; now at Article 53.
95	Suffolk County Council	Art.53(1) (procedure regarding certain approvals etc.)	The prohibition against a decision by an authority being *"unreasonably withheld or delayed"* should be deleted because, as drafted, any decision must be made within 28 days, otherwise deemed consent is granted. Since the Applicant considers 28 days to be reasonable, how can the authority unreasonably withhold or delay the grant of any consent etc.	The wording in this article on safeguarding has been amended to align with the precedented approach on Bramford to Twinstead DCO.
96	Suffolk County Council	Art.54 (safeguarding)	While SCC considers the article should be omitted, if it is retained, in art.54(5), the following words must be omitted: "… and ensure that the matters raised in any such representation are addressed". This is to ensure that the discretion conferred on local planning authorities by virtue of Section 70(2) of the	The wording in this article on safeguarding has been amended to align with the precedented approach on Bramford to Twinstead DCO.

No.	Consultee	Section of dDCO	Consultee Comment	National Grid Response
			Town and Country Planning Act 1990 is not unjustifiably interfered with. (The Secretary of State agreed with this point when determining the National Grid (Bramford to Twinstead Reinforcement) Order 2024 (SI 2024/958)).	
127	East Suffolk Council	Art 55 - Safeguarding - Part 6	Safeguarding ESC considers this article should be omitted. If it is retained, the wording "sent the notice to the undertaker by first class post" must be removed. Notice is sent via email, and not by post. National Grid will also need to supply details of who the notice should be sent to. If this article is retained, in 54(5), the following words must be omitted: "… and ensure that the matters raised in any such representation are addressed". This wording is not considered acceptable as drafted. 2 working days is not accepted as an appropriate period of time in 54(3)(b), it is not reasonable or practicable. Clarification of what is meant by 'alteration' in 54(8)(a)(i) – what constitutes an alteration? ESC considers the appropriate mechanism is for the applicant to set up notifications for planning applications using the Council's Public Access planning service, freely available. ESC does not	The Safeguarding article has been updated to align with the article included in the Bramford to Twinstead DCO.

No.	Consultee	Section of dDCO	Consultee Comment	National Grid Response
			provide such a service for any other developer, which would require significant time and effort to do.	
97	Suffolk County Council	Art.57 (amendment of local legislation)	Please provide copies of the local enactments which will be referred to in Schedule 17 (amendment of local legislation).	Noted. This workstream remains ongoing.
128	East Suffolk Council	Art 58 (page 44)	Amendment of Local Legislation Clarification is needed on this. Please provide copies of the local enactments which will be referred to in Schedule 17 (amendment of local legislation).	Noted. This workstream remains ongoing.
Schedule 1: Authorised Development				
99	Suffolk County Council	Schedule 1 (authorised project)	SCC has previously explained that each of Work Nos. 1 to 5 should include soft landscaping. In addition, Work No. 4 "should include measures to reverse to previous condition" and Work No.6 "should include making good".	In Schedule 1 following Work 12 there is a catch all inclusion of associated works that includes at e) *'landscaping and other works to mitigate any adverse effects…'*. There is therefore no need to add the reference to soft landscaping to specific works. However, to make this explicit and at the request of local authorities explicit mention has been made of landscaping in the relevant works. This change was made prior to submission of the application. The overall approach to landscaping and reinstatement is also secured by Requirement 6, with the approach detailed in the Outline LEMP to be submitted with the DCO Application. Reinstatement is also dealt with in Requirement 9 on Reinstatement Schemes.

No.	Consultee	Section of dDCO	Consultee Comment	National Grid Response
98	Suffolk County Council	Schedule 1 (authorised project)	Please justify the inclusion of alternatives for Work No.1 (i.e. either Friston Substation connection works or the new Substation at Grove Wood, Friston). The same point applies in respect of the alternatives included under Work No.10.	Noted. We will update the Explanatory Memorandum to further explain the provision of alternatives in the draft DCO.
52	PINS	Schedule 1 (authorised project)	Please include the specific section of the PA2008 the proposed development meets to be considered a nationally significant infrastructure project (NSIP).	In 2022 the proposed Project did not clearly fall within the definition of a *"nationally significant infrastructure project*" as set out in Part 3 of the Planning Act 2008. Therefore, the Applicant submitted a request by letter to the Secretary of State on 4 March 2022, inviting him to exercise the power vested in him under section 35(1) of the Planning Act 2008 to direct that the Sea Link Project as set out in the Direction request ("the proposed Project") be treated as development for which development consent under the Planning Act 2008 is required. The Secretary of State confirmed that the project should be dealt with as being nationally significant in the Direction published on 31 March 2022. This Direction is available here: https://www.gov.uk/government/publications/national-grid-electricity-transmission-sea-link-electricity-interconnector-section-35-direction-planning-act-2008.
26	Suffolk County Council	Schedule 1 (authorised project)	Alternative for connection works only: Should include soft landscaping.	As set out in the Applicant's response to point 99 above, this is not necessary due to the catch all provision after Work 12 in Schedule 1. However, to address this comment National Grid has agreed to add landscaping to the relevant works.
27	Suffolk County Council	Schedule 1 (authorised project)	Should include soft landscaping.	As set out in the Applicant's response to point 99 above, this is not necessary due to the catch all provision after Work 12 in Schedule 1.

No.	Consultee	Section of dDCO	Consultee Comment	National Grid Response
				However, to address this comment National Grid has agreed to add landscaping to the relevant works.
28	Suffolk County Council	Schedule 1 (authorised project)	Should include measures to reverse to previous condition and soft landscaping	The articles on temporary use already include measures to reinstate the land. For example, article 26(5) (Temporary use of land for carrying out the authorised project) states that before giving up possession of the land, the undertaker must remove all temporary works and restore the land to the reasonable satisfaction of the owners, subject to the list of exclusions in the article. Therefore, this provision is not required here. See responses above on soft landscaping.
29	Suffolk County Council	Schedule 1 (authorised project)	Should include soft landscaping.	As set out in the Applicant's response to point 99 above, this is not necessary due to the catch all provision after Work 12 in Schedule 1. However, to address this comment National Grid has agreed to add landscaping to the relevant works.
30	Suffolk County Council	Schedule 1 (authorised project)	Should include making good.	As stated in the response to point 28, this is not necessary as reinstatement is secured elsewhere in the Order.
11	Dover District Council	Schedule 1 (authorised project)	The title above this section states 'In the Districts of Thanet and Dover', however the paragraph also refers to Suffolk. Should the title refer to the offshore works and this title be moved to Work No. 7?	This work no. refers to the cable which starts in Suffolk and then comes ashore again in Dover. The current wording is therefore correct.
12	Dover District Council	Schedule 1 (authorised project)	Is there a document detailing how the temporary work compounds will be removed and timings for this?	The Environmental Statement Chapter 4 Description of the Proposed Development will include details of the temporary work compounds. These compounds will be restored following the end of construction at the specific location. The location and timing of the construction and restoration of the temporary work compounds will be confirmed

No.	Consultee	Section of dDCO	Consultee Comment	National Grid Response
				through the onshore Construction Environmental Management Plan which will be brought forward under Requirement 6 on the draft DCO.
13	Dover District Council	Schedule 1 (authorised project)	Are the temporary towers included in 'other works' or should they be explicitly stated?	We are considering this comment further.
129	East Suffolk Council	Schedule 1	There is no reference to temporary or permanent pylons around the Friston substation in the Works described.	This has been addressed with works described in Work No.1A.
130	East Suffolk Council	Schedule 1	The Suffolk Works Plans have not been shared with ESC, so ESC reserves the right to make further comments when these are shared. It is important to ensure all the appropriate elements (including landscaping, drainage, haul roads, SuDs, etc). are accounted for in each work number.	National Grid acknowledge that final application documents have not been shared with ESC until submission of the application and is happy to discuss the Works Plans when ESC have reviewed at a later date. The Sea Link team further reflected on comments made by ESC and SCC on landscaping and drainage and in 2025 updated the description of works in the draft DCO submitted with the application to specifically reference works such as landscaping and drainage where applicable. It should also be noted that Schedule 1 (2) after Work 12 is a catch all inclusion of associated works that includes, for example, at e) *'landscaping and other works to mitigate any adverse effects...', (d) works to alter the course of, or otherwise interfere with a watercourse, drainage works, attenuation ponds, and temporary culverts; a) ramps, means of access...; l) .... And haulage roads*. Therefore, whilst this change has been made, the powers to generally implement landscaping within the Order limits are provided by this provision.

No.	Consultee	Section of dDCO	Consultee Comment	National Grid Response
131	East Suffolk Council	Schedule 1	Clarification is needed on what is meant by 'battery storage' in (b). Clarification/justification for (c) – the increase in size of any onsite buildings. Work No. 1 does not include any drainage or landscaping that the 'OR Work No. 1' following it does. If none is needed, this should be clarified.	Battery rooms are internal rooms inside the Substation building. The drafting of the DCO has evolved on this point, with the control of size of buildings controlled through Article 5: Limits of Deviation in the draft Order The point on landscaping and drainage has been addressed in Work No. 1. Appropriate landscaping/drainage works are now covered in the relevant work no. or in the Associated Development list
132	East Suffolk Council	Schedule 1	Work No 2. Seems not to include the electrical cables to be laid in the cable ducts.	This has been addressed and is now covered in Work No.2(n).
133	East Suffolk Council	Schedule 1	Are the lightning masts and lighting columns listed in (i) included in the 26m height? Are they taller? Further details on this are needed. Clarification on what is meant by (m) – fire deluge protection system. What does this constitute?	A Table of Parameters has been included in Article 5 to clarify this point, stating that the maximum height of the Suffolk Converter Station would be *'26m above finished ground level (not including roof mounted equipment)'*. Lightning protection is roof mounted equipment and for functionality reasons should generally be higher than the top of the building or structure it is mounted upon. It is therefore not included in the 26m height. Conversely, lighting columns are not roof mounted and so would be subject to the 26m maximum height. ES Chapter 4 includes a description of development and also clarifies what equipment would not be included in the maximum heights. A fire deluge protection system is a trickle fed water tank which is on site. This is also described in Chapter 4 of the ES.

No.	Consultee	Section of dDCO	Consultee Comment	National Grid Response
134	East Suffolk Council	Schedule 1	Does (b) include haul roads? Should it include them?	Paragraph 2 of Schedule 1 includes a catch all list of works that can be carried out within the Order limits, including haul roads, so this does not need to be explicitly listed in works on the Suffolk Converter Station.
135	East Suffolk Council	Schedule 1	What is meant by (d) – link pillar? Clarification on size and required number of is necessary. The difference between the link pillars in (d) and link boxes in (c) is required.	A link pillar is a small cabinet, typically 1m wide, 0.5m deep and 1.3m high, although the precise dimensions can vary. Article 5 in the draft DCO specifies that these are no more than 2m above ground level to provide a maximum parameter. Total numbers of link pillars will not be known until detailed design is complete so cannot be specified in the application. Given the minor nature of this aspect of the development, the detail is not considered necessary for assessment of the impacts. Link boxes are buried chambers or boxes that sit within the link pillar.
Schedule 3: Requirements				
General				
104	Suffolk County Council	Schedule 3 Requirements: General	Shouldn't the two-stage authorisation process also apply to documents referred to in Requirement 6(1)(a) to (h) (construction management plans to be approved)? This would allow the Applicant to provide them in draft and for those drafts to scrutinised during the Examination.	Accepted. A two stage process has been introduced to Requirement 6 to reflect this comment.
100	Suffolk County Council	Schedule 3 Requirements: General	Why does paragraph 1(1) of Schedule 3 have its own definition of "commence"? Why can't the one in art.2(1) (or the one in Schedule 3) apply to the articles of the draft DCO and Schedule 3?	Accepted. This definition has been deleted and this will now only be defined in Article 2(1).

No.	Consultee	Section of dDCO	Consultee Comment	National Grid Response
101	Suffolk County Council	Schedule 3 Requirements: General	Why is there a definition of "relevant planning authority" in art.2(1) and paragraph 1(1) of Schedule 3?	Accepted. This definition has been deleted and this will now only be defined in Article 2(1).
136	East Suffolk Council	Schedule 3: General	ESC is content to be the discharging authority for all discharge of requirements. The DCO should be consistent in its terminology for the discharging authority for each requirement.	Not all requirements would be discharged by ESC because, for example, requirements related to highways would be discharged by KCC and SCC. Wording for requirements has been updated in the draft DCO to specify discharging authorities more clearly. National Grid would be happy to discuss any further clarification required.
144	East Suffolk Council	Schedule 3: General	There is no requirement in the DCO as drafted to secure Biodiversity Net Gain as a requirement. The Bramford to Twinstead includes Requirement 13 to secure written evidence of the ten per cent minimum BNG to be delivered to be submitted to the relevant planning authority for discharge. A similar provision is considered appropriate for the Sea Link DCO.	National Grid is committed to playing its part in halting and reversing the decline of biodiversity in the UK and to achieving 10% biodiversity net gain (BNG) on major projects. National Grid has made this commitment on a voluntary basis in advance of the requirement being mandatory for Nationally Significant Infrastructure Projects. The initial approach taken to BNG on Sea Link is explored in the Biodiversity Net Gain Report submitted with the application. How this is delivered through a combination of on-site measures, off-site measures and credits will be determined when the detailed design of design is complete and the final effects and potential for delivering BNG on site is clear. National Grid would welcome further discussions with local authorities on what it is appropriate to secure and through what mechanisms.
150	East Suffolk Council	Schedule 3: General	Ecology and Biodiversity There is also no reference to how Biodiversity Net Gain delivery (including long term management and monitoring) is going to be secured. This will need to be captured somehow. In the absence of national	See above.

No.	Consultee	Section of dDCO	Consultee Comment	National Grid Response
			guidance on securing BNG for NSIPs, this will need further discussion.	
163	East Suffolk Council	Schedule 3: General	Construction Management Plans ESC has significant concerns about the intended one-stage approval process for the list of management plans given in Requirement 5. This is exacerbated by drafts of the full management plans not being available to review at the time of reviewing this draft DCO. At present, the dDCO states that works will be carried out in accordance with the management plans listed in the requirement, which will be submitted in full with the DCO submission. This one-stage approval approach significantly limits the discharging authorities' post-consent controls over the construction period. Given the need for flexibility in the time between consent and appointment of contractors, finalising of methods and detail etc, this one-stage approval process is not considered appropriate at present. For ESC to be satisfied with a one-stage consent for the management plans, we would need to see the draft full management plans for review, comment, feedback, and discussion (with further review and comment likely to be required) ahead of DCO	Requirement 6 of the draft DCO has been recast to include the two stage process as requested. National Grid agree that it is important to have a period of monitoring and management of proposed planting to ensure that it is successful and provides the mitigation and/ or enhancements that are envisaged. The methods for this monitoring and maintenance will be provided in the final LEMP, which will be discharged by the relevant planning authority as set out in Requirement 6. National Grid do not consider there is a need for a separate lighting plan to be discharged by the local planning authority. During construction lighting is controlled by measures set out in the CEMP (see lighting and visual intrusion section) and will be used where necessary for activities being undertaken. Specific measures are also included in the Register of Environmental Actions and Commitments (REAC), including for example commitments that state that construction lighting will be designed as far as possible to reduce intrusion into adjacent properties, protected species and habitats. Lighting required during the operational period will be developed in accordance with National Grid specifications, which aim to meet lighting requirements for safety and security purposes without creating unnecessary light pollution. The external lighting at Converter Stations and Substations is relatively minimal and no permanent lighting is required along cable routes or at overhead lines. Given that lighting specifications are set for safety purposes, there is limited flexibility in

No.	Consultee	Section of dDCO	Consultee Comment	National Grid Response
			submission. A two-stage approvals approach, with submission of outline management plans at DCO submission, with full documents provided for discharge post-consent is preferred. ESC has particular concerns about a one-stage approvals procedure for the LEMP. Adequate and effective control and monitoring is particularly important in Suffolk and the region more widely, because of the emerging impacts of adverse growing conditions, in particular, in relation to periods of drought in spring following planting in the previous winter, as ESC has raised repeatedly in landscape thematic meetings. These challenging conditions have resulted in significant and widespread failures of planting on other schemes in Suffolk and the region. A management plan written now for DCO submission will have at least a year gap between appointment of contractors and detailed specifications. There must be appropriate provisions for aftercare and adaptive planting in changing and challenging conditions. ESC requests a two-stage approvals mechanism for the management plans to allow for proper post consent controls. Requirement 5 states 'unless otherwise agreed with	how this is developed so it is not considered appropriate that this be controlled by the local planning authority. Commitments are also included in the REAC on operational lighting, including for example a commitment for permanent operational lighting to be directed to the interior of the Converter Station, and on as low a column height as possible to avoid light spill onto Bloomfield's Covert woodland and surrounding habitat (see Biodiversity section of the REAC). The Noise and Vibration Management Plan has been prepared for the construction period only. However, the REAC includes a commitment on operational noise at NV07. In summary this commitment states that Saxmundham Converter Station and Friston Substation will include appropriate noise mitigation measures in the design and will be designed such that noise from their normal operation does not cause a significant adverse effect at nearby noise sensitive receptors. The design of the Saxmundham Converter Station will be completed in line with the relevant principles set out in the Design Principles document for Suffolk, with Requirement 3 providing the relevant planning authorities with approval that the final design complies with these principles. The final design will incorporate noise mitigation measures as required in the REAC. Friston substation is currently planned to be constructed under the EA1/EA2 consents so would be subject to requirements and commitments sent out in the relevant documents for those applications, including those on noise. Lessons from the delivery of major infrastructure projects show that better environmental outcomes, lower cost and more efficient construction results from securing outcomes (i.e. acceptable noise

No.	Consultee	Section of dDCO	Consultee Comment	National Grid Response
			the relevant planning authority or other discharging authority as may be relevant'. The 'other discharging authority as may be relevant' needs clarification, setting out which authority is relevant for which submissions. This list of management plans does not include a lighting management plan, which is considered necessary for construction and operation. A Noise and Vibration Management Plan as referenced in (j) is considered necessary for the operational period too.	levels) rather than securing how an outcome will be achieved. The REAC NV section includes a commitment to securing noise levels that do not cause significant effects; which gives National Grid the flexibility to incorporate methods to do this into the design as the design develops. It is not considered necessary or beneficial at this stage to set out in detail how this will be achieved, as this will depend partially on the detailed design which will be completed post consent; nor is it considered necessary for the local planning authority to approve the solutions in a management plan beyond the existing commitments and requirements set out above.
Requirement 1				
152	East Suffolk Council	Schedule 3: Req 1 definitions	This list of definitions includes repetition of definitions previously included in the DCO and so including them here is repetition. Other definitions introduced here differ from those introduced previously – consistency is required.	Noted. This has been addressed in the draft DCO submitted with the application.
153	East Suffolk Council	Schedule 3: Req 1 definitions	The list of pre-commencement activities here doesn't match the list given in Part 1 Preliminary – Interpretation. Why is a new definition introduced here, different to the previous one? 'Environmental mitigation measures' requires definition here.	Noted. This has been addressed in the draft DCO submitted with the application.

No.	Consultee	Section of dDCO	Consultee Comment	National Grid Response
154	East Suffolk Council	Schedule 3: Req 1 definitions	'Limits of deviation' uses the same definition as previously used – does it need repeating here?	Noted. This has been addressed in the draft DCO submitted with the application.
155	East Suffolk Council	Schedule 3: Req 1 definitions	'Migration planting scheme' is assumed to be mitigation planting scheme and so should be corrected.	Noted. This has been addressed in the draft DCO submitted with the application.
156	East Suffolk Council	Schedule 3: Req 1 definitions	'Normal operation' requires defining as the relevant chapters in the ES have not been shared, and the definition is not included elsewhere in the DCO. ESC reserves the right to make further comments once this definition is shared.	Noted. This has been addressed in the draft DCO submitted with the application.
157	East Suffolk Council	Schedule 3: Req 1 definitions	The definition given for 'part' could benefit from redefinition.	Noted. This has been addressed in the draft DCO submitted with the application.
158	East Suffolk Council	Schedule 3: Req 1 definitions	(f) – general site maintenance is considered to be too broad a definition and could include a range of activities that could provide a disturbance before the working hours. This definition needs revision and further discussion.	The definition of general site maintenance is considered reasonable and consistent with the approach taken in the Bramford to Twinstead and Yorkshire Green DCOs.
159	East Suffolk Council	Schedule 3: Req 1 definitions	These paragraphs appear to be duplication.	Noted. This has been addressed in the draft DCO submitted with the application. Definitions are no longer repeated.
Requirement 2				
160	East Suffolk Council	Schedule 3: Req 2	Time Limits (B) one year if shorter Why is this provision necessary? ESC understands the terms of Sea Link's license agreement	The wording of this Requirement evolved, with this evolution presented in the revised of Requirements version sent to ESC in December 2024.

No.	Consultee	Section of dDCO	Consultee Comment	National Grid Response
			necessitate operation far earlier than this provision would allow. Justification for this should be provided.	
Requirement 3				
38	Thanet District Council	Schedule 3: Requirements	The detailed design of the converter station should be submitted for agreement with the relevant planning authority (TDC) prior to construction, as well as being carried out in accordance with the Converter Station Design principles. It is not acceptable to the Council that National Grid could build anything in general accordance with a document yet to be assessed. This requirement must be reworded accordingly, so for example - "No part of the authorised development is to commence until details of the siting, design, external appearance, lighting, site access (including emergency access) and dimensions of any element of Work no.9 and 11 have been submitted to and approved by the relevant planning authority etc"	The wording of the Converter Station Design Requirement (Requirement 3) has been altered to present a position where the LPAs will be provided with details of the layout, scale and external appearance to confirm these conform to the Key Design Principles. The Key Design Principles were provided to LPAs for comments, and comments taken into account in the finalisation of the document to submit with the DCO Application.
138	East Suffolk Council	Schedule 3: Req 3	The DCO should include detailed parameters, as has been done in the East Anglia One North and East Anglia Two DCOs. These parameters should include elements including height, size, and levels for discharge. There should be distinct parameters for buildings, electrical equipment, and elements like lightning masts. This should also include the maximum footprints for the substation and converter station. For reference see Requirement 12 – Detailed	A table of parameters for key aspects of the development is included in Article 5 Limits of Deviation. These comments are being considered further.

No.	Consultee	Section of dDCO	Consultee Comment	National Grid Response
			Design Parameters Onshore of the East Anglia One North and East Anglia Two DCOs. The Sea Link DCO needs to reflect and replicate the controls and management secured under those DCOs for the Friston substation.	
161	East Suffolk Council	Schedule 3: Req 3	Converter Station Design ESC is concerned about the one-stage approval process for the design of the converter station and does not consider it acceptable. A two-stage approval mechanism is considered necessary to allow appropriate post consent controls. In other DCOs, requirements have secured design principles followed up a requirement to submit a statement of compliance post-consent to demonstrate how the design principles have been incorporated – notably relevant to the accommodation campus in the Sizewell C DCO, and relevant to the Friston substation under the ScottishPower Renewables East Anglia One North and East Anglia Two DCOs. Such a mechanism would also allow for further masterplan discussions post-consent, when more certainty is possible over the NGV projects at the converter station site.	The wording of the Converter Station Design Requirement (Requirement 3) has been altered to present a position where the LPAs will be provided with details of the layout, scale and external appearance to confirm these conform to the Key Design Principles. The Key Design Principles were provided to LPAs for comments, and comments taken into account in the finalisation of the document to submit with the DCO Application.
Requirement 4: Stages of the authorised development				

No.	Consultee	Section of dDCO	Consultee Comment	National Grid Response
102	Suffolk County Council	Schedule 3 Requirements: Requirement 4	Under Requirement 4(1) (stages of the authorised development) as drafted, the "written scheme setting out all stages of the authorised development" could be submitted to the relevant planning authority at any time before commencement of the authorised development, possibly at short notice which would not be helpful. A minimum period for the provision of the written scheme should be included in Requirement 4(1).	Accepted. A minimum period of 7 days has been incorporated into Requirement 4. The timescale of 7 days is the same as is included in the Bramford to Twinstead DCO.
14	Dover District Council	Schedule 3: Requirements	States: *"The authorised development may not commence until a written scheme setting out all stages of the authorised development has been submitted to the relevant planning authority" and similar wording is used in other paragraphs. Where the works cross the boundaries of two Local Planning Authorities, would both be notified and, if so, should this read "authority/authorities"?*	Article 2 of the draft Order defines the relevant planning authority as meaning *"in any given provision of this Order, the local planning authority for the area to which the provision relates"*. Therefore, if the provision relates to more than one area, the definition will cover the relevant planning authority for each area, so references should just be to 'relevant planning authority' rather than 'authorities'.
162	East Suffolk Council	Schedule 3: Req 4	There should be a time limit for the provision of the written scheme to the relevant planning authority. Part (3) of requirement 4 states notification of each stage of commencement and completion should be provided within 20 business days of the event occurring. A similar timescale should be included for part (1) of Requirement 4.	Accepted. A minimum period of 7 days has been incorporated into Requirement 4. The timescale of 7 days is the same as is included in the Bramford to Twinstead DCO.
Requirements 5 and 6 Management Plans (formerly Requirement 6)				

No.	Consultee	Section of dDCO	Consultee Comment	National Grid Response
103	Suffolk County Council	Schedule 3 (requirements): Management Plans	Requirement 5(1) (construction management plans) should be recast so that a two-stage authorisation process applies to the construction management plans. (The drafting of Requirement 4 (management plans) of the National Grid (Bramford to Twinstead Reinforcement) Order 2024 (SI 2024/958) could be followed here). SCC assumes each of the documents listed in sub-paragraph (2)(a) to (u) will be certified and eventually listed in Schedule 18 and would be grateful if the Applicant could confirm. Requirement 5(1) provides for the agreement with a "discharging authority as may be appropriate to the relevant plan, scheme or strategy concerned". The same wording is used in Requirement 6(1) and (2). It is not clear which "discharging authority" is being referred to here, rendering the requirement imprecise, contrary to the guidance included in Circular 11/95: Use of conditions in planning permission, which applies to DCO requirements. The Applicant should name the appropriate discharging authority in Requirements 5(1) and 6(1) and (2).	Requirement 6 of the draft DCO have been recast to include the two stage process as requested.
16	Dover District Council	Schedule 3 (requirements): Management Plans	Will the condition of the landscaping be reviewed periodically to ensure the objectives of the landscaping plan and screening are met and if so, how frequently will this be monitored?	The Outline Landscape Environmental Management Plan (LEMP) will provide details of how proposed landscaping will be managed and monitored, including frequency. DCO Requirement 6 requires that a detailed LEMP is prepared post consent for approval and implemented

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				as approved; with more detail contained within. This detailed LEMP will need to be in substantial accordance with the Outline LEMP to be submitted with the DCO application.
48	KCC SUDS team	Schedule 3 (requirements): Management Plans	Whilst writing we would also advise that whilst an EIA is referred to within the DCO and we assume that an Environmental Statement will be included therein which will contain a Flood Risk Assessment we are concerned that no mention to Flood Risk is specifically given within the document or the requirement for LLFA approval in relation there to. Would it be possible for National Grid to include either within the body of the document itself (part 6?), or as a standalone schedule, criteria in relation to flood risk and the requirement for any of the works referred to in schedule 1 to comply with the approved 'flood and water management strategy document'?	Requirement 6 states that a Flood Management Plan will be secured by requirement, requiring submission to and approval by the relevant authority. We can also confirm that a Flood Risk Assessment will be appended to the Environmental Statement.
115	East Suffolk Council	Schedule 3: Req 5 and 6 management plans	It is understood that the management plans secured by Requirement 5 of the draft DCO will bite on the pre-commencement operations, given there is no reference to commencement in the wording in Requirement 5. This should be clarified. If not, the mechanism for securing appropriate management plans for the pre-commencement works should be specified.	Accepted. Text has been added to the requirements to make it clear that pre-commencement operations must be carried out in line with the final management plans in requirements 5 and the outline management plans in requirement 6.
137	East Suffolk Council	Schedule 3: Req 5 and 6 management plans	The current list of Requirements appears not to include any management plans for the operational life of the development. Operational management	The Outline Public Right of Way Management Plan covers both the construction and operational phases, as will the final plan secured by Requirement 6.

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			plans are necessary to cover elements including but not limited to; public rights of way, noise and vibration, operational drainage, and lighting.	As explored in the response to comment 163 above, National Grid disagree that there is a need for a noise management plan for the operational period because noise levels are controlled by a commitments in the REAC to ensure not significant adverse effects at sensitive receptors, and include further commitments to look at ways to further reduce noise levels. The Drainage Management Plan secured under Requirement 6 will not cover the operational period. However, commitments on drainage measures for both the construction and operational period are included in the REAC. It is therefore not considered to be necessary to have an additional requirement or plan for the operational period on drainage. As set out in the response to comment 163, there are measures to control lighting in the REAC so a separate lighting management plan is not necessary for the construction or the operational period.
139	East Suffolk Council	Schedule 3: Req 5 and 6 management plans	Requirement 5 does not include a lighting management plan for the construction period, which is considered necessary.	See above.
140	East Suffolk Council	Schedule 3: Req 5 and 6 management plans	A Noise and Vibration Management Plan as referenced in (j) is considered necessary for the operational period too.	The REAC secures the principle that noise levels at properties do not result in significant adverse effects; and includes measures to go further where possible. Therefore, a separate plan on this is not necessary.
141	East Suffolk Council	Schedule 3: Req 5 and 6 management plans	A landfall method statement for work No 6. may be considered necessary. Further discussion is necessary and ESC reserves the right to make further comments on its inclusion. Sea Link is proposing to make landfall at a location subject to significant	Detail of the landfall marine cable works is provided in the Project Description presented in Chapter 4 of the Environmental Statement. Matters to manage the installation would be covered by the Outline Offshore Construction Environmental Management Plan, with a final

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			coastal processes. This matter requires further engagement with ESC and the coastal management team therein, and ESC reserves the right to make further comments after these discussions. This may also require a monitoring plan, also subject to the same comment about further discussion needed. There is a similar provision in Requirement 13 of the East Anglia One North and East Anglia Two DCOs.	version to be prepared for approval of the relevant planning authority pursuant to Requirement 6. ESC will therefore have input into this plan.
142	East Suffolk Council	Schedule 3: Req 5 and 6 management plans	Additionally, it may be necessary for the Sea Link DCO to make provision for decommissioning of landfall and subsequent monitoring. Similar provision is made in the East Anglia One North and East Anglia Two DCOs. Requirement 37 of those DCOs requires 25 years of monitoring following decommissioning of relevant landfall works. Further discussion with ESC and the coastal management team is required.	Requirement 13 on the draft DCO requires that six months prior to the authorised development being decommissioned, a written scheme of decommissioning must be submitted for approval by the relevant planning authority. This written scheme would cover decommissioning of landfall works and set out any future monitoring requirements, should this be considered necessary. Given the uncertainties associated with the decommissioning process, timescales and habitats present at that time, National Grid consider it premature to set a period for monitoring after decommissioning at this stage.
143	East Suffolk Council	Schedule 3: Req 5 and 6 management plans	There is no requirement relevant to fencing and other means of enclosure, ESC considers it appropriate for one to be included. For reference see Requirement 17 of the ScottishPower Renewables East Anglia One North and East Anglia Two DCOs.	Requirement 17 of the EA1/2 consents require that all details of permanent and temporary fences are submitted and approved by the LPA. Information on fencing and enclosures during construction for the Sea Link project is instead provided in the Outline Onshore Construction Environmental Management Plan, which will be updated and approved by the relevant planning authorities pursuant to Requirement 6. The design and specification of permanent fences, gates, CCTV, lighting, clearances and related items shall meet National Grid technical and security requirements as determined necessary for

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				the facility and location. Indicative guidance on design principles is provided in the Design Principles – Suffolk application document and will also be guided by relevant commitments in the REAC. It is not considered necessary to also include a separate requirement on fencing. It should be noted that Friston substation is highly likely to be delivered under the EA 1 and EA2 consents rather than the Sea Link consent.
145	East Suffolk Council	Schedule 3: Req 5 and 6 management plans	Requirement 44 of the East Anglia One North and East Anglia Two DCOs is – Control of Development During Operational Phase, relevant to operational drainage and landscaping. A similar provision should be made in the Sea Link DCO, to reflect the controls already secured in those DCOs.	Commitments on drainage measures for both the construction and operational period are included in the REAC. The LEMP also covers both the construction period and management of landscaping during the operational period. Both the final CEMP and the final LEMP are required to be submitted to the relevant planning authority for approval under Requirement 6. It is therefore not considered necessary to have an additional requirement for the operational period on drainage or landscaping.
147	East Suffolk Council	Schedule 3: Req 5 and 6 management plans	There is no requirement for emergency planning arrangements (other DCOs have secured this – Requirement 6 of the Sizewell C DCO, Requirement 33 of the East Anglia One North and East Anglia Two DCOs).	Planning for emergencies and health and safety is core to all National Grid activities and processes. National Grid will prepare an Incident Response Plan to manage emergency planning arrangements. The commitment to prepare this document is presented in GG24 in the REAC, which in turn is part of the CEMP secured by Requirement 6. The applicant will inform ESC of what are considered large scale incidents under the Incident Response Plan. Smaller scale issues will be recorded in a register that will be made available to Host Authorities for review on request. National Grid is aware that the Sea Link proposals are within the Extended Emergency Planning Zone (as identified in the Suffolk

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				Radiation Emergency Plan) and the Incident Response Plan will include plans in respect of a major incident at Sizewell B.
148	East Suffolk Council	Schedule 3: Req 5 and 6 management plans	There is no requirement controlling operational noise. Requirement 27 of the East Anglia One North and East Anglia Two DCOs secures this, and these limits and controls should be replicated by the Sea Link DCO for the Friston substation. Similar controls should be included for the converter station site through additional requirement.	Whilst there are elements of the Sea Link DCO and the EA1 and EA2 DCOs that replicate each other at Friston substation; the majority of works under both projects are not in this area of overlap. The Sea Link works at Friston are also only a subsection of the works consented under the EA1 and EA2 projects at this location. Therefore, whilst the parameters of what is proposed for the area of overlap are consistent, it is not appropriate or necessary for every requirement and management plan included in the EA1 and EA2 DCOs to be also applied to Sea Link in the same manner. Noise levels at sensitive receptors are controlled by commitment NV07 in the REAC for Sea Link. It is emphasised that the Friston substation is highly likely to be constructed under the EA1/ EA2 consents. The provision in the Sea Link DCO for National Grid to undertake these works is necessary in case they are not developed by the SPR, but it is not considered likely that Friston substation would be developed by National Grid.
149	East Suffolk Council	Schedule 3: Req 5 and 6 management plans	Ecology and Biodiversity The current draft of the DCO makes no reference to any terrestrial ecology related requirements, although until we have seen the ES it's going to be hard to confirm what Requirements we think are required or what their scope should be. Our comments in relation to ecology and biodiversity are limited by this.	Noted.

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151	East Suffolk Council	Schedule 3: Req 5 and 6 management plans	Environmental Protection Although it is accepted these are draft documents it is likely that further requirements will need to be included for the order to be effective, examples of this include (but are not limited to) operational noise limits set as rating levels for nearby noise sensitive receptors and the control of artificial light onshore. The applicant is advised to refer to the comparable consented projects EA1N and 2 as examples of expectations.	See responses above.
Requirement 7: Construction hours and percussive piling				
15	Dover District Council	Schedule 3 (requirements): Construction hours	Percussive piling works hours are detailed and Environmental Protection Officers have previously advised they would want to control piling to daytime weekday hours, given there are dwellings within a mile of the site – I am awaiting comments from the Council's Environmental Protection Officers and will forward these separately when received.	The SEA link project is required urgently to provide connections to developments required to meet net zero targets. Limiting hours for percussive piling could provide a constraint on the construction period, elongating construction and increasing the risk that timescales will not be met.
105	Suffolk County Council	Schedule 3 (requirements): Construction hours	SCC is still considering Requirement 7 (construction hours) and will provide further comments in due course. In the meantime, SCC would flag up the paragraphs 3.15 to 3.19 (which concerns working hours) of its response dated August 2024 to the Applicant's Targeted Consultation on Changes to the Sea Link proposals.	The SEA link project is required urgently to provide connections to developments required to meet net zero targets. Limiting hours for construction could provide a constraint on the construction period, elongating construction and increasing the risk that timescales will not be met.

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53	Dover District Council	Schedule 3 (requirements): Construction hours	Environmental Protection Officers have advised that whilst there is a significant separation distance between the development work and the nearest residential within the district (possibly 1 mile), piling has a habit of causing issues with vibration and noise. They raise some concerns in respect of the start hour of 07:00am, suggesting an 8am start, although noting that again, distance would be a factor. They suggest that Thanet District Council, who have residential dwellings much closer to the development site will comment on the piling and working times.	The SEA link project is required urgently to provide connections to developments required to meet net zero targets. Limiting hours for percussive piling could provide a constraint on the construction period, elongating construction and increasing the risk that timescales will not be met.
31	Suffolk County Council	Schedule 3: Requirements	A two-stage approach had been agreed for oLEMP/LEMPs, oCEMP/CEMPs etc.. What has happened to this?	The two stage approach for approval of management plans is reflected in the updated Requirements.
39	Thanet District Council	Schedule 3: Requirements	Welcome the inclusion of the public rights of way management plan Kent, as with the other document cited we await copies of the document as soon as these can be shared.	Noted with thanks.
32	Suffolk County Council	Schedule 3: Requirements	A lot seems unacceptable here, but others may be better placed to comment.	Noted.
40	Thanet District Council	Schedule 3: Requirements	Construction working hours. Please note the Council's consultation comments dated 7th August raising concerns with construction occurring on Sundays and Bank holidays. First preference is that	The SEA link project is required urgently to provide connections to developments required to meet net zero targets. Limiting hours for construction could provide a constraint on the construction period, elongating construction and increasing the risk that timescales will not be met.

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			these days are removed from the working hours available.	
164	East Suffolk Council	Schedule 3: Req 7	Construction Hours This draft requirement is not accepted in its entirety at this time. Saturday afternoons, Sundays and Bank holidays have been included in the core working hours, and this is not accepted. Detailed comments on the proposed working hours are included in ESC's response to the additional consultation and so are not repeated here. Furthermore, the items listed in subsection (4) are too wide in scope and effectively allow the applicant to continue working outside core hours in most situations, with the exception of emergency works where risk to life or property exist and a few other exceptions, such as security operations, that may be discussed with the applicant in due course, works must be restricted to the core hours unless approved by the Local Planning Authority. Following this the applicant has included 1 hour start up and close down either side of core hours, this does not appear to have been factored into assessments or mitigation and is not accepted, it is effectively extending core hours by 2 hours a day and with the	Discussions are ongoing between National Grid and the LPAs on this topic, with a meeting held on construction hours between National Grid, ESC and SCC on 29 January 2025. Actions were taken from this meeting for National Grid to: 1/ Share the draft Construction Noise and Vibration Management Plan with Local Authorities to aid understanding of the how construction noise would be managed to minimise effects within the proposed construction hours. Shared 5 February 2025 alongside the draft Construction Traffic Management Plan. 2/ ESC/ SCC requested that the wording of this requirement be amended to make it clear that HGV movements should not happen on bank holidays unless agreed with LHAs. This has been accepted and incorporated into the draft DCO for submission with the application. 3/ Consider how the ES and management plans deal with cumulative impacts, noise and construction hours and update as appropriate for documents in the application. The issues raised here were also discussed and remain under discussion between the parties. National Grid have noted to date that: • The urgency of the project means that construction hours should not be restricted without good justification. • There are locations where longer hours would not result in greater impacts and may deliver benefits due to reducing the overall project programme (and therefore the period over which

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			current inclusion of Saturday afternoons, Sundays and Bank Holidays is unacceptable. Any work undertaken outside core hours without approval should be zero impact in terms of noise and vibration, dust, light and other environmental impacts. The applicant is advised to consider Requirements 23 and 24 of the EA1N and 2 Development Consent Orders, as comparable consented local projects as examples of this requirement that have been discussed, accepted, and tested through examination. The Bramford to Twinstead DCO contained a list of properties that had been identified as excluded from the working hours. This needs further discussion.	communities would be affected by construction of the project); and meaning traffic may be routed during off-peak periods. • The inclusion of the start-up and close down periods of 1 hour beyond core hours is consistent with the approach taken on other projects such as Bramford to Twinstead. • National Grid disagrees that the test for whether impacts are acceptable or not is whether there is *zero* impact in terms of noise, vibration, dust or light. However, National Grid is open to discussions on whether core hours would need to be restricted in locations where significant adverse effects would result from the hours proposed, and these effects could be removed through the change in hours. National Grid is aware that the LPAs are not currently satisfied with the approach and is keen to work to resolve issues as far as possible.
Former Requirements 8, 9 and 10: Planting Scheme (now removed)				
106	Suffolk County Council	Schedule 3 (requirements)	Regarding Requirement 10 (maintenance of implemented planting scheme), SCC have previously explained – "This does not appear clear enough. Annual monitoring by representatives of the relevant local authority will be required every year throughout the maintenance period, in early summer, when replacement planting requirements will need to be	The previous iteration of the draft DCO contained three requirements on the development and maintenance of a planting scheme. These requirements were included because there was not proposed to be a two stage approval process for the management plans. With the introduction of the two-stage approval process set out in new Requirement 6, these requirements are no longer considered to be necessary.

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			identified for planting to take place in the following planting season. SCC advocates a dynamic or adaptive approach to the five-year aftercare/establishment period, whereby high failure rates will result in planting areas not being moved into the next year of aftercare." SCC assume the above point could be accommodated in a control document and would be grateful if the Applicant could confirm that it will be.	The Outline Landscape Environmental Management Plan (Outline LEMP) will provide details of how proposed landscaping will be managed and monitored, including frequency. DCO Requirement 6 will require that a detailed LEMP to be prepared for approval and implemented as approved. This detailed LEMP will need to be in substantial accordance with the Outline LEMP to be submitted with the DCO Application. This will be the mechanism for which maintenance of the planting scheme will be controlled.
33	Suffolk County Council	Schedule 3: Requirements	Sub-paragraph (3) refers to indicative landscape mitigation plans; however, these do not appear to be listed in 5. Construction Management Plans or 6. Construction management Plans to be approved.	The Outline LEMP includes plans illustrating the indicative landscaping mitigation proposals. DCO requirement 6 requires that a detailed LEMP is prepared for approval and implemented as approved. This detailed LEMP will need to be in substantial accordance with the Outline LEMP to be submitted with the DCO Application. Former Requirement 8 has been removed given amendments to Requirement 6. This comment is hopefully therefore addressed, although changes have been made into how the requirements are structured in the process of addressing comments.
41	Thanet District Council	Schedule 3: Requirements	It is an expectation that this requirement will be updated to refer to the outline landscaping strategy currently being formulated by AECOM, to ensure that the detailed planting scheme accords with that document (which should be submitted with the DCO if not before for comment).	Former Requirement 8 has been removed from the draft DCO because the LEMP and CEMP are now to be provided in final versions for approval pursuant to Requirement 6. The outline landscaping strategy will be provided as part of LEMP with the application, and the final landscaping strategy provided as part of the final LEMP for approval by the local planning authority. Therefore, there is now no need for the separate Requirement on mitigation planting included previously.

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34	Suffolk County Council	Schedule 3: Requirements	This does not appear clear enough. Annual monitoring by representatives of the relevant local authority will be required every year throughout the maintenance period, in early summer, when replacement planting requirements will need to be identified for planting to take place in the following planting season. SCC advocates a dynamic or adaptive approach to the five-year aftercare/establishment period, whereby high failure rates will result in planting areas not being moved into the next year of aftercare.	Former Requirement 10 (now Requirement 9) places the onus on National Grid to undertake the maintenance, it does not control the local authority monitoring that may be required. The detail on monitoring and actions to be taken in the event of planting becoming diseased or failing will be set out in the LEMP, secured by Requirement 6, which is approved by the local planning authority. However, it should be noted that the outline LEMP states that '*All planting associated with the reinstatement of the landfall and HVDC/HVAC corridors will be maintained for a five year period. All mitigation planting associated with the permanent access road and Saxmundham Converter Station will be maintained for the lifetime of the asset.*'
165	East Suffolk Council	Schedule 3: Former Requirements 8, 9 and 10: Planting Scheme (now removed)	Mitigation Planting Scheme This requirement does not refer to any tree protection measures and should. Part (3) of Requirement 8 relates to indicative landscape mitigation plans. These have not been shared with ESC for review, and so ESC reserves the right to make further comments once these documents have been shared.	Retention and protection of existing trees and hedgerows is covered by requirement 8. As discussed above, with the introduction of a two-stage process for development of management plans the requirement for a Mitigation Planting Scheme has now been removed. This detail will now be provided in the LEMP.
166	East Suffolk Council	Schedule 3: Former Requirement 10 and maintenance of	A period of 5 years as stated is not considered acceptable for the converter station and substation sites – this should be increased to 10 years. This	This requirement has now been removed as maintenance of planting will be covered in the LEMP.

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		mitigation planting (now removed)	should include reference to adaptive management measures. As a general note on landscaping – the Design Freeze 4/DF4 Order Limits changes were amended to reflect the mitigation agreed under the SPR East Anglia One North and East Anglia Two DCOs – the Sea Link DCO needs to fully replicate the controls and management measures secured in those DCOs.	National Grid is considering the extent to which it is necessary/ appropriate to replicate controls in the SPR DCOs in the Sea Link DCO.
Requirement 9 (formerly Requirement 12): Reinstatement Schemes				
107	Suffolk County Council	Schedule 3 (requirements)	Regarding Requirement 12 (reinstatement schemes) please see the comments in row 7 above. In addition, SCC have previously explained: *"If Paragraph 12 relates entirely to temporary use of land to enable construction, I do not follow the exclusions in Sub-paragraph (2)"*. Response - row 7 Several of the excluded works are temporary works. For example: "temporary accesses, erection of temporary means of enclosure or temporary demarcation fencing marking out site boundaries and the temporary display of site notices or advertisements". Requirement 12(1) states "any land within the Order limits which is used temporarily for construction is to be reinstated to a condition suitable for its former use …". Would each of the excluded temporary works fall within Requirement 12(1)?	Requirement 9 (2) (formerly 12(2)) states that the requirement to reinstate the land to a condition suitable for its former use does not apply to land above or within [x] metres of underground cables installed as part of the authorised development. This is because it is not possible to plant trees or do certain activities above the cable swathe so it cannot necessarily be reinstated as previous in these areas. The area around the cable is only used temporarily during construction, but the planting restriction is permanent and affects how land is reinstated.

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35	Suffolk County Council	Schedule 3: Requirement 11 (2) (formerly 12(2))	If Paragraph 12 relates entirely to temporary use of land to enable construction, I do not follow the exclusions in Sub-paragraph (2).	Requirement 9 (2) (formerly 12(2)) stated that the requirement to reinstate the land to a condition suitable for its former use does not apply to land above or within [x] metres of underground cables installed as part of the authorised development. This is because it is not possible to plant trees or do certain activities above the cable swathe so it cannot necessarily be reinstated as previous in these areas. The figure in this sentence is 10m.
167	East Suffolk Council	Schedule 3: Former Requirement 9 (formerly 12)	The wording of reinstatement requirements often refers to reinstating the land to its previous condition, rather than 'a condition suitable for its former use'. Why is this flexibility needed? Justification/clarification is required. Part (2) excludes the requirement to reinstate the land within [x] metres of underground cables. What will this distance be? This appears to mean there is no requirement to reinstate land around the cable route. Further discussion/clarification is needed. ESC considers it necessary for this requirement to include wording to allow the applicant/undertaker not to reinstate the land as stated, to provide a degree of flexibility if a landowner wishes to retain elements instead of having the land reinstated.	Requirement 9 (2) (formerly 12(2)) states that the requirement to reinstate the land to a condition suitable for its former use does not apply to land above or within 10 metres of underground cables installed as part of the authorised development. This is because it is not possible to plant trees or do certain activities above the cable so it cannot necessarily be reinstated as previous in these areas. The area around the cable is only used temporarily during construction, but the planting restriction is permanent and affects how land is reinstated. The land would still be reinstated in this area. The draft DCO already incorporates flexibility for National Grid to change how land is reinstated at the request of the landowner. This is provided in Article 27 (Temporary use of land for carrying out the authorised project), which contains the caveat "*unless otherwise agreed with the owners of the land*" in the wording requiring the undertaker to remove all temporary works and restore the land (subject to the list of activities it is not required to do). If a landowner wished to retain elements, the wording is sufficiently flexible to enable this to be agreed.

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Requirement 10 (formerly Requirement 13): Contaminated Land and Controlled Waters				
17	Dover District Council	Schedule 3 (requirements): contaminated land	Will a verification report be submitted to demonstrate any works required have been carried out in accordance with the approved written scheme?	Yes, accepted. A sentence requiring submission of a verification report has been added to the requirement on contaminated land (now Requirement 10) to address this comment.
Requirement 12 (formerly Requirement 15)				
108	Suffolk County Council	Schedule 3 (requirements)	Requirement 15(1) concerns highway works (specifically approving means of access); however, the LPA would discharge the requirement with no involvement from the highway authority. This is unacceptable. The requirement should be discharged by the highway authority. As a general point, SCC considers the appropriate discharging authority is the authority with statutory responsibility for the matter affected by the requirement. SCC would expect the requirements in the next version of the draft DCO to be amended to reflect this.	Accepted. Requirement 12 (formerly Requirement 15) has been altered so that information on highway works will be approved by the local highway authority rather than the local planning authority.
168	East Suffolk Council	Schedule 3: Requirement 12 (formerly 15)	This requirement identifies ESC as the discharging authority, reference to consultation with Suffolk County Council as Highways Authority should be added. ESC is content to be the discharging authority.	This requirement has been amended so that it is now discharged by SCC, as requested by SCC.
Requirement 13: Decommissioning				

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169	East Suffolk Council	Schedule 3: Requirement 13	Clarification/justification is needed for 'excluding for substations' – what exactly is meant by substations here and why are they excluded? How will decommissioning be done for them? This requirement should have a 'bite' at cessation of operation which it currently does not. Wording should be introduced here to require notification be made to the local planning authority of cessation of operation, within 6 (or otherwise agreed) months of cessation occurring.	We will consider the wording of this requirement further.
Additional Requirement on Archaeology				
18	Suffolk County Council	Schedule 3: Requirements	The Draft DCO wording (from the perspective of archaeology) is not acceptable. It is expected to be comparable to EA1N/2 and other approved NSIPs such as Sizewell C.	Accepted. Requirement 14 has been added to the draft DCO to require further information on archaeology The wording is similar to that used in the made Bramford to Twinstead DCO, but with amendments to reflect the onshore/ offshore nature of the development and the names of the documents proposed for SEA Link.
Schedule 4: Discharge of Requirements				
44	Thanet District Council	Schedule 4: Discharge of requirements	28 days should be replaced with eight weeks as above, with 35 days removed (or split out to outline if invalid for x days)	National Grid have agreed to elongate the period for discharge of requirements from 28 days to 35 days. This reflects a compromise position between the parties and also reflects the wording in the Bramford to Twinstead DCO that was made in September 2024. This has been amended in paragraph 3(2).

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42	Thanet District Council	Schedule 4: Discharge of requirements	28 days should be replaced by "eight weeks" at paragraph 1(1)	Bramford to Twinstead and Yorkshire Green have both been made with a period of 35 days. National Grid is happy to agree to a compromise position of elongating this timescale to 35 days and has reflected the change in the draft DCO.
36	Suffolk County Council	Schedule 4: Discharge of requirements	2 business days to ask for further information is very tight and would require officers to drop everything else to ensure sufficient information has been submitted. Even if this is the case 28 days to process the application is also tight, given existing resource constraints.	Accepted. The timescale for additional information to be requested in Schedule 4 has been elongated from 2 to 7 days.
43	Thanet District Council	Schedule 4: Discharge of requirements	The wording of paragraph should be updated to reflect similar timescales to the Cleve Hill DCO, as below: "2) If the discharging authority considers that further information is necessary and the requirement concerned contained in Part 2 of this Schedule does not specify that consultation with a consultee is required, the discharging authority must, within ten business days of receipt of the application, notify the undertaker in writing specifying the further information required. (3) If the requirement concerned contained in Part 2 of this Schedule specifies that consultation with a consultee is required, the discharging authority must issue the application to the consultee within five business days of receipt of the application, and notify the undertaker in writing specifying any further	The drafting in Schedule 4 has been increased to elongate the timescale for discharge in paragraph 1 from 28 days to 35 days, and the timescale for requesting further information from 2 to 7 days. The current wording is reflected in previous National Grid DCOs and is considered more appropriate than the wording of the Cleve Hill DCO. National Grid is happy to discuss a further PPA to contribute towards costs associated with the discharge of requirements.

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			information requested by the consultee within five business days of receipt of such a request."	
109	Suffolk County Council	Schedule 4 (discharge of requirements)	The timeframes in this Schedule are too short. For instance, paragraph 1(1) should refer to 56 and not 28 days. In addition, SCC have previously explained: "2 business days [i.e. in paragraphs 2(2) and (3)] to ask for further information is very tight and would require officers to drop everything else to ensure sufficient information has been submitted. Even if this is the case 28 days to process the application is also tight, given existing resource constraints". Moreover, the fee provisions in paragraph 3 are unsatisfactory. SCC assumes these will be subject to a PPA and would be grateful if the Applicant could confirm.	Schedule 4 has been updated to elongate the timescale over which further information can be requested from 2 to 7 days; and the timescale for discharge from 28 to 25 days. This reflects timescales in the made BTNO DCO.
170	East Suffolk Council	Schedule 4, para 1(1)	ESC has never previously accepted a 28-day timescale for determining discharge of requirements. ESC would expect to see a longer timescale of 56 days instead, with provision made for 'unless otherwise agreed' with the LPA. To highlight, ESC is the host authority for multiple DCOs and is involved in several out of district projects too. ESC is currently discharging requirements (or advising on) for Sizewell C, East Anglia One North,	Schedule 4 has been updated to elongate the timescale over which further information can be requested from 2 to 7 days; and the timescale for discharge from 28 to 35 days. This reflects timescales in the made BTNO DCO. This is considered a reasonable compromise for the formal discharge process. However, the pressures on ESC as a host authority are understood and National Grid is committed to working with ESC to manage this. National Grid is happy to work with ESC to provide a programme setting out when applications to discharge requirements will be submitted to

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			East Anglia Two, and East Anglia Three. This is in addition to a significant workload on NSIPs in the pre-application stage. At the time Sea Link is anticipated to be discharging requirements, it is highly likely ESC will be the host and discharging authority for multiple more projects. A period of 28 days is simply not long enough to allow proper decision making, particularly in this context. It is essential that officers have enough time to properly carry out their duties. 56 days is considered the appropriate amount of time. It is understood from the Explanatory Memorandum that the desire for 28 days is for expediency of the construction programme. This justification is not accepted. Timely submissions from the application is a more appropriate solution to concerns about meeting programme timescales. The applicant can decide when to undertake the work preparing discharge of requirement submissions, and if it knows the period of time available to discharging authorities is 56 days, it can plan consent and construction programmes accordingly. Deemed consent is not considered appropriate.	assist in resource planning. National Grid is happy to discuss a further PPA to contribute towards costs associated with the discharge of requirements The final management plans will be based on the outline versions, which are submitted with the DCO application and we would anticipate continuing to meet ESC regularly and share information as far as possible prior to submission. Where possible and helpful, this can include sharing draft documents so that when documents are submitted for discharge the content has been discussed previously. National Grid is keen to work with ESC outside the DCO process to support. Deemed consent is a standard provision and was included in the made Bramford to Twinstead DCO (see Schedule 4, (1)). This provision is considered necessary because it cannot be, for example, that a major, urgent national infrastructure project is prevented from progressing by resource issues at LPAs. This is particularly necessary for a programme critical project such as Sea Link.

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			Section (3) should be removed.	
171	East Suffolk Council	Schedule 4, para 1(2)	ESC does not consider it appropriate given the short timescale of 28 days for determination, for automatic consent to be deemed given on day 29. The comments above are applicable here.	This timescale is now 35 days, but the point is understood. Deemed consent is a standard provision and was included in the made Bramford to Twinstead DCO (see Schedule 4, (1)). This provision is considered necessary because it cannot be, for example, that a major, urgent national infrastructure project is prevented from progressing by resource issues at LPAs. This is particularly necessary for a programme critical project such as Sea Link.
172	East Suffolk Council	Schedule 4 (para (2))	The timescales given here '2 business days' is impracticable and not feasible. Part (5) should be deleted. ESC does not consider it acceptable that where further information is requested in relation to part only of an application that it should be treated as separate from the remainder of the application. This is not practicable or feasible for ESC.	The first part of this comment is accepted. The timescale for additional information to be requested in Schedule 4 has been elongated from 2 to 7 days. The drafting of Part (5) replicates the wording in the Bramford to Twinstead DCO and is considered reasonable.
173	East Suffolk Council	Schedule 4	Provision should be made for the discharging authority to consult SCC/ESC as appropriate – where ESC is discharging body, there should be a requirement to consult SCC, when SCC is not named in a specific requirement. This should apply in the reverse when SCC is the discharging body. Provision i.e., - In the case of requirements in respect of which East Suffolk Council is the discharging	The requirements have been significantly updated since this comment was made. National Grid would welcome comments from ESC on the revised draft requirements issued in December 2024 and whether any further changes are required to clarify discharge bodies.

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			authority under Schedule 3 of this Order, East Suffolk Council must consult with Suffolk County Council. In the case of requirements in respect of which Suffolk County Council is the discharging authority under Schedule 3 of this Order, Suffolk County Council must consult with East Suffolk Council.	
174	East Suffolk Council	Schedule 4	Further discussion on the fee for discharge of requirements is necessary. One option is to have a charging schedule to set out clear fees for each discharge of requirement. Part (2) is not accepted. It is not appropriate for a refund to be provided under (a) or (b).	The fee proposed of £145 aligns to the fee levied for the discharge of a planning condition on a Town and Country Planning Act application for 'other developments' as correct in February 2025 (Town and Country Planning (Fees for Applications, Deemed Applications, Requests and Site Visits) (England) (Amendment) Regulations 2023). This fee applies to conditions for major applications, with material similar to that to be submitted to discharge requirements. The same principle and amount was included in the Bramford to Twinstead DCO. However, National Grid is happy to discuss a further PPA to contribute further towards costs and ensure the LPA is able to respond on programme. The point on a refund is accepted, this provision has been removed from Schedule 4 of the draft DCO.
175	East Suffolk Council	Schedule 4 (para 4(2)(e))	10 working days is considered too short a period, 20 working days is considered more appropriate.	This timescale is considered to be appropriate. Given that if the appeals process has started there will have already likely been delays to the project as a result of the requirements discharge process, it is imperative that appeals are settled efficiently, and this timescale is considered to be reasonable in this context.
Schedule 13: TPOs				

No.	Consultee	Section of dDCO	Consultee Comment	National Grid Response
37	Suffolk County Council	Schedule 13: Trees subject to Tree Preservation Orders	The sample does not show entries for individual trees under type of tree. Full information on the tree(s) should be included in this schedule. If this is not possible, clear reference should be given to tree survey and TPO entries (these should be provided as an appendix). The type of work to the tree(s) needs to be clearly identified; simply saying 'removal or height management' is ambiguous and insufficient.	TPOs are expected to be affected in the administrative area of Suffolk and therefore Schedule 13 has been populated with further detail of the works to these trees.
110	Suffolk County Council	Schedule 13 (trees subject to TPOs)	SCC have previously explained – "The sample does not show entries for individual trees under type of tree. Full information on the tree(s) should be included in this schedule. If this is not possible, clear reference should be given to tree survey and TPO entries (these should be provided as an appendix). The type of work to the tree(s) needs to be clearly identified; simply saying 'removal or height management' is ambiguous and insufficient. Additional note There should be a schedule of important hedgerows comparable to the TPO trees, including a species profile, photos, and specific measures to minimise impact."	TPOs are expected to be affected in the administrative area of Suffolk, therefore Schedule 13 in the draft DCO will be populated with further detail of the works to these trees. As part of the DCO Application submission, plans illustrating the trees and hedgerows to be removed or managed will be provided for approval and this will identify important hedgerows for removal. The Outline CEMP and Outline LEMP will also detail the management of impacts on important hedgerows. DCO Requirement 6 require that a detailed CEMP and LEMP are prepared for approval and implemented as approved. The detailed CEMP and detailed LEMP will need to be in substantial accordance with the Outline CEMP and Outline LEMP to be submitted with the DCO Application.
Schedule 15: dML				

No.	Consultee	Section of dDCO	Consultee Comment	National Grid Response
3	Schedule 15: dML	MMO	The MMO recommends that the project be divided into phases, clearly delineated within the DML, with corresponding conditions specified for each phase.	The ordering of the DML conditions has been rearranged to better reflect the order of consent discharge. It has not been broken down into further categories at this time due to the overall small size of the DML. Discussed further during meeting with MMO on 14/11/24, and considered at this stage that the concern raised by the MMO is addressed by Part 2, 3 (3).
4	Schedule 15: dML	MMO	It is unclear whether conditions for Sandeel and Herring protection are necessary without the ES. This needs to be reviewed.	There is no requirement for a condition relating to sandeel and herring restrictions. Evidence to support this will be submitted with the ES as part of the DCO application.
5	Schedule 15: dML	MMO	The DML should reference cable burial depth, maximum cable protection, and dredge quantity.	This will be added for DCO submission (Part 2, para1).
6	Schedule 15: dML	MMO	Additional information is required for the RTD condition, specifically relating to date.	This will be added for DCO submission (Part 2, para 10).
7	Schedule 15: dML	MMO	All conditions must be enforceable; therefore, appropriate timeframes must be included	Noted. This has been reviewed and has been addressed for DCO submission.
8	Schedule 15: dML	MMO	The referencing of legislation should be reviewed carefully. For instance, condition 5(1) should reference the UK Standard Marking Schedule for Offshore Installations.	Noted. This has been reviewed and has been addressed for DCO submission.

No.	Consultee	Section of dDCO	Consultee Comment	National Grid Response
9	Schedule 15: dML	MMO	Ensure that the wording of conditions aligns with the MMO's standard wording for DML conditions. It is important to highlight that the MMO is the regulating authority post consent and has the final decision on submissions and compliance. This should be reflected in all conditions involving other authorities ongoing consultation with the MMO	Noted. This has been reviewed and has been addressed for DCO submission.
10	Schedule 15: dML	Trinity House	Our only comment is that we prefer just stating "days" and not using the term "working days" when notice is due to be given as per the relevant clauses.	Noted. This has been reviewed and has been addressed for DCO submission.
56	Natural England	Schedule 15: dML	Natural England notes the definition of maintain. We note that other projects such as offshore wind farms supply an outline offshore operations and maintenance plan to detail the expected maintenance and cross reference to where they have been assessed. This increases the transparency and reduces down potential post consent risk as it makes it clear exactly what activities are permitted and to what extent. We recommend that you consider including a draft outline offshore operations and maintenance plan within the application.	There is no expectation to include an offshore operations and maintenance plan. The requirements for maintenance and operations for an offshore cable are significantly less than for an offshore windfarm, and the level of additional documentation is considered unnecessary and can be addressed by other supporting documents.
55	Natural England	Schedule 15: dML	Natural England has significant concerns with the definition of commence, combined with the definition of offshore preparation works. The current definition would allow the project to engage in pre-construction	Amendments are proposed to the definition of offshore preparation works. Pre-lay grapnel run remains within the definition as it is considered low risk and low impact, a position that will be supported within the ES upon the DCO application submission. Other activities

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			works such as boulder clearance, out of service cable removal, and pre lay grapnel runs etc. Most of these works are licensable activities and many are highly impactful. Pre lay grapnel run for example will impact the entire footprint of the offshore cable works. By having them excluded from the definition of commence these works may be conducted prior to any required mitigation plans being agreed or implemented. These works should be subject to appropriate sign off and include the required mitigations. The wording should be updated to reflect that used in other DCO's for example East Anglia One North.	have been removed from the definition, so that they will be captured within the seasonal condition requirements. These include: * Boulder clearance * out-of-service cable removal * pre-sweeping and * crossing preparation
60	Natural England	Schedule 15: dML	Natural England notes this condition details the restriction for works regarding the cable within the Outer Thames Estuary Special Protection Area during the Red Throated Diver overwintering period of 1 November to 31 March. However, we note that some works which would be disturbing such as pre lay grapnel runs and other works also referenced in our definition of commence have not been included. We note a request was recently made to exclude these. However, Natural England's current position is that these works may still have an impact and should be subject to the exclusion period. We also note that the landfall works we had agreed may be subject to a shorter exclusion period of 1 Jan-	The condition has been amended to reflect the additional information to support the reduced seasonal restriction for certain activities. Pre-lay grapnel is not included within this restriction, as per the updated definition of offshore preparation works.

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			31 March, but this is not recorded in the condition. This was subject to the presence of a single installation vessel within the area directly offshore for HDD works. This condition should be updated to reflect the appropriate restriction periods.	
58	Natural England	Schedule 15: dML	Natural England notes this is the cable installation plan. The plan should also include any micro siting requirements for avoiding both ecological and historical concerns. This is a standard requirement for installation of cables offshore. Update to include the need to provide a micro-siting report to mitigate for impacts to features of conservation importance or of archaeological value. We have referenced the historical concerns as they usually are paired in this condition, however, we refer to Historic England with regard to the adequacy of mitigation to features.	There is no expectation to include a standalone micro-sitting plan. The requirements for maintenance and operations for an offshore cable are significantly less than for an offshore windfarm, and the level of additional documentation is considered unnecessary and can be addressed by other supporting documents.
59	Natural England	Schedule 15: dML	Natural England notes that this is the cable protection plan. We also note that condition 3 (3) (d) allows for post lay cable protection deployment. Natural England's standard position is that, outside of sites designated for benthic features, cable protection should only be licenced for up to 10 years post construction and that further deployment of cable protection outside of 10 years would require a separate marine licence. Note this is for new areas of	Noted. This has been reviewed and has been addressed for DCO submission.

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			cable protection, replenishment of existing areas is not an area Natural England have sought to restrict. Amend the conditions to make it clear that no cable protection may be deployed in new areas 10 years after construction.	
57	Natural England	Schedule 15: dML	Natural England notes this condition is not complete but will outline the maximum cable length and cable protection. We note that with cable protection the total maximum extent in m2 and volume in m3 should be included. Update once figures available.	This will be added to the dML for DCO submission (Part 2, para1).
61	Natural England	Schedule 15: dML	Natural England notes that no condition limit the intertidal installation to only Horizontal Directional Drilling (HDD) or non-open cut techniques. Given the importance of the use of HDD as mitigation for both cable landfalls we consider that this should be secured through explicit condition. Include a condition limiting cable landfall to non-open cut techniques/HDD methods only.	Noted. This has been reviewed and has been addressed for DCO submission.

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