



The Great Grid Upgrade

Sea Link

Sea Link

Volume 9: Examination Submissions

Document 9.10 s89 1st September Covering Letter

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Sarah Holmes
Lead Member of the Examining Authority
Sea Link DCO
The Planning Inspectorate
National infrastructure Planning
Temple Quay House
2 The Square
Bristol
BS1 6PN

BY EMAIL ONLY

1 September 2025

The Planning Act 2008 (as amended) section 89(3)

Application by National Grid Electricity Transmission (the applicant) for an Order Granting Development Consent for the Sea Link Project

Section 89 Request 1 September Covering Letter

I write in response to your Section 89 letters dated 8 July **[PD-005]** and 5 August 2025 **[PD-006]** requesting further information to inform the Sea Link DCO Examination. It is understood that the purpose of requesting this information is to enable the Examining Authority ('ExA') to better utilise the pre examination stage of the process by requesting information as early as possible.

The Applicant is responding to these requests to assist the ExA, alongside progression of standard pre examination tasks such as the Section 56 process, organising venues for hearing, reviewing and responding to relevant representations, progressing Statements of Common Ground and working to resolve issues with key stakeholders and communities.

For ease of reference the Applicant has responded using the headings in those letters.

Information Requested on 8 July S89 Letter

Landscape and Visual representative viewpoint locations and screened zone of theoretical visibility (ZTV)

As requested, the Applicant submits with this letter an **Additional visualisation request from the AONB, 9.11.1** document which provides a photomontage visualisation of the proposed National Grid substation and Converter Station in Suffolk. As explained in the

Applicant's letter dated 24 July 2025, no model is yet available for the Lionlink project, so a cumulative photomontage has not been produced showing the Sea Link project alongside the Lionlink project. An **Additional Visualisation request from along the River Stour, 9.11.2** document is also submitted that provides a representative viewpoint in Kent from where Public Right of Way T36 meets TE26.

As requested in the ExA's 8 July Section 89 Letter **[PD-005]**, the winter photography will be captured and submitted to the ExA ahead of the 1 December 2025 deadline. This deadline will require winter photography to be captured in early November when, subject to weather conditions, some deciduous vegetation may still be in leaf. This package will include the summer and winter baseline photography, year 1 winter and year 15 summer to be consistent with the visualisation packages issued for the representative viewpoints within the Environmental Statement submission.

Marine Mammals

The Applicant can confirm that in August a haul out Seal Survey has been carried out in Kent as requested in the ExA's 8 July Section 89 Letter **[PD-005]**. The results of this survey are being worked up and the results of these surveys will be submitted to the ExA at the earliest opportunity once the results have been collated.

Flood Risk and Surface Water Drainage

The Applicant has reviewed the National Standards for Sustainable Urban Drainage that was published in June 2025 and has also had regard to the parts of the **Section 51 advice to the Applicant [PD-002]** regarding the **6.8 Flood Risk Assessment [APP-292]**. Having completed this review the Applicant is of the view that they do not materially affect the conclusions of the submitted Flood Risk Assessment and submits with this letter a document setting out the reasoning for this conclusion as it relates to the Flood Risk Assessment: **9.4 Supplementary Environmental Information – Flood risk assessment.**

The Applicant has assessed the impacts of these recently updated standards and can confirm that the standards do not change any of the drainage principles or assumptions contained in on within the Environmental Statement (ES). The Applicant will update the drainage strategy in line with these revised standards and share this with the Lead Local Flood Authorities (LLFAs) for further discussion.

Information requested 5 August S89 Letter

Land plans and works plans

The Applicant notes the point raised by the ExA in relation to areas included within the land plans where no corresponding works are detailed on the works plan. The Applicant can confirm that the works numbers associated with each land plot where the applicant is

seeking to acquire the freehold are detailed in **Appendix A** of the **Statement of Reasons Table 1.3 [AS-071]**.

The relevant plots and associated work numbers for Classes 2, 3, 4, 5, 6 and 7 – land for the permanent acquisition of rights are listed in **Table 1.4** in the same document.

The **Statement of Reasons Appendix A [AS-071]** has recently been updated and submitted to include the Kent plots.

Furthermore, the relevant dDCO article numbers for the corresponding works are set out in **Table 1.1, Appendix A** of the **Statement of Reasons [AS-071]**. **Article 24** the Statement of Reasons covers the compulsory acquisition of the freehold and **Article 25** for the compulsory acquisition of rights.

Schedule 1, Part 1 to the dDCO submitted with this letter sets out the detail the ‘authorised project’, which includes each of the work numbers and includes reference to associated development at No.2 of **Part 1**. It merits noting that only the principal works have been given work numbers in Schedule 1 to the dDCO, and all other works form part of the Associated Development listed in Schedule 1. The numbered works are mostly the permanent electrical assets and their accesses (noting that the temporary works compounds have also been given numbers – 4 and 8).

The approach the applicant has taken toward associated development is further explained in **Section 3** of the **Statement of Reasons [AS-014]**.

“Land and rights are required to undertake planting proposals or other environmental measures on the proposed project. These measures are not defined by specific numbered works but are instead incorporated into the associated development. Further details on the planting proposals can be found in the Application Document 7.5.7.1 Landscape and Ecological Management Plan (LEMP) and Application Document 7.1 the Planning Statement.”

By way of example, the Applicant would note Work No. 3A, being the access road to the Suffolk converter station. The Works Plans show the Limits of Deviation for this numbered work, in the northern part of plot 1/11, however plot 1/11 is considerably larger than those LOD, and the plot is proposed for Class 1 acquisition. The Statement of Reasons, at paragraphs 2.6.11-12, explains that the wider area of land is needed for environmental mitigation planting and screening, the detail of which is explained in the Outline LEMP – Suffolk (see for example Figure 3 of that document). That management plan is secured by dDCO Schedule 3 requirement. Turning back to the land powers sought, the Applicant is of the view that the compulsory acquisition of a right (rather than land) will not offer sufficient control to ensure the delivery of the mitigation for which the land is needed.

Temporary Construction Compounds

The Applicant notes the point raised by ExA in the s89(3) letter dated 5 August [PD-006] which states that the ExA has “*identified potential errors where the applicant is seeking the permanent acquisition of land or permanent rights over plots identified on the works plans for works associated with temporary uses, for example, temporary construction compounds*”. The Applicant can confirm that this is not an error.

Table 1.1 of the **Statement of Reasons Appendix A** sets out the land acquisition powers sought, and Class 4 refers to the compulsory acquisition of rights (construction compound). This class of right is coloured grey on the land plans and specifically refers to plots 1/9, 1/22, 1/26, 1/29, 1/30, 1/38 and 1/42 in Suffolk and plots 2/121 and 2/134 in Kent. These plots comprise the land where the construction compounds required to construct the converter stations and substations are located, as well as requisite flexibility (for example in Suffolk where more than one area is included in grey, due to the interface with the NGV LionLink proposals, and the need for powers which enable differing scenarios pursuant to co-ordination efforts – as referred to in paragraph 2.6.9 of the Statement of Reasons).

The Applicant confirms that it intended to create a permanent right to enable the construction compounds to be reinstated in the event the asset needs to be rebuilt or substantially replaced during its lifetime. This is to protect the long-term interests of the Applicant and its infrastructure and to ensure its ability to carry out such works during the lifetime of the project, as necessary. It is intended the construction compounds would be reinstated after the initial construction and returned to their previous use, but with the retention of the ‘right’ to reinstate should the need ever arise. National Grid has sought similar in respect of a temporary access road in respect of its Bramford to Twinstead DCO. The Applicant does however recognise the issues which arise and is already further considering its position and will provide an update accordingly.

Plot 1/78

The Applicant acknowledges that this plot is not included in the **Book of Reference [APP-016]** – The plot has been merged with the adjoining plot in the land plans. The Applicant has 7 errata plots which will be corrected in both the land plans and the Book of Reference and submitted along with any relevant schedules by 17 October 2025.

Statement of Reasons Appendix A - Details of Purpose for Which Compulsory Acquisition and Temporary Possession Powers are Sought [APP-013]

As requested, the Applicant submitted a **Tracked Change [AS-072]** and **Clean [AS-071]** version of **Statement of Reasons Appendix A** to you on 11 August 2025.

Diligent enquiry into land interests

The Applicant has deployed both Contact and Non-contact referencing activities to identify all interests in land throughout the pre-application process. **Appendix G** of the **Consultation Report Land Referencing methodology [APP-315]** sets out the steps taken.

The process starts with collecting all of the publicly available information in relation to land interests including HMLR and Companies House. This information is then plotted and gaps (unregistered plots) identified. Page 14 of Appendix G – Unknown Owner Site Request for Information, explains the site noticing process which is employed for the purposes of identification of interests as well as notification of consultation. In addition, Land Information Questionnaires are issued to all known interests seeking information to confirm their interest, both registered and unregistered. Where information is returned in relation to a purported interest this has been detailed in the Book of Reference. There are 43 registered / unknown plots in Suffolk and 76 in Kent.

Throughout the application and examination process those steps are repeated, including via data refresh, to account for any new registrations and updated information obtained, including throughout the voluntary land negotiations.

The locations used for the site notices are shown on the attached plans for both Suffolk and Kent.

The two caravans have not been identified through the normal land referencing activities, and, given that there is no registered address the Applicant has not made direct contact with them in writing, nor have they been issued any Land Interest Questionnaires. Furthermore, the landowners in both cases have not flagged the presence of these caravans in their responses. Having exercised diligent enquiry, the Applicant has concluded that neither of these caravans have an interest in land affected by the project.

However, the Applicant is engaging again with the landowners in both instances to confirm if the caravan's presence is known to the landowners and what, if any, basis of occupation they have. The southern most caravan closest to land plot 4/4 is on highway property and outside of the project Order Limits. The northern one is in plot 3/20, within the Order Limits, which plot is owned by a private landowner, on what the Applicant understands is former highway land.

There are however many methods of ensuring the local population is aware of the project proposals including site notices, one of which was located close by on Ebbsfleet Lane. As the caravans do not have a registered address they would not have received any direct mailings but would be able to see the site notices and newspaper adverts and information in the deposit locations as any other member of the public could.

Whilst less formal, the Applicant has have however previously engaged with the occupier of the caravan in plot 3/20 – one of the local engineers has spoken with the occupier and

provided an explanation of the project and the likely timescales. This contact will continue as the Applicant's teams are out on-site undertaking survey works and engaging with landowners to progress the voluntary agreements. The Applicant will consider whether it is practical to supply both caravan occupiers with information about the project in printed form, along with contact details to enable them to engage with the project and the ExA as necessary.

Drainage mitigation

We are also aware of the Suffolk County Council Relevant Representation (RR) [RR5209] and the East Suffolk Council RR [RR-1420] that the ExA drew the Applicant's attention to the S89 Letter [PD-006] which raise the issue of whether there is sufficient land for drainage mitigation within the Order limits.

The Applicant remains of the view that there is sufficient land within the Order Limits to accommodate the drainage mitigation and can confirm that a formal Drainage Strategy will be submitted to you ahead of the start of the Examination that will respond to the points made in the RRs.

Land Rights Tracker (LRT)

Further to the Applicant's 11 August Letter [AS-070], a follow up meeting has been arranged with the Planning Inspectorate for Monday 8 September. This is a follow up to the original meeting held on 24 July, which is understood to have been positive and productive.

The Applicant will seek to agree a final format for the LRT, which reflects the requirements set out in your 8 July Letter [PD-005].

Whilst the Applicant is aware that all information about affected parties and landowners is already available to the ExA, the Applicant will look to agree a final format for the LRT with the Planning Inspectorate and will then submit a fully populated version at **an early stage of the Examination**.

Statement of Reasons [AS-014]

As requested, the Applicant attaches a revised version of the Statement of Reasons that has been reviewed (including an updated version of Section 8). This version supercedes the previous submitted version [AS-014].

National Grid Kiln Lane substation (formerly known as 'Friston' substation)

The Applicant supports the need to assess both scenarios and does not currently intend to remove one of the scenarios from the application.

We can confirm that as requested in your 5 August 2025 Section 89 Letter [PD-006] the Applicant will ensure that the requested additional information will be submitted to you at least two weeks ahead of the Preliminary Meeting.

Representations identifying additional submissions

Applicant Responses to Relevant Representations are normally provided at Deadline 1 of the Examination. For this application over 6,000 Relevant Representations have been received, which to the best of the Applicant's knowledge is a greater number than have been received on any DCO application to date. At present no Rule 6 letter has been received, so the Applicant is not yet clear when Deadline 1 will be but is working hard to ensure that the responses are ready for Deadline 1 when the timescale is set.

In the letter from the ExA dated 5 August [PD-006] it was stated that a number of RRs highlight matters that they consider may require further assessment or justification. The ExA also noted that they have reviewed the representations and consider it likely that additional submissions may be required in some cases, which may take time to prepare. The ExA therefore requests early submission of detailed responses to a number of representations.

R Rs always raise key issues to be addressed during the Examination, and the Applicant considers it very useful that Interested Parties have taken time to provide well thought out and detailed responses at this early stage. The Applicant agrees with the ExA that the representations identified include some that may take longer to address, which makes it more challenging to respond to these in advance of others.

Whilst the Applicant intends to provide information to help clarify matters and is holding meetings and correspondence with stakeholders to seek to resolve issues, the Applicant considers that additional information that may be provided is of a scope of level that can be dealt with in the normal way during the Examination period. For example:

- **Natural England:** the Applicant is considering Natural England's request for an in principle monitoring plan, however this would not include any additional assessment and is not considered essential to the examination of the application.
- **Suffolk County Council:** The Applicant continues to discuss the use of Benhall Bridge with Suffolk County Council, East Suffolk Council and Network Rail. This included a half day multi-party workshop in August where a large number of highway queries and actions were identified to resolve issues. Additional information about the temporary solution to enable abnormal indivisible loads to cross the bridge will be provided by the Applicant; but the intention is to work with the Councils to agree the solution prior to submitting them into the Examination if possible. This approach aims to resolve issues rather than simply rebut issues through a response to the RR;

so naturally takes more time. However, we are confident information can be provided on this by Deadline 1 and in advance of the start of Examination if possible.

- **East Suffolk Council:** The Applicant can confirm that there is no need for any additional breeding or wintering bird surveys to be undertaken.
- **Environment Agency:** The Applicant is continuing discussions with the Environment Agency around matters raised in their RR. Additional information has been shared with the EA, including updated channel survey information for the River Fromus and further details about the proposals for temporary and permanent culverts. Document 9.4 Supplementary Environmental Information – Flood Risk Assessment, has been prepared following publication of updated flood mapping and is submitted with this letter.
- **Suffolk Energy Action Solutions (SEAS):** No substantive additional submissions are considered necessary in response to the SEAS RR, although responses will be provided to the points raised.
- **Kent Wildlife Trust:** Further explanatory information around the construction works at the Pegwell Bay landfall will be provided in due course. Other than this, no additional submissions are considered necessary.

The Applicant will respond to the specified RRs in advance of Deadline 1 where possible, but this is unlikely to be significantly in advance of the deadline because:

- The issues raised in the RRs specified by the ExA are also not exclusive to those RRs; with similar issues being raised in different and sometimes contradictory ways by other stakeholders. The Applicant is keen to consider all representations on a topic before providing a response to ensure a comprehensive response is made. This will take some time given the number submitted.
- The Applicant is seeking to resolve issues in advance of the Examination as far as possible to support the ExA and Examination. Working to resolve issues takes longer than providing a simple rebuttal but is considered to be more useful in delivering a high quality development and reducing issues to be dealt with during Examination. However, this means that the Applicant is organising meetings with parties, reviewing information, and considering how best to answer queries and proactively seeking solutions. This process takes time, particularly given the recent holiday period, but will be more useful than providing early rebuttals.
- Further information is still being received on the issues in the listed RRs. For example, further information on East Suffolk Council's objections was published in

their principal areas of disagreement summary statement (PADSS) published on 27 August [AS-076]; and regular meetings are being held with ESC on a number of issues. Therefore, there is already more detail available than was presented in the ESC RR and the Applicant is aiming to address submissions from a single party together as far as possible.

- Given there remains a number of weeks prior to the start of Examination, submitting responses now will inevitably mean that that document requested as being ‘detailed RR responses’ will in fact be a snapshot in time; creating more work for all parties than would be created by a single response at Deadline 1.

To ensure that the RR Responses are based on a dialogue which is as advanced as possible, including understanding the stakeholders’ positions, and to be as helpful as possible to the ExA in examining the material issues, the Applicant will endeavor to submit the requested detailed Relevant Representation Responses wherever achievable **just prior to the Start of the Examination**. For the remainder of the RR Responses the Applicant is proposing to adopt the conventional approach taken in many DCO Applications of submitting these at **Deadline 1** of the **Examination**. In that respect the Applicant looks forward to receipt of the Rule 6 letter and the draft Examination timetable.

Outline Navigation and Installation Plan

As highlighted in the 5 August Section 89 Letter [PD-006], Schedule 16 (part 2) condition 4(1)(k) of the draft DCO (dDCO) [AS-043] requires a ‘*navigation installation plan (NIP) for the relevant stage which is in general accordance with the principles set out in the outline navigation installation plan*’. However, no outline navigation installation plan has been provided with the application.

The Applicant can confirm that it has been discussing the content of the NIP with stakeholders and can now provide a first draft (outline) Navigation Installation Plan, **9.12 Outline Navigation and Installation Plan**. The Applicant will be further consulting with key shipping and navigation stakeholders on the draft NIP in the lead up to examination.

Water Framework Directive (WFD)

The Applicant can provide the following responses to the three points raised by the ExA in relation to the Water Framework Directive (WFD):

1). Engagement with Internal Drainage Boards

The Applicant has engaged with both the East Suffolk Internal Drainage Board (IDB) and River Stour IDB regarding proposals to install temporary and permanent culverts as part of

the Proposed Project. Memoranda of understanding have been drafted with both IDBs, which include proposals for both temporary and permanent culverts.

The Applicant has held a further meeting with the Environment Agency to provide additional information about the ordinary watercourses and drains where culverting has been proposed, including the form of culvert proposed, locations where the Applicant would seek to use an existing culvert, and information about the small number of watercourses proposed to be culverted that also form part of WFD waterbodies. The Applicant is currently awaiting feedback from the Environment Agency following this meeting. It remains the Applicant's view that there is no potential for effects on WFD objectives as a result of the proposed culverts.

2). Consultation with water companies regarding abstraction licences

The Development Consent Order (DCO) application is based on the assumption that all water for construction activities, including concrete batching, trenchless drilling, dust suppression, and vehicle wash down, would be delivered to site via tankers. The source of the water is to be confirmed at a later stage of the design development; however, tankers have been included in the Heavy Goods Vehicle (HGV) numbers used for the traffic impact assessment.

Local water connections will be requested from utility providers to supply the domestic needs of the construction compounds and the permanent facilities; liaison is ongoing with these suppliers and details will form part of the detailed design of the Proposed Project.

3). Implications of trenchless cable techniques for WFD

Application Document 6.3.2.5.B ES Appendix 2.5.B Qualitative Groundwater Risk Assessment [APP-177] has assessed the potential risks to groundwater quality from the connection of different aquifer units at trenchless crossings. For the Suffolk Onshore Scheme, the assessment concluded that the horizontal directional drill (HDD) bore is unlikely to connect two aquifer units as the works would remain within the Crag Formation for its full length. Note however that there are a number of trenchless crossing techniques that can be employed depending on the ground conditions and detailed design, including HDD but also including pipe jacking and micro boring. As set out in **Application Document 6.2.1.4 Chapter 4 Description of the Proposed Project [APP-045]** open cut ducted installation is currently proposed for all terrestrial sections of the route, except the crossing of the A256 in Kent, where a trenchless technology is required; however, this will not necessarily be HDD.

Sizewell C Statutory Harbour Authority

National Grid has engaged with and continues to engage with Sizewell C Ltd. throughout its application. Sizewell C Ltd. (SZC) **[RR-5042]** raised the issue that Sizewell C Harbour

Authority needed to be consulted. Sizewell C Ltd. also raised concern that SZC's offshore activities have not been considered in the assessment in **Application Document 6.2.4.9 Part 4 Marine Chapter 9 Other Sea Users [APP-082]** despite it being located within the 10 km Other Sea Users study area boundary. SZC further raised concern that Shipping and Navigation Assessment also does not acknowledge the offshore works and vessel movements despite it being within the 10 nautical mile (NM) Study Area.

The Applicant will update **Application Document 6.2.4.9 Part 4 Marine Chapter 9 Other Sea Users [APP-082]** to include address the comments of Sizewell C in relation to the offshore works. In addition to **[APP-082]**, updates will be undertaken to the **Application Document 6.3.4.7.A ES Appendix 4.7.A Navigation Risk Assessment [APP-203]**. The Applicant has contacted Sizewell C to request a meeting which is proposed for September to discuss the suggested corrections and ensure the approach is acceptable.

The updated **[APP-082]** and **[APP-203]** will be submitted to PINS and Sizewell C Ltd. following this meeting.

Historic England

The Applicant will submit the Suffolk Archaeological Assessment Update, based on Phase 2A & 2B Trail Trenching, later in September. Discussions are ongoing with cultural heritage stakeholders (including Historic England) regarding mitigation options following the identification of a Neolithic hengiform monument, as referenced in the additional relevant representation submitted by Suffolk County Council **[AS-074]**.

Surveys

As noted by the Examining Authority, several relevant representations have identified a potential need for additional ecological surveys; however, no additional surveys are considered necessary, other than an additional seal survey, details of which are provided below.

As part of the Section 89(3) procedural letter the Examining Authority queried why the 2024 Pegwell Bay and River Stour seal observation surveys conducted in September, November and December 2024 did not cover the optimal period of August for harbour seal. Additionally, the Examining Authority questioned whether the baseline provided in Application Document 6.2.4.4 Part 4 Marine Chapter 4 Marine Mammals **[AS-049]** was representative of peak abundance. The Applicant maintains that the baseline assessment provided in Application Document 6.2.4.4 Part 4 Marine Chapter 4 Marine Mammals **[AS-049]** uses the best available evidence of seal abundance by area determined by systematic survey results provided in the most up-to-date literature sources, supplemented by site-specific spatial data regarding seal haul-out locations. However, to ensure that the optimal period of August for harbour seal was also included in the site-specific spatial data, an additional seal survey has been conducted at the River Stour haul-out site in Pegwell Bay in August 2025 only. Although abundance and behaviour were also recorded, this was

considered supplementary data, with the primary aim of this additional August survey being to determine the location of the hauled-out seals in the River Stour (and Pegwell Bay) and to complement the existing dataset. The August 2025 survey followed the same methodology as the 2024 surveys, using the River Runner tour boat primarily on the River Stour and the wider Pegwell Bay during both low tide and high tide periods. The locations of hauled-out seals during a period of peak abundance were observed and recorded. The coastline of the wider Pegwell Bay outside of the River Stour was also observed for any further haul-out sites. The survey confirmed that there were no differences to the 2024 survey data previously collected, corroborating the existing data collected outside of the peak abundance period. The full results will be provided in an update to **Application Document 6.3.4.4.A Part 4 Marine Chapter 4 Marine Mammals Appendix 4.4.A Pegwell Bay Seal Survey Report [APP-201]** that will be submitted at a later date.

Errata and related issues

The Applicant notes that some errata type corrections were highlighted in the ExA's 5 August Letter. As requested, the Applicant submits a clean and tracked change versions of the following documents:

- **6.2.1.4 (B) Part 1 Introduction Chapter 4 Description of the Proposed Project (Clean) - Applicants response to Section 51 Advice issued on 23 April 2025 – Accepted at the discretion of the Examining Authority [AS-018];**
- **3.1 (C) draft Development Consent Order (Clean) [AS-043];**
- **3.2 (B) Explanatory Memorandum (Clean) [AS-045];**
- **6.2.4.4 (C) Part 4 Marine Chapter 4 Marine Mammals Clean [AS-049];**
- **6.3.3.2.B ES Appendix 3.2.B Wintering Bird Survey Report 2022-2023 [APP-148].**

Submitted Documents

The Applicant submits the following documents alongside this letter:

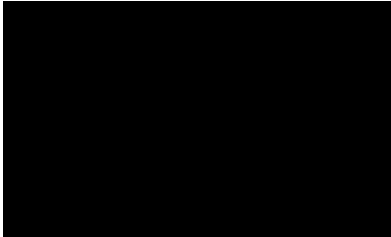
Submitted Documents

Document	Reason for Submission
1.3 Navigation Document	Updated to reflect 1 September submission

Document	Reason for Submission
3.1 draft Development Consent Order	Updated in response to 5 August 2025 S89 Letter [PD-006]
3.2 Explanatory Memorandum	Section 4 updated and spelling of ' <i>lighting</i> ' corrected, in response to 5 August 2025 S89 Letter [PD-006]
4.2 Statement of Reason	Updated in response to 5 August 2025 S89 Letter [PD-006]
6.2.1.4, Part 1 Introduction Chapter 4 Description of the Proposed Project	Paragraph numbering corrected in response to 5 August 2025 S89 Letter [PD-006]
6.2.4.4, Part 4 Marine Chapter 4 Marine Mammals	Reference to grey seal as a qualifying feature (rather than a primary reason) for the selection of Berwickshire and North Northumberland Special Area of Conservation in response to 5 August 2025 S89 Letter [PD-006]
6.3.3.2.B (B) ES Appendix 3.2.B Wintering Bird Survey Report 2022-2023	Missing text added and typographic error corrected in response to 5 August 2025 S89 Letter [PD-006] .
9.4 Supplementary Environmental Information – Flood Risk Assessment	New document, as requested in the ExA's 8 July S89 Letter [PD-005]
9.7 Schedule of Changes	To explain the changes made in the updated 3.1 draft Development Consent Order and 3.2 Explanatory Memorandum
9.11.1 Additional visualisation request from the AONB	New document, as requested in the Ex'As 8 July S89 Letter [PD-005]
9.11.2 Additional visualisation request from along the River Stour	New document, as requested in the Ex'As 8 July S89 Letter [PD-005]
9.12 Outline Navigation and Installation Plan	New document submitted in response to 5 August 2025 S89 Letter [PD-006]

I trust that the above information is satisfactory but please let me know if you require anything further.

Yours sincerely,



Senior Project Manager

For and on behalf of National Grid Electricity Transmission plc

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

Registered in England and Wales
No. 4031152
nationalgrid.com