

IMPORTANT: THIS COMMUNICATION AFFECTS YOUR PROPERTY

Address

block **Date:**

Dear Sir/Madam,

**Proposed Sea Link Project (the “proposed Project”)
Consultation on proposed changes to the Sea Link development consent order**

We previously wrote to you to consult you on National Grid Electricity Transmission’s (NGET) proposals for Sea Link, a new primarily offshore 2 gigawatt high voltage network reinforcement between Suffolk and Kent. Our application for development consent was accepted in April 2025. We are currently preparing for the start of the formal Examination of our proposals in November 2025.

Whilst our application has been submitted and accepted for Examination, we have continued to undertake technical and survey work, along with continued engagement with stakeholders. We have identified a series of small changes we propose to make to our plans. We wrote to the Planning Inspectorate on 18 September 2025 to notify them of this. The majority of our plans for Sea Link remain unchanged. You have been identified as a person with an interest in land affected by the potential changes to the Project.

These amendments (if accepted) will affect how we are proposing to interact with the land in which you have an interest. For example, the proposed Project boundary may have moved to include land in which you have an interest, the proposed Project boundary may have moved within the land in which you have an interest, and/or parts of the proposed Project within the Project boundary may have changed or moved around.

Given your status as a person with an interest in land, we are consulting you specifically of these changes and to provide you with an opportunity to make any further comments, should you wish. You do not need to repeat or re-submit feedback provided previously.

Consultation

Change to access at the former hoverport near Cliffsend, Kent

Our plans already include a construction, maintenance and operational access to the intertidal area (the area above water level at low tide and underwater at high tide) via the former hoverport near Cliffsend in Kent.

Survey work undertaken in August 2025 identified that the saltmarsh habitat in Pegwell Bay has expanded further than previously recorded.

To ensure we can avoid the saltmarsh habitat when carrying out works, we are proposing to include additional areas of the hoverport within our Order limits (the land we would need to build, operate and maintain Sea Link). This will allow us to avoid driving vehicles on or close to the saltmarsh habitat when accessing the intertidal area.

We are not proposing any changes to when use of the hoverport area would be required, and we are not expecting this change to alter the conclusions of the Environmental Statement included in our development consent order application. Avoiding the sensitive saltmarsh habitat would reduce the ecological impacts of the project.

Change to works plans at Friston (Kiln Lane) substation, Suffolk

In Suffolk, Sea Link would connect to the electricity transmission network at Kiln Lane substation near Friston, which already has consent as part of Scottish Power Renewables' (SPR) East Anglia ONE North and East Anglia TWO Offshore Wind Farms. It is anticipated that the substation will be constructed by SPR, but it is included in our plans as a fallback.

We are proposing to expand the area within which the substation can be constructed to align with SPR's plans. SPR are continuing to progress detailed design of the substation, and we now understand the footprint of their substation design falls slightly outside the footprint submitted in the Sea Link DCO application.

This change allows the two projects to better coordinate landscaping and drainage plans, and responds to comments made by local residents and stakeholders.

Other than the footprint of the substation, we are not proposing to alter the proposed substation itself. This change is consistent with both the SPR DCOs and the Sea Link strategy. National Grid would only deliver the substation under the Sea Link DCO if it was not built under the SPR DCO.

We are not expecting this change to alter the conclusions of the Environmental Statement included in our development consent order application.

Archaeology findings east of Friston, Suffolk

As part of archaeological investigations, we recently identified the site of a previously unknown hengiform monument along our proposed underground cable route to the east of Friston. The finds within the henge date back to the Neolithic period, meaning that they are approximately 4,000 to 5,000 years old. Finds like these are relatively rare in Suffolk, and it is considered to be of high value.

We are therefore proposing to remove the Neolithic henge feature from the Order limits and include additional land either side of it to route the underground cable. The underground cable and temporary haul route would then be located more than 30m from the monument and would not result in harm to the henge. Both Historic England and the Suffolk County Archaeologist agree that our proposed approach is the best solution.

We will undertake further survey works in this area to identify a precise route for the underground cables in the additional land we are proposing to include in our Order limits. We are not expecting this change to alter the conclusions of the Environmental Statement included in our development consent order application. Incorporating the proposed change would avoid a potential significant environmental effect.

Benhall Railway Bridge, Suffolk

We are proposing to add some highway land at the Benhall Railway Bridge and an adjacent section of land to the east of the B1121, into the Order limits.

The B1121, including the bridge, would be the main route for the transportation of larger construction deliveries, known as abnormal indivisible loads (AILs), to the proposed Saxmundham Converter Station. These are expected to comprise the seven transformers (large pieces of electricity infrastructure needed for the operation of the converter station), and possibly some cable drums and construction equipment.

We understand that the Benhall Railway Bridge currently has a provisional weight limit of 46 tonnes. If this weight limit is confirmed, we would need to strengthen the bridge to enable AILs to cross the bridge.

Our existing proposals are to install a 'mini bridge' overbridge structure on the existing Benhall Railway Bridge, within the highway boundary. The mini bridge would be assembled and removed before and after each AIL delivery. This section of road was not included in our application as these works could be carried out under other planning rights. Further design work has shown that it would be beneficial to have

- an area adjacent to the bridge for materials storage and a compound when the bridge is being installed and removed
- land along the railway line near to the bridge to allow for surveys to be carried out.

The additional land east of the B1121 reflects our discussions with stakeholders, including the Local Authorities, to allow for two other potential solutions. These are

- the installation of a semi-permanent overbridge
- works to permanently repair the bridge.

We are proposing to include the land required for all three potential solutions into our Order limits, to provide reassurance on how these works will be approved, following discussions with Local Authorities

Depending on the solution used, these changes could reduce construction periods, and therefore disruption to the road network. They could also potentially provide a permanent additional benefit, reducing potential closures of the bridge when AILs are being delivered. The changes also provide flexibility should the condition of the bridge change, for better or worse, between now and construction, and provides certainty that a solution can be delivered.

A final decision on the exact method will likely be chosen after the DCO has been granted depending on the condition of the bridge and following discussions with the Local Highway Authority.

Maintenance area for new hedgerow south of the B1119, Suffolk

In our application, we proposed to plant a hedgerow on land south of the B1119, in the northern area of the proposed converter station field. This hedge would partially screen views of the converter station from properties, recreational routes and the road network to the north/north-east. It would also provide a degree of screening for road users on the B1119, reinstate historic hedgerow planting, provide ecological connectivity and provide areas for advanced planting before construction of the converter station begins.

Following engagement with one of the landowners affected by the new hedge, we are proposing to include additional land around this new hedgerow. This would provide more space to maintain the existing ditch along the B1119 and the hedgerow itself, from both the highway and the adjacent field.

This change addresses a concern that there is insufficient space in our application for the drain and hedge to be maintained from the field side. This change would be beneficial and provide flexibility of access for maintenance requirements for the drain.

We are not expecting this change to alter the conclusions of the Environmental Statement included in our development consent order application.

How to engage with the Project

As a person with an interest in land, we would welcome any feedback you might have on the proposed amendments to the Project and invite you to provide this by 23.59 on Friday 07 November 2025. Additional information and plans of these changes are available on the Sea Link website. Feedback can be provided via email to contact@sealink.nationalgrid.com or by post to Freepost SEA LINK .

NGET's appointed land agency firm, Dalcour Maclaren, is continually liaising with landowners and occupiers across the project. If you would like to arrange a meeting to discuss the proposed amendments to the project and how they may affect your property in further details and confirm landownership, please contact sealink@dalcourmaclaren.com or 0333_188_5312.

Should you choose to give further feedback, please do not include comments that you may have given previously about other aspects of our proposals or the principle of the project as a whole. These comments have already been considered as part of the Consultation report included in our development consent order application, which you can find on the Planning Inspectorate's website at national-infrastructure-consenting.planninginspectorate.gov.uk/projects/EN020026 or will be addressed as part of our response to the relevant representations which have been previously received.

Requests for paper copies of the technical documents will be reviewed on a case by-case basis. To cover printing costs a reasonable copying charge may apply, to be paid for by the recipient and up to a maximum value of £300 for the whole suite of consultation documents. These can be requested by contacting the Project Team by email at contact@sealink.nationalgrid.com, or by calling 0808 134 9569.

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

Telephone: 0808 134 9569

Email: contact@sealink.nationalgrid.com

Personal details will be held securely in accordance with the applicable data laws and will be used solely in connection with the consultation process and the development of this Project and, except as noted above, will not be disclosed to any third parties.

If you have any questions about the Project, please don't hesitate to get in touch with us.

Yours faithfully

Seb Stevens
Senior Project Manager