The Great Grid Upgrade

Sea Link

Sea Link

Volume 9: Examination Submissions

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nationalgrid

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1. Introduction

1.1 Purpose of this Report

1.1.1 This Consultation Report and accompanying annexes has been prepared by National Grid Electricity Transmission plc (hereafter referred to as National Grid) to support a Change Request seeking alterations to the accepted application for a Development Consent Order (DCO) for the Sea Link Project (hereafter referred to as 'the Proposed Project').

1.1.2 The Consultation Report describes the consultation undertaken by National Grid prior to submitting the Change Request, along with the responses received to this consultation and how National Grid has had regard to feedback. It also sets out how National Grid has complied with guidance provided by the Planning Inspectorate provided in Nationally Significant Infrastructure Projects: Changes to an application after it has been accepted for examination (August 2024, updated March 2025) (Planning Inspectorate Guidance).

1.1.3 The Consultation Report is supported by a series of annexes, which include the information published as part of non-statutory consultation carried out prior to submission of the Change Request, along with copies of the responses received.

1.2 Background to the Change Request

1.2.1 The Proposed Project is a High Voltage Direct Current (HVDC) Link between the proposed Friston Substation in the Sizewell area of Suffolk and the existing Richborough to Canterbury 400 kV overhead line close to Richborough in Kent. It is required to accommodate additional power flows generated from renewable and low carbon generation, as well as interconnection with mainland Europe.

1.2.2 The DCO application for the Proposed Project was accepted by the Planning Inspectorate for Examination on 23 April 2025. Following this, the Examination period started on 5 November 2025 and is due to close on 5 May 2026.

1.2.3 Since the submission of the DCO application, National Grid has completed further surveys and stakeholder engagement. It has reviewed Relevant Representations submitted about the Proposed Project, along with several letters sent by the Examining Authority (hereafter referred to as the 'ExA') under Section 89(3) of the Planning Act 2008 during the Pre-Examination period. Surveys have also been ongoing, including particularly in areas for new underground cables. As a result of these activities, National Grid has identified a series of small changes that would respond to the results of recent surveys and address comments from consultees.

1.2.4 National Grid wrote to the ExA on 18 September 2025 **[AS-138]** to notify them of the changes it is seeking to make to its accepted DCO application and to seek the ExA's feedback on the procedural implications of the proposed changes, along with the need, scale and nature of the consultation to be carried out. The ExA responded to this letter on 25 September 2025 **[PD-011]**. National Grid then carried out consultation on the proposed changes and has amended the proposed changes as a result of feedback received and ongoing investigations.

1.2.5 On 26 November 2025, National Grid submitted a formal Change Request seeking the ExA's consent to include the proposed changes to the DCO application currently being examined. This Consultation Report forms part of the Change Request.

1.3 Overview of the proposed changes

1.3.1 National Grid has identified five changes to the Proposed Project, as set out below:

1.3.2 **Change 1 (Access at the Hoverport, Kent)** – An extension to the width of the Order Limits to provide flexibility in terms of the route of vehicles across the hoverport. The change will enable the final routeing to be selected that avoids encroaching on the saltmarsh, meaning that there will be no significant impact on saltmarsh from driving vehicles on or close to the saltmarsh habitat when accessing the intertidal area during construction, operation and maintenance.

1.3.3 **Change 2 (Limits of deviation for Friston (Kiln Lane) substation, Suffolk)** – Extension of the limits of deviation for Work 1B (Friston Substation) to align with the area presented for the same substation in the East Anglia One North and East Anglia Two DCOs. Also, amendment to Work 4 (Suffolk temporary work compounds) to reflect the change to the substation area.

1.3.4 **Change 3 (Minor Change to the Order Limits South East of Friston, Suffolk)** – Adjustment to the Order Limits of the Proposed Project along the route of the new underground cable to the south east of Friston to provide additional flexibility for the route to be designed in a way that minimises the impact on archaeological assets.

1.3.5 **Change 4 (Benhall Railway Bridge, Suffolk)** – Addition of Benhall Railway Bridge (on the B1121) and a small area along the railway line to provide certainty on the consenting route for works to enable the transport of Abnormal Indivisible Loads over the bridge and enable works to carry out repairs should this prove to be the best performing solution.

1.3.6 **Change 5 (Maintenance of a new hedge to the south of the B1119, Suffolk)** – Adjustments to the Order Limits south of the B1119 to provide sufficient space for the temporary public right of way, new proposed hedgerow and areas to enable maintenance of the new hedge and existing drainage ditch.

1.3.7 Change Request: Addendum to Volume 6 as shown in **Application Document 9.76.5** submitted with the Change Request confirms that none of the proposed changes give rise to any new or different likely significant environmental effects beyond those already reported in the Environmental Statement (ES) **[APP-041 to APP-300]** included in the DCO application. However, the additional flexibility will enable the project to be taken forward at detailed design in a way that will minimise environmental impacts.

1.3.8 The proposed changes relate to small, discrete areas of the Proposed Project and the majority of the proposed development remains unchanged.

1.4 Overview of the consultation

1.4.1 Prior to submitting a formal Change Request, National Grid has carried out proportionate consultation on the proposed changes in accordance with Planning Inspectorate Guidance.

1.4.2 In line with the Guidance, this Consultation Report:

- Confirms who has been consulted in relation to the proposed changes and explains how and why they have been consulted;
- Includes details of how National Grid has considered the content of the consultation responses received; and
- Includes copies of all consultation responses received, including any responses to publicity about the proposed changes.

1.5 Structure of the report

1.5.1 This Consultation Report is structured as follows:

- Chapter 1 provides an introduction to the Consultation Report and its purpose;
- Chapter 2 sets out how National Grid has consulted on the proposed changes, including how any consultation is compliant with the relevant guidance;
- Chapter 3 provides a summary of all feedback received in response to the consultation and explains how National Grid has had regard to this feedback; and
- Chapter 4 sets out the conclusions of the Consultation Report.

1.6 Data protection

1.6.1 National Grid is aware that this Consultation Report will be published on the Planning Inspectorate's website. To ensure that it complies with the Data Protection Act 2018, it has avoided the inclusion of personal data relating to individuals, such as names and addresses.

2. Approach to consultation

2.1 Approach

2.1.1 National Grid is committed to engaging those communities considered to be affected by its activities. National Grid's Stakeholder, Community and Amenity Policy sets out its Schedule 9 Statement (reference www.nationalgrid.com) relating to the preservation of amenity and makes the following commitments to consultation when undertaking electricity works:

- National Grid will promote genuine and meaningful stakeholder and community engagement;
- National Grid will meet and, where appropriate, exceed the statutory requirements for consultation or engagement, and will adopt the following principles to help meet this commitment:
    - Seek to identify and understand the views and opinions of all the stakeholders and communities who may be affected by the Proposed Project;
    - Provide opportunities for engagement from the early stages of the process where options and alternatives are being considered and there is the greatest scope to influence the design of the Proposed Project;
    - Endeavour to enable constructive debate to take place, creating open and two-way communication processes;
    - Ensure that benefits, constraints and adverse impacts of the Proposed Project are communicated openly for meaningful stakeholder and community comment and discussion. National Grid will be clear about any aspects of the Proposed Project that cannot be altered;
    - Utilise appropriate methods and effort in engaging stakeholders and communities, proportionate to the scale and impact of the Proposed Project; and
    - Provide feedback on how views expressed have been considered and the outcomes of any engagement process or activity.

2.1.2 Having informed the approach to consultation and engagement throughout the Pre-application stage, National Grid has also used these principles and Planning Inspectorate Guidance to inform its approach to undertaking consultation on the proposed changes. It has also had regard to the ExA's comments on consultation and engagement, as set out in the Rule 9 letter **[PD-011]**.

2.2 Who National Grid consulted

2.2.1 The Planning Inspectorate's Guidance on changes to an application after it has been accepted for Examination sets an expectation that developers should consult (our emphasis) 'all those persons prescribed under section 41(1)(a) to (d) of the Planning Act 2008 who would be affected by the proposed change'.

2.2.2 Section 41(1) specifies four categories of consultees, namely:

2.2.3 such persons as may be prescribed,

(aa) the Marine Management Organisation, in any case where the proposed development would affect, or would be likely to affect, any of the areas specified in subsection (2),

(b) each local authority that is within section 43,

(c) the Greater London Authority if the land is in Greater London, and

(d) each person who is within one or more of the categories set out in section 44.

2.2.4 Category (c) is not relevant given that the Proposed Project is not in Greater London. The approach to identifying and consulting category (a), (aa), (b) and (d) consultees is provided below.

2.2.5 The number of parties who would be affected by the change is limited by the minor nature of both the areas affected and the nature of activities proposed in those areas. In line with Guidance National Grid targeted those who would be affected by the changes.

2.2.6 When and how each consultee was consulted is set out in the remainder of this section 2.2.

Category (a) and (aa): Prescribed consultees

2.2.7 To identify relevant prescribed consultees, National Grid reviewed the list of prescribed consultees listed under Schedule 1 to the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, and identified those deemed relevant by reference to the descriptions set out in column 2 of that table, the location of the proposed changes and the nature of changes. National Grid also reviewed the list of prescribed consultees consulted through the Section 56 process to identify any additional parties that should be included.

2.2.8 The full list of Section 42 (a) and (b) consultees notified by National Grid as part of the Section 56 process, along with whether they were subsequently consulted on the proposed changes, is included in Appendix A.

2.2.9 Given that National Grid was consulting on five proposed changes, it took a proportionate approach that ensured that all those consulted received information on the change(s) most relevant to them. However, consultees could still access information on any change(s) deemed not directly relevant to them, and could respond on whichever change(s) they considered appropriate.

2.2.10 This approach to identifying consultees was first shared in National Grid's letter informing the Examining Authority of its proposed changes **[AS-138]**, as included in Table 2.1. The Examining Authority's response letter **[PD-011]** stated that in addition to the parties identified by National Grid, the relevant Internal Drainage Board for Change 2 (ie Water Management Alliance (East Suffolk Drainage Board)) at Friston should be consulted. The Internal Drainage Board were consulted on Change 2 in line with this advice. No further additional prescribed consultees were identified by the Examining Authority. Table 2.1 provides the list of prescribed consultees consulted.

Table 2.1: Prescribed consultees consulted on each proposed change

Consultee	Proposed change number				
	1 (Hoverport, Kent)	2 (Friston (Kiln Lane) substation, Suffolk)	3 (Change to the Order Limits at Friston, Suffolk)	4 (Benhall Railway Bridge, Suffolk)	5 (South of the B1119, Suffolk)
Marine Management Organisation	X				
Natural England	X	X	X	X	X
Historic England	X	X	X	X	X
Maritime and Coastguard Agency	X				
National Highways				X	
Office of Road and Rail				X	
Water Management Alliance (East Suffolk Drainage Board)		X			X
Northumbrian Water Group (operating in the locality as Essex and Suffolk Water)				X	X
Cadent Gas (asset present in the road)					X
BT (asset present in the road)					X
Thanet Offshore Wind Farm	X				
Environment Agency	X	X	X	X	X
Network Rail				X	
Sizewell C (due to their planned use of the railway in 2026)				X	
Scottish Power Renewables (due to changes at Friston substation)		X	X		
UK Power Networks			X	X	
Cliffsend Parish Council	X				

Consultee	Proposed change number				
	1 (Hoverport, Kent)	2 (Friston (Kiln Lane) substation, Suffolk)	3 (Change to the Order Limits at Friston, Suffolk)	4 (Benhall Railway Bridge, Suffolk)	5 (South of the B1119, Suffolk)
Benhall and Sternfield Parish Council			X	X	
Saxmundham Town Council					X
Friston Parish Council		X			

Category (b): Local Authorities

2.2.12 Change 1 is located with the District of Thanet and the County of Kent, located at the hoverport adjacent to Cliffsend. Both local planning authorities were consulted as local authorities affected by the changes. The change at the hoverport does not include any additional development per se, only the flexibility for vehicles to select the ramp to be used to access the intertidal area so the change at this point is very minor and impacts would be very localised.

2.2.13 As a consequence, the neighbouring local authority of Dover District Council was not consulted through the letters issued. However, Dover District Council were provided with, and did not provide a response to, a presentation on the changes at National Grid's regular liaison meetings with the Kent Local Planning Authorities held in September 2025 and also in October 2025 and undertook the engagement as described below.

2.2.14 Changes 2, 3, 4 and 5 are all located in the area of the project in close proximity to Saxmundham and Friston. The changes in Suffolk are located in the area of East Suffolk Council and Suffolk County Council. The changes are all located more than 10 km from the nearest local authority boundaries to the north, west and south so no neighbouring authorities were considered likely to be affected by the changes and were not consulted.

Table 2.2: Local Authorities consulted on the changes

	Proposed change number				
	1 (Hoverport, Kent)	2 (Friston substation, Suffolk)	3 (Change to the Order Limits at Friston, Suffolk)	4 (Benhall Railway Bridge, Suffolk)	5 (South of the B1119, Suffolk)
Kent County Council	X				

	Proposed change number				
	1 (Hoverport, Kent)	2 (Friston substation, Suffolk)	3 (Change to the Order Limits at Friston, Suffolk)	4 (Benhall Railway Bridge, Suffolk)	5 (South of the B1119, Suffolk)
Suffolk County Council		X	X	X	X
Thanet District Council	X				
East Suffolk Council		X	X	X	X

2.2.15 Prior to and during the targeted consultation on the proposed changes with category (a) and (b) stakeholders, National Grid took a proactive approach to engagement with local authorities and other prescribed consultees. Table 2.3 details meetings held in addition to the letters and emails issued.

2.2.16 In addition to contacting East Suffolk District Council, Thanet District Council, Suffolk County Council and Kent County Council as part of the consultation on the proposed changes, National Grid has also had additional, non-statutory engagement with officers at each authority. An overview of this engagement is provided in Table 2.4.

Table 2.3 Additional engagement with Category (a) and (b) stakeholders

Date	Type of engagement	Attendees	Topics discussed
24 July 2025	Meeting	Historic England, County Archaeologist Suffolk County Council	Change 3
5 August 2025	Meeting	Local Highway Authority (Suffolk County Council)	Change 4
6 August 2025	Meeting	East Suffolk Council, Suffolk County Council	Change 4
8 August 2025	Meeting	Planning Inspectorate	All changes
14 August 2025	Meeting	East Suffolk Council, Suffolk County Council	Changes 2, 3, 4 and 5
9 September 2025	Meeting	Dover District Council, Thanet District Council, Kent County Council	Change 1
11 September 2025	Meeting	East Suffolk Council, Suffolk County Council	Changes 2, 3, 4 and 5

Date	Type of engagement	Attendees	Topics discussed
23 October 2025	Meeting	Historic England, County Archaeologist Suffolk County Council	Change 3

Category (d): Land Interests

2.2.17 Changes 1, 3, 4 and 5 require land to be included in addition to that included in the DCO application Order Limits or where different classes of rights are being sought within the DCO Application Order. As such, National Grid has engaged with all parties with an interest in the additional land to be included in the Order Limits or where different classes of rights are being sought within the DCO Application Order Limits. The majority of interested parties had been engaged with during previous consultation on the Proposed Project and had been notified of the acceptance of the DCO application pursuant to the Section 56 notification process.. These parties are listed in Table 2.2.

2.2.18 **Application Document 4.2 (E) (version 2, change request) Statement of Reasons** submitted with the Change Request application further sets out further detail as to how National Grid has engaged and will continue to engage with affected landowners in relation to compulsory acquisition and temporary possession of land.

2.2.19 Identification of Category 1, 2 and 3 interests has been undertaken during the initial stages of the Proposed Project.

2.2.20 Interests were identified through a land referencing methodology incorporating publicly available desktop sources (including Land Registry updates, checks of Companies House, checks of local authority information and other online data) and contact with land interests. This included correspondence using Land Interest Questionnaires to request information on land holdings and other legal interests in land, followed up with further inquiries and site visits. Where land was unregistered or interests were unknown, further investigations were done on site and notices placed on the land requesting information.

2.2.21 In order to identify potential Category 3 persons who may have a claim pursuant to section 10 of the Compulsory Purchase Act 1965 or section 152(3) the Planning Act 2008, an initial 150 m buffer was applied to the proposed land requirements to ensure adjacent landowners, frontage interests and potential relevant claims under section 10 of the Compulsory Purchase Act 1965 and section 152(3) of the Act were included. All Category 3 persons identified within the 150 m buffer from the change areas were issued consultation letters on the 7th October 2025.

2.2.22 The Land Referencing methodology has not changed from the main DCO Application, as set out in **Application Document 5.1.8 Appendix G Land Referencing Methodology [APP-315].**

2.2.23 In relation to the Change Request, National Grid has engaged with affected partiess identified in the Land Referencing Methodology. This has included written communication and phone calls, as well as face- to- face and virtual meetings which were either requested by the affected party or identified as necessary by National Grid.

2.2.24 Meetings have been undertaken with landowners and other affected parties with particular land interests and their respective land agents. In some cases, online meetings have been held, in addition to or instead of face-to-face meetings. Discussions have informed design decisions and where appropriate have involved relevant specialists from National Grid's Proposed Project team, to help share technical information or advice where relevant to the points of discussion.

Table 2.4: Land Interests consulted on each proposed change

	Proposed change number				
Consultee	**1 (Hoverport, Kent)**	**2 (Friston (Kiln Lane) substation, Suffolk)**	**3 (Change to the Order Limits at Friston, Suffolk)**	**4 (Benhall Railway Bridge, Suffolk)**	**5 (South of the B1119, Suffolk)**
Sea Link s.44_425			X		
Sea Link_s.44_508			X		
Sea Link_s.44_64			X		
Sea Link_s.44_44			X		
Sea Link s.44_679			X		
Sea Link s.44_539			X		
Sea Link s.44_131	X				
Sea Link s.44_692		X		X	X
Sea Link s.44_1271				X	
Sea Link s.44_374				X	
Sea Link s.44_327			X		
Sea Link s.44_109			X		
Sea Link s.44_765			X		

Consultee	Proposed change number				
	1 (Hoverport, Kent)	2 (Friston (Kiln Lane) substation, Suffolk)	3 (Change to the Order Limits at Friston, Suffolk)	4 (Benhall Railway Bridge, Suffolk)	5 (South of the B1119, Suffolk)
Sea Link s.44_766			X		
Sea Link s.44_825			X		
Sea Link s.44_828			X		
Sea Link s.44_164			X		
Sea Link s.44_165			X		
Sea Link s.44_2538			X		
Sea Link s.44_3290			X		
Sea Link s.44_43			X		
Sea Link s.44_44			X		
Sea Link s.44_51			X		
Sea Link s.44_73			X		
Sea Link s.44_80			X		
Sea Link s.44_81			X		
Sea Link s.44_90			X		
Sea Link s.44_205			X		
Sea Link s.44_262			X		
Sea Link s.44_588			X		

Consultee	Proposed change number				
	1 (Hoverport, Kent)	2 (Friston (Kiln Lane) substation, Suffolk)	3 (Change to the Order Limits at Friston, Suffolk)	4 (Benhall Railway Bridge, Suffolk)	5 (South of the B1119, Suffolk)
Sea Link s.44_82					X
Sea Link s.44_1034					X
Sea Link s.44_1055					X
Sea Link s.44_1367					X
Sea Link s.44_1368					X
Sea Link s.44_1369					X
Sea Link s.44_453					X
Sea Link s.44_185					X
Sea Link s.44_678					X
Sea Link_s.44_167	X				
Sea Link_s.44_2591	X				
Sea Link_s.44_411	X				
Sea Link_s.44_866	X				
Sea Link_s.44_841	X				
Sea Link_s.44_771	X				
Sea Link_s.44_152	X				
Sea Link_s.44_76	X				

Consultee	Proposed change number				
	1 (Hoverport, Kent)	2 (Friston (Kiln Lane) substation, Suffolk)	3 (Change to the Order Limits at Friston, Suffolk)	4 (Benhall Railway Bridge, Suffolk)	5 (South of the B1119, Suffolk)
Sea Link_s.44_3292	X				
Sea Link_s.44_237	X				
Sea Link_s.44_498	X				
Sea Link_s.44_547	X				
Sea Link_s.44_2298		X			
Sea Link_s.44_1009		X			
Sea Link_s.44_2533		X			
Sea Link_s.44_2534		X			
Sea Link_s.44_2733		X			
Sea Link_s.44_3519		X			
Sea Link_s.44_3520		X			
Sea Link_s.44_5			X		
Sea Link_s.44_540		X			

Consultee	Proposed change number				
	1 (Hoverport, Kent)	2 (Friston (Kiln Lane) substation, Suffolk)	3 (Change to the Order Limits at Friston, Suffolk)	4 (Benhall Railway Bridge, Suffolk)	5 (South of the B1119, Suffolk)
Sea Link_s.44_3287					X
Sea Link_s.44_383					X
Sea Link_s.44_135					X
Sea Link_s.44_3146					X
Sea Link_s.44_3135					X
Sea Link_s.44_476					X
Sea Link_s.44_3446				X	
Sea Link_s.44_3447				X	
Sea Link_s.44_3448				X	
Sea Link_s.44_30					X
Sea Link_s.44_439					X

2.2.26 In the case of all Category (a), (aa), (b) and (d) consultees; consultees received information that directed them to information on changes relevant to them as identified in Tables 2.1, 2.2 and 2.3 above. However, consultees could still access information on any change(s) deemed not directly relevant to them, and could respond on whichever change(s) they considered appropriate by accessing the information on National Grid's website and the PINS website.

2.2.27 The new and amended land plots are set out in **Application document Book of Reference Version: C Version 2, change request** and change request Land Plans.

2.2.28 Non-prescribed consultees

2.2.29 In addition to the parties listed above, National Grid also identified a small number of bodies not otherwise identified through Sections 42 to 44 of the Planning Act 2008 that it also chose to consult. These bodies are listed in Table 2.5

Table 2.5: Non-prescribed bodies consulted on the changes

	Proposed change number				
	1 (Hoverport, Kent)	2 (Friston substation, Suffolk)	3 (Change to the Order Limits at Friston, Suffolk)	4 (Benhall Railway Bridge, Suffolk)	5 (South of the B1119, Suffolk)
Kent Wildlife Trust	X				
Suffolk Wildlife Trust		X	X	X	X
Riveroak Strategic Partners (their Manston Airport outfall lies within the footprint of the hoverport)	X				
Nemo Link	X				

Community consultation

2.2.30 The ExA's response to National Grid's initial notification about the proposed changes **[PD-011]** set out their expectation that neighbouring residents should also be consulted about Changes 1, 2 and 3. Plate 2.1, Plate 2.2 and Plate 2.3 set out the area in the vicinity of Changes 1, 2 and 3 that National Grid has considered to include neighbouring properties for the purpose of the consultation.

Plate 2.1 Map of distribution area for neighbour mailing (Change 4)



Plate 2.2 Map of distribution area for neighbour mailing (Change 2)

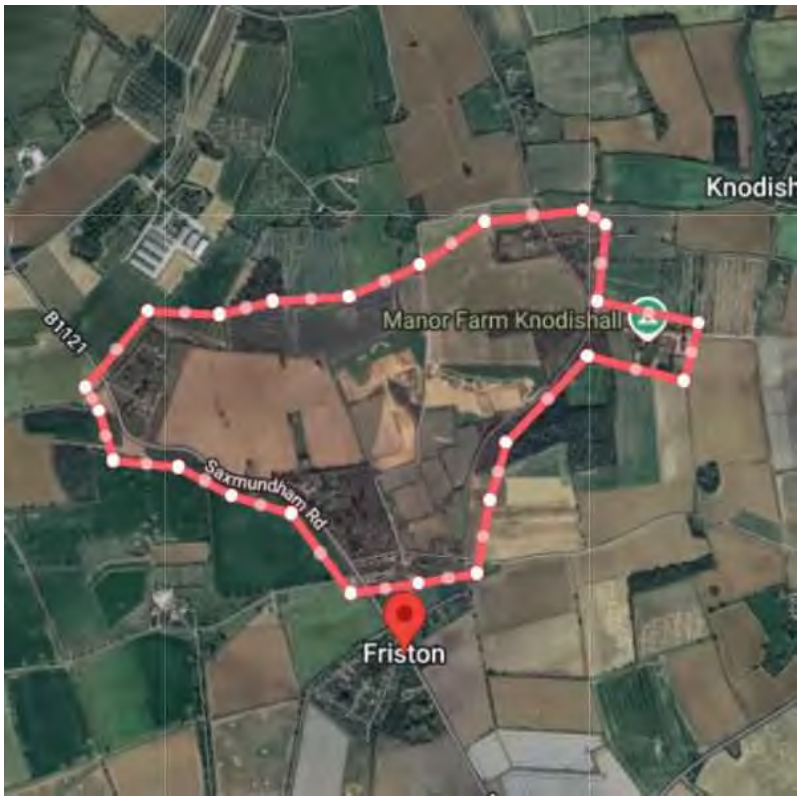


Plate 2.3 Map of distribution area for neighbour mailing (Change 3)



2.3 How National Grid consulted

2.3.1 National Grid wrote to all those identified in Table 2.1, Table 2.2 and Table 2.4, and to properties included in the distribution areas set out in Plate 2.1, Plate 2.2 and Plate 2.3 by 1st Class post on 6 October 2025. The letters provided an overview of the change(s) each stakeholder was being consulted on, along with how recipients could access further information about the proposed changes and provide their feedback. National Grid submitted a copy of the stakeholder notification letter to the ExA on 7 October 2025 **[CR1-004],** and a copy of the notification letters sent to the bodies identified in Table 2.1, Table 2.2, Table 2.4 and Table 2.5 can be found in Appendix B **[CR1-002, CR1-004 and CR-005].**

2.3.2 National Grid also sent a copy of this notification to local authorities and prescribed consultees by email on 7 October 2025.

2.3.3 To support the consultation on the proposed changes, National Grid produced the following materials:

- Consultation document **[CR1-003]**: A short document setting out the background to the Proposed Project, the needs case for the Proposed Project, information on each of the proposed changes and how those interested could submit feedback;
- Consultation figures **[CR1-006]**: To accompany the Consultation document, a set of figures providing a visual representation of the proposed changes; and
- Land rights plans **[CR1-007]**: A set of plans demonstrating how the proposed changes would affect the land rights National Grid is seeking through its development consent order application.

2.3.4 The consultation materials listed in section 2.3.3 were made available via the Document Library found at nationalgrid.com/sealink from 7 October 2025. Copies of the materials were also submitted to the ExA and uploaded to the Examination Library on the Planning Inspectorate's website on 10 October 2025.

2.3.5 The homepage of the project website was updated on 7 October 2025 to refer to the additional consultation, meaning that those not directly contacted by National Grid also had the opportunity to review the materials and provide feedback, if desired.

2.3.6 All notification letters and emails, along with the homepage of the project website, included a response deadline of 23:59 on 7 November 2025. As such, the duration of the consultation was in excess of the minimum 28 days recommended in the Planning Inspectorate Guidance.

2.3.7 A total of 225 responses were received prior to the deadline, with a further 7 responses received from PINS after the deadline. These 7 responses were copies of feedback National Grid had already received directly. All 232 responses have been considered and more information on the feedback received can be found in Chapter 3.

2.4 Comments about consultation notifications

2.4.1 At the Preliminary Meeting on 5 November 2025, a small number of bodies indicated that they had not received notification of the consultation on the proposed changes. Some of these bodies were included in the list of consultees included in Table 2.1.

Table 2.3 sets out the bodies that raised this issue, along with the steps National Grid took to check whether they were due to be directly contacted and, if so, that the consultation notifications were correctly issued.

Table 2.2 Comments received about consultation notifications

Consultee	National Grid's response
Saxmundham Town Council	National Grid checked its records to confirm that it had contacted the Town Council by post and email, as set out in 2.3.1 and 2.3.2, and that no bounce backs were received. National Grid subsequently contacted the Town Council to check they had received the email, with the Council confirming that they had received this notification and submitting a response to the consultation prior to the deadline.
Kent Wildlife Trust	National Grid checked its records to confirm that it had contacted Kent Wildlife Trust by post and email, as set out in 2.3.1 and 2.3.2, and that no bounce backs were received. The individual from Kent Wildlife Trust was also contacted personally by the Sea Link consents team on 6 November to ask whether she needed any help understanding the changes given that the letter and email had not reached her personally but no response was received. Kent Wildlife Trust submitted a response to the consultation prior to the deadline.
CBRE	National Grid sought to carry out proportionate and targeted consultation on the proposed changes. As such, it did not formally seek the feedback of CBRE. Information on the changes was made available online for those not directly contacted about the consultation, and CBRE was not prevented from submitting a response (although none was received). CBRE was aware of the changes before the deadline as they discussed the changes at the Preliminary Meeting on 5 November.
Whitearch Residents Association	Whilst National Grid did not directly contact Whitearch Residents Association regarding the consultation on the proposed changes, it did write to and consulted all properties within Whitearch Park as part of a letter to residents in the vicinity of Change 4, as set out in Plate 2.1. National Grid has also had separate dialogue by letter (issued 26 November 2025) with Whitearch Residents Association outside of the formal consultation process.

2.5 Notices

2.5.1 Consultation on proposed changes prior to submitting a Change Request is non-statutory, with statutory consultation as required under the Infrastructure Planning (Compulsory Acquisition) Regulations 2010 (CA Regulations) and, where necessary, the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 occurring after the Change Request is submitted. As the CA Regulations are engaged in relation to this Change Request, National Grid will arrange for the publication of notices and an explanation of how this process will be undertaken is provided in the Change Request Report (see **Application Document 9.76.3 New Document,** submitted in the Change Request).

2.5.2 At the Preliminary Meeting on 5 November 2025, the ExA asked National Grid to consider whether the consultation on the proposed changes could be advertised via publicity in local newspapers and/or notices. In the Rule 8 letter of 10 November 2025 **[PD-013]**, the ExA additionally noted a request for National Grid to ensure *'that the proposed changes are widely publicised'.* A response to this point was provided in National Grid's Cover Letter submitted at Deadline 1 on 18 November 2025, but is summarised below for completeness.

2.5.3 In response to the ExA's request of 5 November 2025, National Grid explored whether it would be possible to place an advert in local newspapers prior to the close of the consultation on 7 November 2025 on the changes as initially conceived.

2.5.4 The lead-in time for publishing an advert in the East Anglian Daily Times was 4 working days, meaning that the earliest a notice could have been published (presuming that content was provided to the newspaper on the same day as the ExA's initial request) was 11 November 2025. The lead-in time for the Kentish Gazette was 2 working days, but as the newspaper is only published once a week, the earliest a notice could have been published was 12 November 2025.

2.5.5 Given that both of these dates were after the end of the consultation, National Grid was unable to place any newspaper notices publicising the consultation.

2.5.6 Although newspaper publicity may have been possible had National Grid received a request to carry this out prior to 5 November 2025, it notes that this did not form part of the ExA's advice on the need, scale and nature of the consultation to be carried out **[PD-011]**. National Grid also notes that newspaper publicity is not suggested as being required in the Planning Inspectorate Guidance. The ExA noted in the Preliminary Meeting on 5 November 2025 that there is no statutory requirement to place newspaper notices during consultation.

2.5.7 Given the minor nature of the changes, it is also not considered that newspaper notices would have been proportional for this consultation. National Grid is aware that changes have been made to recent DCO applications of a similar or greater extent than proposed on Sea Link, and is not aware of any occasions where it has been considered essential that newspaper notices have been published to publicise the consultation prior to submission.

2.5.8 The changes proposed have evolved in response to consultation resposnes received and, as set out above due to the CA Regulations being engaged, notices on the final changes will be published following submisison of the Change Request.

3. Summary of responses received to consultation

3.1 Overview

3.1.1 Responses to the targeted consultation on the proposed changes could be submitted in the following ways:

- By email to contact@sealink.nationalgrid.com; or
- By writing to Freepost SEA LINK (no stamp required).

3.1.2 In total, 232 responses were received to the consultation. The list of consultees in Table 2.1 and 2.2 who responded to the consultation is as follows:

- East Suffolk Council;
- Environment Agency;
- Friston Parish Council;
- Historic England;
- Marine Management Organisation;
- Maritime and Coastguard Agency;
- National Highways;
- Natural England;
- Saxmundham Town Council;
- Suffolk County Council;
- Thanet District Council;

3.1.3 Thanet Offshore Transmission Project (OFTO) Limited; and

- Water Management Alliance (East Suffolk Drainage Board).

3.1.4 Additionally, a range of responses were received from landowners, members of the public and other bodies not identified in Table 2.1 and 2.2. Appendix C includes a copy of all consultation responses received as part of the targeted consultation on the proposed changes.

3.1.5 Table 3.1 provides a summary of responses received that were relevant to the targeted consultation, along with any key issues raised.

Table 3.1 Summary of key issues raised in targeted consultation responses

Topic	Summary of key issues raised
Consultation	• Duration of the targeted consultation; • Consultees for the targeted consultation; and • Publicity surrounding the targeted consultation.
Change 1 (Hoverport, Kent)	• Objections to the proposed change and the inclusion of the hoverport in plans for the Proposed Project; • Misconceptions about the proposals for the hoverport, with many consultees incorrectly referring to a construction compound being built at this location; • Comments about whether ecology surveys have been carried out at this location, and the quality of any surveys that have been undertaken; • Concern about the restriction of access to the hoverport when required for use by the Proposed Project; • Associated with concerns about the restriction of access to the hoverport, comments about the benefits of the hoverport to the mental/physical health of users; • Comments about whether alternatives to the proposed change have been considered; • Comments about the existing condition of the hoverport, and concern that use of the hoverport by the Proposed Project would negatively impact its condition; • Concern about how the use of the hoverport could impact on tourism and local businesses; and • Concern about various environmental topics, including noise, light pollution and flood risk.
Change 2 (Friston (Kiln Lane) substation, Suffolk)	• Objections to the proposed change; • Misconceptions about the purpose/intention of the proposed change; and • Comments about the drainage strategy.
Change 3 (The Henge, Suffolk)	• Objections to the proposed change; • Comments about the impact of the proposed change on human health; • Concern about the environmental impact of the proposed change; • Concern about various environmental topics, including noise, vibration, traffic, flood risk and drainage; • Concern about the loss of farmland and impact on food security arising as a result of the additional land required as part of the proposed change; and • Concern about the impact of the proposed change on property values.

Topic	Summary of key issues raised
Change 4 (Benhall Railway Bridge, Suffolk)	• Objections to the proposed change or an aspect of it, such as the semi-permanent option; • Misconceptions about the proposals for the Benhall Railway Bridge, with many consultees asserting that the use of the bridge had not formed part of National Grid's plans previously; • Concern about traffic impacts associated with the use of the bridge; • Concern about general disruption as a result of the proposed change; • Concern about the impact of the proposed change on the railway; • Comments about whether surveys have been carried out at this location, and the quality of any surveys that have been undertaken; • Concern about various environmental topics, including noise and vibration; • Concern about how the proposed change could impact access to Whitearch Park and Shotts Meadow; • Concern about how the proposed change could impact the safety of pedestrians, cyclists and wheelchair users; and • Comments about whether alternatives to the proposed change have been considered.
Change 5 (South of the B1119, Suffolk)	• Suggestion of how screening could be used to mitigate the impacts of the Proposed Project.

3.2 Response to issues raised

3.2.1 Table 3.2 sets out National Grid's response to the issues raised by respondents to the targeted consultation on the proposed changes. Table 3.2 does not include responses to any issues related to topics that were not directly relevant to the targeted consultation on the proposed changes, including matters addressed following previous rounds of consultation. National Grid has already provided responses to these topics in the Consultation Report **[APP-301**] and its appendices **[APP-302 to APP-318]**.

Table 3.2 National Grid's response to targeted consultation feedback

Relevant change	Topic(s)	National Grid's response
Change 1 (Hoverport, Kent)	• Change 1 (Hoverport, Kent) • Objections to the proposed change and the inclusion of the hoverport in plans for the Proposed Project; • Misconceptions about the proposals for the hoverport, with many consultees incorrectly referring to a construction compound being built at this location; • Comments about whether ecology surveys have been carried out at this location, and the quality of any surveys that have been undertaken; • Concern about the restriction of access to the hoverport when required for use by the Proposed Project; • Associated with concerns about the restriction of access to the hoverport, comments about the benefits of the hoverport to the mental/physical health of users; • Comments about whether alternatives to the proposed change have been considered;	National Grid confirms that this Change Request relates to an increase in the Order Limits in relation to the hoverport and does not relate to any wider changes to the Proposed Project in Kent. The hoverport was included within the original Order Limits for the DCO application, and the proposed use is consistent with that previously described in the application and assessed in the ES. Project activities will remain the same as assessed within the original application and clarified in the Pegwell Bay Construction Technical Note submitted at Deadline 1. The Change Request to extend the Order Limits is proposed simply to allow the potential relocation of the access route onto the intertidal mudflats. This is intended to give National Grid more flexibility to avoid sensitive saltmarsh habitats in the upper intertidal area. This extension to the Order Limits allows for flexibility once surveys are complete to identify the route of least impact. In their response to the Change Request Consultation, Natural England confirmed that they are '*content with the change'* to access at the former hoverport as '*this change is intended to avoid impacts to saltmarsh habitat, in line with our relevant representation comments*.' The Environment Agency (EA) welcomed Change 1 as: '*we see this as an environmentally beneficial change and are in support of this*.' The hoverport will not be used as a core location or compound for works, only an access route to the intertidal areas in line with the original application. Overall access will remain at the same scale as originally proposed, with no greater use or greater number of vehicles, just providing additional flexibility for the access route. In their consultation response the EA commented that they still wish to see the hover pad itself protected, particularly the eroding sea wall edge of the pad. In response a Structural Integrity Assessment of the hoverport hard standing will be

Relevant change	Topic(s)	National Grid's response
	• Comments about the existing condition of the hoverport, and concern that use of the hoverport by the Proposed Project would negatively impact its condition; • Concern about how the use of the hoverport could impact on tourism and local businesses; and • Concern about various environmental topics, including noise, light pollution and flood risk.	undertaken to ensure the size of equipment and lorry loads can be deployed safely across the hoverport. Various searches regarding the Hoverport have identified some 'anecdotal' evidence that the Hoverport was constructed on Colliery Spoil – but at the current time National Grid has not seen any data or information that confirms this. The risk and impact assessments that National Grid has undertaken for the DCO application recognise the potential for a level of contamination, and in the context that the proposed use for the Hoverport is solely for access. National Grid's conclusion is that significant effects in relation to geology and hydrogeology (from existing contamination) are unlikely, and any potential effect is regarded to be minor and not significant. In their response the Maritime and Coastguard Agency raised the issue of whether the details of Proposed Change 1 should be included in the Navigation Risk Assessment. In regard to impacts on Shipping and Navigation, the hoverport area is above Mean High Water Springs, therefore, no navigation impacts are expected. Vessel movements or marine access arrangements are unaffected, and no new navigation risks arise. The ES and Navigational Risk Assessment conclusions remain the same with no updates required. The MMO in their response confirmed that they had reviewed the updates in consultation with our scientific advisors at the Centre for Environment, Fisheries and Aquaculture Science (Cefas) and '*considers the proposed change to be acceptable*'. The same environmental commitments as in the original application would apply to the revised project if the Change Request is accepted. The hoverport at Pegwell Bay is proposed to be used to enable some construction plant to access the trenchless exit pits within the intertidal mudflats. **Application Document 6.2.3.2, Part 3, Kent Chapter 2, Ecology and Biodiversity [AS-047]** was updated at Deadline 1 to amend the statements regarding the use of the hoverport during construction and not just operation and maintenance. **Application Document 6.6 Habitats Regulations Assessment [AS-007]** also assesses the impacts of the Proposed Development on Protected Sites both offshore and onshore. This Habitats Regulations Assessment was reviewed as part of the proposed changes and it was concluded there would be no change in

Relevant change	Topic(s)	National Grid's response
		likely significance of effects or adverse effects on European designated sites as a result of the proposed changes. In addition to the original proposal, National Grid has added a new commitment to **Application Document 7.5.3.2 (B) (version 2, change request) Appendix B Register of Environmental Actions and Commitments**, as included in this Change Request as follows: *'To ensure ecological interest features of the former hoverport are not affected during construction, the following approach will be taken: a) pre-construction botanical survey will be undertaken to map vegetation stands of particular significance to protect, such as orchids or dense stands of dock or wild carrot (the larvel floodplants of the two rarest vertebrates on site). b) An access route will subsequently be marked out which avoids these stands, along with dense stands of other vegetation. c) A suitable qualified ecologist will be on site to supervise and guide the marking out of the access route.'* This commitment provides a greater degree of certainty that effects on the saltmarsh will be avoided than was the case prior to the Change Request. National Grid has rigorously assessed the Proposed Project's impact on footpaths, adhering to the mitigation hierarchy by avoiding, preventing, reducing and, if possible, offsetting impacts. National Grid acknowledges that there will be a temporary disruption to footpaths during the construction phase. Where the Proposed Project has a temporary impact on a Public Right of Way (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 and implemented prior to the closure. **Section 10.9 of Application Document 6.2.3.10 Part 3 Kent Chapter 10: Socio-economics, Recreation and Tourism [APP-070]** assesses the potential effects of the Proposed Project on disruption to the use of Public Rights of Way and recreational routes. Overall, it is concluded that no significant socio-economic, recreation and tourism effects are anticipated. The EIA application considered impacts to human health within **Application Document 6.2.3.11 Part 3 Kent Chapter 11 Health and Wellbeing [AS-003]**. No significant adverse effects are identified with regards to human health and

Relevant change	Topic(s)	National Grid's response
		wellbeing. In summary, there will be no significant effect on tourism assets arising from construction of the Kent Onshore Scheme. Given that the change relates to the same vehicles travelling over a slightly different part of the hoverport, there would be no change to the assessment as a result of Change 1.The impacts to tourism and local businesses are considered within **Application Document 6.2.3.10 Part 3 Kent Chapter 10 Socio-economics, Recreation and Tourism of the Environmental Statement [APP-057]**. The chapter concludes that there are no anticipated significant effects as a result of the Proposed Project. Again, given the nature of the change, there would be no change to effects as assessed in this chapter. The main alternative to the Change Request would have been to retain the application as it was previously. The location of the saltmarsh was noted by National Grid surveyors but is not recorded in any application documents and previously there was no commitment to avoid the saltmarsh with vehicles crossing the hoverport. However, when it came to construction there would have been a risk that the saltmarsh would have been impacted by vehicles in a way that would have been avoidable through this Change Request. As a responsible developer, National Grid is seeking the change to enable the project to be developed in a way that is sensitive to the habitats at Pegwell Bay so this alternative was rejected.
Change 2 (Friston [Kiln Lane] substation, Suffolk)	• Objections to the proposed change; • Misconceptions about the purpose/intention of the proposed change; and • Comments about the drainage strategy.	The change to the limits of deviation for Friston (Kiln Lane) Substation is so that the Sea Link DCO application aligns with that of Scottish Power Renewables (SPR). Both Suffolk County Council (Item 3,2 of their Principal Areas of Disagreement Summary Statement) and East Suffolk Council (Item 5.02 of their Principal Areas of Disagreement Summary Statement) raise the Differences between Sea Link and SPR proposals, and the Change Request responds directly to this issue, Changing the limits of deviation to match those in the SPR applications enables the two teams to work closely together and adopt similar approaches. This was more challenging previously because the Friston substation location being taken

Relevant change	Topic(s)	National Grid's response
		forward under the SPR consents was outside the limits of deviation for the same substation in the Sea Link application. No expansion to the substation is proposed as part of this proposed change and the dimensions of the substation would remain as previously assessed. No further vegetation loss will occur as part of this proposed change. National Grid will continue to engage with SPR on the proposals. It is emphasized that a substation in exactly this location of the same dimensions already has consent through the SPR applications, with the impact of the substation considered acceptable in consenting the projects. The proposed change is not anticipated to result in any new or different significant environmental effects including in relation to flooding and drainage to those reported in the ES, as is confirmed in the Change Request: Addendum to Volume 6 Environmental Statement as shown in **Application Document 9.76.5** submitted with the Change Request
Change 3 (The Henge, Suffolk)	• Objections to the proposed change; • Comments about the impact of the proposed change on human health; • Concern about the environmental impact of the proposed change; • Concern about various environmental topics, including noise, vibration, traffic, flood risk and drainage; • Concern about the loss of farmland and impact on food security arising as a result of the	National Grid notes that in its Local Impact Report East Suffolk Council confirm that they take the position of: '*supporting the principle of the change*' **[Para 7.3.2.7 of REP1-128]**. In the Additional Submission to the ExA **[AS-075]**, Suffolk County Council confirmed that due to the potential significance of the Henge: 'preservation in situ is considered by Historic England and Suffolk County Council as the only appropriate way to manage this site. Within submitted plans, the proposed cable corridor runs through the centre of this monument and therefore Suffolk County Council and Historic England advise that National Grid should be required to consider alternatives to the current route in this part of the scheme, in order to appropriately mitigate against impacts to this significant heritage asset.' National Grid confirms that Change 3 is for a minor boundary change in relation to a specific section (approximately 1km) of the proposed Suffolk Direct Current cable corridor and haul road between Friston and the B1069 Snape Road and does not relate to any wider changes to the Proposed Project.

Relevant change	Topic(s)	National Grid's response
	additional land required as part of the proposed change; and • Concern about the impact of the proposed change on property values.	Throughout 2024 and into the first half of 2025, National Grid undertook a large suite of intrusive archaeological investigations (trial trenching evaluation) across the Kent and Suffolk onshore scheme areas, accompanied by non-intrusive geophysical surveys. On the tail-end of this survey effort, a feature (also referred to in this document as the 'asset') was identified within the survey area which initially appeared to resemble a neolithic hengiform monument. Consultation with the Suffolk County Council Archaeology lead (SCCAS) and Historic England in mid-2025 initially indicated that the site could be considered as nationally significant and of potentially schedulable quality. The Sea Link project, as originally configured, would have produced a potential 40% loss of the asset. Should further investigation confirm that the asset could be scheduled, this could meet the test for substantial harm. As substantial harm to assets of the highest significance (scheduled monuments or equivalent) should be wholly exceptional (NPS para 5.9.30) It was therefore deemed that re-routing the cable corridor and haul road should be investigated and considered thoroughly given the risk that the asset was of high value. Following the initial find, National Grid undertook additional geophysical surveys around the feature in October 2025. This additional geophysical survey has provided a clearer and more conclusive indication of the nature of the asset which was originally believed to be a neolithic hengiform monument. The geophysical surveys have produced findings which conclude that the asset is not a henge monument, and is far more likely to be a livestock enclosure of regional significance. These conclusions have been shared and discussed with Historic England and SCCAS, who agreed with this conclusion on the asset's nature and significance. Subsequently, National Grid has been reassured by Historic England and SCCAS that it could retain the original cable alignment and haul road with appropriate mitigation measures in place in their consultation response where they stated, "*However, given the potential of the site to contain settlement evidence and other remains, SCCAS would advise only partial excavation of just the central portion of the feature would not be appropriate or in line with best practice. Therefore, the monument would need to be subject to a programme of*

Relevant change	Topic(s)	National Grid's response
		enhanced mitigation to enable it to be mitigated in full if it is not going to be completely avoided by the cable route". For the purposes of this response, this approach can be called Scenario 1. The mitigation measures likely to be required under Scenario 1 necessitate the broadening of the Order Limits to ensure that the entire asset is within the Order Limits. This would ensure that National Grid is able to implement the required mitigation which is excavation of the regionally significant heritage feature and also provide a buffer by including a slight increase in the Order Limits to those proposed in the Notification letter **[AS-138]**. Land take required for archaeological mitigation would be temporary. Once the mitigation has been completed, the additional land required for mitigation will no longer be required by National Grid. The additional land required under Scenario 1 would not expand beyond the field boundaries already included within the Order Limits, but would slightly increase the area of land required within the field parcels already affected by the Order Limits. Under this scenario, there would be no change to the required land for the cable and haul road, which would remain unchanged. Under the second scenario (Scenario 2), National Grid would re-route the cable route and/or haul road around the asset, avoiding any impact on the livestock enclosure. To enable this option, the Order Limits have been widened to the east of the originally proposed cable route, allowing flexibility to vary the location of the cable through a pathway that minimises impact to any archaeology present, while simultaneously considering all other environmental receptors. Under Scenario 2, the land required would be of a similar swathe to that which was originally proposed in the DCO Application (a typical construction swathe can be seen in **Application Documents 2.13 Design and Layout Plans [APP-037]** National Grid Drawing Reference DCO/S/DE/SS/1209 – Typical HVDC direct buried cable cross section and construction area). Provided that there are no significant assets within the new alignment, this option may provide a better outcome for archaeology and avoid the need for significant excavation works. The need to retain both options at present is because trial trench evaluation works are currently scheduled to take place throughout the winter of 2025/2026 to provide further insight into an optimal pathway through the newly proposed

Relevant change	Topic(s)	National Grid's response
		Order Limits. If a preferable route is not identified to the east, National Grid may choose to revert to Scenario 1 described in the prior paragraph. The Change Request: Addendum to Volume 6 Environmental Statement as shown in **Application Document 9.76.5 New Document** submitted with the Change Request considers if the proposed change has new or different significant environmental effects to those documented in the ES. The environmental receptors include those associated with human health, traffic and transport, noise and vibration, agriculture and soils, flood risk and water environment.
Change 4 (Benhall Railway Bridge, Suffolk)	• Objections to the proposed change or an aspect of it; and • Misconceptions about the proposals for the Benhall Railway Bridge, with many consultees asserting that the use of the bridge had not formed part of National Grid's plans previously.	The DCO application (reference EN020026) considered the main proposed construction access route to the Saxmundham Converter Station to be off the A12 at Benhall, over the Benhall Railway Bridge and onto the B1121, then along a new access road from the B1121 south of Saxmundham, over the River Fromus and into the site of the proposed Converter Station. The proposed changes would make no change to the route or number of vehicles accessing the site via this route compared to the original application. This access is described throughout the documents in the DCO application, including in the Access, Rights of Way and Public Rights of Navigation Plans **[AS-011]** and the original plans **[APP-025]**. These plans also show a temporary closure and diversion along the B1121, including at Benhall Bridge. The Traffic Regulation Order plans submitted with the DCO application also show the proposed part of the B1121 to be affected by a temporary closure. This proposed approach was in place prior to the Change Request and remains unchanged. This Change Request is in response to the issues around the potential need to strengthen Benhall Rail Bridge, as confirmed by Suffolk County Council in their Consultation Response: '*This change has been the result of discussions with Suffolk County Council and East Suffolk Council due to the importance of the Benhall Railway Bridge as part of the access route to the converter station site and the need for clarity on how any works to the bridge would be consulted and consented upon by the*

Relevant change	Topic(s)	National Grid's response
		Local Highways Authority' Benhall Railway Bridge is suitable for almost all vehicles proposed to access the Saxmundham Converter Station site. However, there is a weight restriction placed on the bridge indicating it would not be suitable for very heavy Abnormal Indivisible Load (AIL) vehicles (anticipated to be a maximum of 15 road closures for Sea Link). Local highway networks are not necessarily designed or maintained to cater for very large, very heavy vehicles and it is normal for measures to be required within the highway to support passage of these vehicles from their point of origin to their destination. The condition of the local highway and structures changes over time and the weight restriction on the bridge was only notified to National Grid in January 2025. It is normal for the AIL contractor to need to undertake a survey of the route prior to deliveries and to implement measures to cater for issues on the network. Due to the potential for change over time, this survey is normally completed post consent and detail on measures is not required for the DCO application. Notwithstanding the above, due to concerns raised by SCC and ESC, National Grid has considered the solution to Benhall Bridge in particular and concluded that a mini-bridge can be installed within the highway boundary that would enable the loads to cross the bridge. Works to temporarily install overbridges for AIL vehicles are undertaken frequently within the highway without planning permission and these works would not normally be subject to extensive public consultation. National Grid has chosen to include these works in the Order Limits only to consult openly on the works and provide more flexibility in how they are implemented; particularly to enable National Grid to consider improving the bridge on a permanent basis rather than using a temporary overbridge. This was in direct response to suggestions from SCC and ESC to make the change. National Grid has included fixing the bridge as an option in response to the suggestion made by the local highway authority in meetings on the Proposed Project since submission of the DCO application. Should the bridge require repairs, repairing the bridge now would limit the number of future closures, which

Relevant change	Topic(s)	National Grid's response
		would likely be a benefit to residents of Whitearch Park and the surrounding area in the medium term. In the unlikely event of a transformer failure during operation at either the Suffolk site or the Kent site, a transformer may need to be delivered or removed from the Suffolk converter station and this will require the use of the Benhall Railway Bridge again. This would require the use of a temporary mini-bridge again; no closure of Benhall Railway Bridge would be required if the bridge had been repaired. Land adjacent to Benhall Bridge to the south and along the railway line was included in National Grid's change notification letter to maximise the number of options that could be explored with the local highway authority. However, in response to feedback, the additional land to the south has been removed from the Change Request. See section 4 of this Report for further detail. This also removes the option of a semi-permanent bridge being installed. Regardless of the final solution, access to all residential properties will be maintained during highway works at Benhall Bridge, as they would be with any highway works. This includes access to all properties at Whitearch Park. During temporary highway works, vehicular access to Whitearch Park would be limited to an approach from the west via the A12 during the period when the bridge itself is closed, but all properties will remain accessible. This mitigation has been considered in Change Request: Addendum to Volume 6 Environmental Statement as shown in **Application Document 9.76.5** submitted with the Change Request where it is concluded that there are no new or different significant environmental effects to those reported in the ES. Details of any temporary traffic measures will be detailed in National Grid's final Construction Traffic Management Plan, which would be submitted and approved by Suffolk County Council prior to implementation in accordance with Requirement 6 in the **draft DCO (Application Document 3.1)**. Similarly, any temporary closures or diversions of Public Rights of Way would be set out in National Grid's final Public Rights of Way Management Plan, to be submitted and approved by Suffolk County Council under the same requirement.

Relevant change	Topic(s)	National Grid's response
		It should be emphasised that whilst the change will provide more flexibility on the solution and more clarity in how final details will be discharged; it will make no change to the vehicles accessing the site or to the closures required for installation of a mini-bridge in this location.
Change 4 (Benhall Railway Bridge, Suffolk)	• Concern about traffic impacts associated with the use of the bridge.	Change Request: Addendum to Volume 6 Environmental Statement as shown in **Application Document 9.76.5** supports the Change Request. This Addendum concluded that the proposed change in isolation and in-combination with other proposed schemes in the area will not change the significance of likely significant effects from traffic from that concluded in the ES. Details of any temporary traffic measures will be detailed in National Grid's final Construction Traffic Management Plan, which would be submitted and approved by Suffolk County Council prior to implementation. Similarly, any temporary closures or diversions of Public Rights of Way would be set out in National Grid's final Public Rights of Way Management Plan, to be submitted and approved by Suffolk County Council.
Change 4 (Benhall Railway Bridge, Suffolk)	• Concern about general disruption as a result of the proposed change and the impact on the railway.	National Grid does not anticipate that temporary closure of the railway would be required to install the mini bridge at Benhall Railway Bridge as this can be done entirely from within the highway. Should National Grid agree to undertake repairs on the SCC asset to provide a lasting benefit to the local highway and reduce future impacts, this may require temporary closure of the railway. This may also be required to provide safe access for the surveys of Benhall Railway Bridge to inform the extent of remediation required. National Grid is engaging with Network Rail on the proposed options and the extent of closure required; and have been liaising with SCC on the nature of investigation works required. National Grid is aiming to undertake the investigation works as soon as possible so it can be carried out in advance of the railway being used significantly by Sizewell C. The option to repair the bridge would only be progressed under the DCO if the works were minor and were agreed with Network Rail and SCC. The mini-bridge

Relevant change	Topic(s)	National Grid's response
		would be used if this option is not feasible or would result in unacceptable impacts to the railway. Access to all residential properties will be maintained during highway works at Benhall Bridge, as they would be with any highway works. This includes access to all properties at Whitearch Park. During temporary highway works, vehicular access to Whitearch Park would be limited to an approach from the west via the A12 during the period when the bridge itself is closed, but all properties will remain accessible. This mitigation has been considered in Change Request: Addendum to Volume 6 Environmental Statement as shown in **Application Document 9.76.5** submitted with the Change Request where it is concluded that there are no new or different significant environmental effects to those reported in the ES. Details of any temporary traffic measures will be detailed in National Grid's final Construction Traffic Management Plan, which would be submitted and approved by Suffolk County Council prior to implementation. Similarly, any temporary closures or diversions of Public Rights of Way would be set out in National Grid's final Public Rights of Way Management Plan, to be submitted and approved by Suffolk County Council. Change Request: Addendum to Volume 6 Environmental Statement as shown in **Application Document 9.76.5** has been prepared and supports the Change Request. This Addendum concluded that the proposed change in isolation and in-combination with other proposed schemes in the area will not change the likely significance of effects from traffic from that concluded in the ES.
	• Comments about whether surveys have been carried out at this location, and the quality of any surveys that have been undertaken.	The original change notification included the land to the east of the railway bridge. National Grid was in discussions with the landowner on access for survey work that required site access. The land had previously been subject to extensive surveys for the housing application on the site providing a good idea of the constraints; although as ecological surveys do go out of date, further surveys were planned. Following consultation, this area of the site has been removed from the Change Request, particularly due to the conflict with the now consented housing site. This removal has also resulted from further evaluation concluding

Relevant change	Topic(s)	National Grid's response
		that the semi-permanent bridge (the only option that is not possible without this land) is the least preferred option. Land remaining in the Order Limits for the Change Request at this location is limited to the existing highway and existing Network Rail land.
	• Concern about various environmental topics, including noise and vibration.	A comprehensive noise and vibration impact assessment was completed to inform the DCO application. This assessment was documented in Document 6.2.2.9 Park 2 Suffolk Chapter 9 Noise and Vibration **[AS-109]**. No significant effects are anticipated from noise and vibration associated with the Proposed Project. Given that the original application included this route as the main access and assessed the number of vehicles proposed, there would be no change to vehicular noise a result of the change. The removal of the area for a compound would also mean that any works are conducted in the highway (mini-bridge) and/ or along the railway (bridge repairs), distant from residential properties. A Change Request: Addendum to Volume 6 Environmental Statement as shown in **Application Document 9.76.5** has been prepared and supports the change application. It concludes that the proposed change will not change the significance of effect from noise and vibration from that in the ES.
	• Concern about how the proposed change could impact the safety of pedestrians, cyclists and wheelchair users.	For the safety of pedestrians, cyclists and wheelchair users the public footpath along the B1121 at Benhall Railway Bridge would be closed during the installation of the mini-bridge and temporary closures of the bridge associated with bridge repairs. Pedestrian, cyclist and wheelchair access to properties will be available throughout the remainder of the construction works and during operation. Any temporary closures or diversions of Public Rights of Way would be set out in National Grid's final Public Rights of Way Management Plan, to be submitted and approved by Suffolk County Council

Relevant change	Topic(s)	National Grid's response
	• Comments about whether alternatives to the proposed change have been considered.	The alternative sites for the proposed location of the converter substation were considered in the DCO application, within the **Environmental Statement Volume 6 Application Document 6.2.1.3 Part 1 Introduction Chapter 3 Main Alternatives Considered [APP-044]**). There is no new information that has come to light that would change National Grid's assessment of conclusions on the best access. Import of the AILs via railway would require additional supporting infrastructure to be installed which would require additional temporary land and would have associated environmental impacts. Use of the local road network would still be needed to bring the materials to site from the rail import storage location. Construction of a new bridge or a new service road with new level crossing would also require additional land which would have associated environmental impacts. The proposed main construction route for the Sea Link converter station is off the A12 at Benhall, crossing the Benhall Bridge and continuing along the B1121 to a new bell mouth and access road south of Saxmundham. This route from the A12 at Benhall is the most direct route to site from the A12 and therefore avoids the majority of villages and residential areas in the area. The alternative construction access routes considered for the converter station works were: • Leaving the A12 at Yoxford, via the B1122 through Theberton and Leiston and onto the B1119 (blue dotted line in Figure 1 below) This would introduce significant amounts of construction vehicles going through Leiston. • Leaving the A12 at Yoxford, via the B1122 through Theberton and Leiston and onto the B1069 to Snape Road and onto the proposed Sea Link cable haul road towards site (pink dotted line in Figure 1 below). This would introduce significant amounts of construction vehicles going through Leiston. • Leaving the A12 at Friday Street, via the A1094 through Snape Watering and Church Common and onto the B1069 to Snape Road and onto the

proposed Sea Link cable haul road towards site (purple dotted line in Figure 1 below). This is not the primary route for the converter station works but will be utilised for cable works and substation works.

- Leaving the A12 at Yoxford onto the proposed new Sizewell Link Road and Sizewell level crossing works near the B1119 west of Leiston. This route requires an additional section of haul road (grey dotted line in image below).



Figure 1 Alternative construction access routes

Access routes leaving the A12 at Yoxford and along the B1122 do not offer the most direct route to the site. They would add significant journey time to each vehicle movement which would multiply up for number of vehicle movements

Relevant change	Topic(s)	National Grid's response
		required over the whole construction period, introducing risks to the project programme. The alternatives would all mean vehicles travelling for a greater amount of time on smaller local roads and through villages. The Sizewell Link Road and the Sizewell level crossing works may not be ready in time for all converter station works. This route would also require an additional significant stretch of temporary stone road through fields to link between the Sizewell Link Road and the B1119 (labelled "Additional Haul Road" in the figure above) with further effects. The alternatives considered do not perform as well as the route selected.
Change 5 (South of the B1119, Suffolk)	• Suggestion of how screening could be used to mitigate the impacts of the Project. • Suggestion of a permanent public right of way in this location	The Change Request responds to the request of East Suffolk and Suffolk Councils that National Grid review whether the Order Limits are large enough to accommodate the necessary mitigation planting along the B1119 for screening views of the converter station. National Grid is confident that the proposed hedge included in the DCO application will provide the screening required to mitigate the visual impact at this location as identified in the ES. A double planted hedgerow is proposed along the B1119 and the detail of the hedgerow will be developed at detailed design stage. The DCO application includes the provision of a temporary Public Right of Way along the B1119. While the proposed change allows more space along this strip of land, it should be noted that a permanent public right of way along this route is not identified as essential mitigation in the ES and therefore compulsory acquisition powers are not sought for this. Suitable space will be available should a permanent PRoW be considered at this location in the future.

4. Regard had to Responses Received and Conclusion

4.1 Summary

4.1.1 This Consultation Report has been submitted in accordance with Planning Inspectorate Guidance and the ExA's advice in the Rule 9 Letter to set out how National Grid has consulted on the five proposed changes to the DCO Application.

4.1.2 National Grid considers that it has carried out adequate and meaningful engagement in line with the Planning Inspectorate Guidance and the ExA's advice, and that this engagement was proportionate to the nature and extent of the proposed changes included within the Change Request.

4.1.3 National Grid will continue to engage with interested parties in respect of the proposed changes throughout the Examination process.

4.2 Response to issues raised

4.2.1 Table 3.2 sets out National Grid's response to the issues raised by respondents to the targeted consultation completed between 7 October 2025 and 7 November 2025. Table 3.2 does not include responses to any issues related to topics that were not directly relevant to the targeted consultation, including matters addressed following previous rounds of consultation. National Grid has already provided responses to these topics in the **Application Document 5.1 Consultation Report [APP-301]** and its appendices **[APP-302 to APP-318]**.

4.2.2 In response to dialogue had with statutory stakeholders as part of the targeted consultation, National Grid has amended some of the proposed changes from the descriptions of the proposed changes as included in the Notification of Change Request (the "Notification Letter") **[AS-138]** to the Examining Authority. The issues raised and relevant response for each proposed change is outlined below where it was required.

Change 1: Change to access at the Hoverport

4.2.3 This proposed change did not need to be amended in response to consultation and therefore the proposed change is the same as that included in the Notification Letter.

4.2.4 In coming to this conclusion, National Grid had regard to the fact that this Change has been welcomed by the Environment Agency and that Natural England are ''*content with the change'.*

Change 2: Change to Works Plans at Friston (Kiln Lane) substation, Suffolk

4.2.5 This proposed change did not need to be amended in response to consultation which included neighboring residents to the proposed location of change 2 and relevant Internal Drainage Board (Water Management Alliance (East Suffolk Drainage Board), as requested in the ExA's Rule 9 letter **[PD-011]**. Therefore, the proposed change is the same as that included in the Notification Letter. This proposed change will respond

directly to the issues raised by Suffolk and East Suffolk Councils achieving a degree of consistency with the SPR Schemes.

Change 3: Change to the Order Limits at Friston to provide flexibility in relation to heritage feature, Suffolk

4.2.6 Further geophysical survey of the landscape around the possible henge feature was completed in October 2025 and indicated that the feature no longer appears to be a henge, but some kind of stock enclosure. In response to the ExA's Rule 9 letter **[PD-011]** the geophysical survey report is included as appendix to the Change Request: Addendum to Volume 6 Environmental Statement as shown in **Application Document 9.76.5 New Document** submitted with the Change Request

4.2.7 The geophysical survey also identified potential archaeological features of interest in the area to the west of the heritage feature and no potential archaeological features in the area to the east of the heritage feature, where the Order Limits were proposed to be extended as set out in the Notification Letter.

4.2.8 Engagement with Historic England and the County Archaeologist in October 2025 concluded that the heritage feature present is not of potential national significance or of schedulable quality, but rather of regional significance. National Grid is still proposing to undertake additional evaluation trenching in the area within the amended Order Limits to better understand the enclosure and the surrounding archaeology. The principle of amending the Order Limits to be able to preserve the remain in situ is also consistent with requests of Suffolk County Council

4.2.9 National Grid proposes to retain the option of providing the cable route and haul road as set out in the submitted DCO application with a buffer around the heritage feature, and to extend the Order Limits to the east to provide the flexibility to respond to the additional evaluation trenching due to be completed, see Drawing Reference DCO/S/WK/PS/0413 in **Application Document 2.5 (B) (version 2, change request) Works Plans** as included in this Change Request. The eastern extent of the amended Order Limits is the same as those proposed in the Notification Letter. The western extent of the amended Order Limits as proposed in the Notification Letter is removed from the proposed Order Limits in response to the geophysical survey results that potential archaeological features of interest may be present in this area. This approach is supported by Historic England and the County Archaeologist.

4.2.10 This is further supported by Suffolk County Council's consultation feedback where they reassured National Grid that it could retain the original cable alignment and haul road with appropriate mitigation measures in place in their consultation response where they stated, "*However, given the potential of the site to contain settlement evidence and other remains, SCCAS would advise only partial excavation of just the central portion of the feature would not be appropriate or in line with best practice. Therefore, the monument would need to be subject to a programme of enhanced mitigation to enable it to be mitigated in full if it is not going to be completely avoided by the cable route*".

Change 4 – Benhall Railway Bridge

4.2.11 The land to the east of Benhall Railway Bridge see Drawing Reference DCO/S/WK/PS/0418 in **Application Document 2.5 (B) (version 2, change request) Works Plans** as included in this Change Request is allocated for development of up to 50 houses in the adopted Suffolk Coastal Local Plan (September 2020). On 28 October 2025, after issue of the Notification Letter, a planning application (application reference DC/21/2503/OUT) for up to 41 residential dwellings was recommended for approval by the East Suffolk District Council Planning Committee.

4.2.12 As a result of the resolution to grant planning permission for the planning application, SCC, who had previously requested for additional land to be included in the Order Limits to allow Benhall Railway Bridge to be fixed, as set out in the Notification Letter have since confirmed that they will not support the inclusion of the adjacent land to Benhall Railway Bridge within the proposed change.

4.2.13 In response to the above developments and feedback received during the consultation process, National Grid proposes to remove the land adjacent to Benhall Railway Bridge from the land set out in the plan at Appendix D of the Notification Letter. Only the land within the highway boundary and Network Rail ownership boundary see Drawing Reference CHANGEAPP/S/LRP/S/0117 in **Application Document 2.3 (C) (version 2, change request) Land Plans** as included in this Chapter Application, will be introduced into the Order Limits by this Change Request.

4.2.14 As a result of this, only the two following options, as set out at paragraph 2.3.58 above to enable the vehicles over the weight limits to cross the bridge will be able to be implemented by National Grid:

1. Installation of the 'mini-bridge' within the highway boundary only;

2. Minor works to fix the bridge.

4.2.15 National Grid is now proposing only to include provision for the installation of the 'mini-bridge' within the highways boundary and minor works to fix the bridge. National Grid is no longer proposing to use land adjacent to the bridge to facilitate the construction of the 'mini-bridge', and has removed the option to build a semi-permanent overbridge structure from the final Change Request. As such, National Grid has not responded to consultation feedback specifically relating to the semi-permanent bridge as that option is no longer proposed. In including the additional land around Benhall Rail Bridge in the Order Limits, as part of the Change Request, National Grid has had regard to the longstanding request of East Suffolk and Suffolk Councils.

Change 5 - Increase in area for maintenance of a new hedge to south of B1119

4.2.16 No consultation feedback was received which required an amendment to this proposed change, therefore there is no change to that which was proposed in the Notification Letter.

Appendix A List of Section 42 (a) and (b) consultees notified by National Grid

The Great Grid Upgrade

Sea Link

Sea Link

Volume 9: Examination Submissions

Document 9.76.4: Change Application Consultation Report Appendix A, Section 42(1)(a) and (b) and APFP Regulations Consultees

Planning Inspectorate Reference: EN20026

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nationalgrid

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Table Error! No text of specified style in document.**.1 Prescribed consultation bodies in Schedule 1 of the APFP Regulations**

Consultee	Circumstances when that person must be notified or consulted	Organisation	Included in Regulation 11 List	Consultation on proposed changes	
				Formally consulted on proposed changes?	Consultation response received?
The Welsh Ministers	All proposed applications likely to affect land in Wales		N/A	No – the Project is not likely to affect land in Wales	N/A
The Scottish Executive	All proposed applications likely to affect land in Scotland		N/A	No – the Project is not likely to affect land in Scotland	N/A
The Relevant Northern Ireland Department	All proposed applications likely to affect land in Northern Ireland		N/A	No – the Project is not likely to affect land in Northern Ireland	N/A
The Health and Safety Executive	All cases	Health and Safety Executive	Y	No – proposed changes not deemed relevant to stakeholder	N/A
The National Health Service Commissioning Board	All proposed applications likely to affect land in	NHS England	Y	No – proposed changes not deemed relevant to stakeholder	N/A

Consultee	Circumstances when that person must be notified or consulted	Organisation	Included in Regulation 11 List	Consultation on proposed changes	
				Formally consulted on proposed changes?	Consultation response received?
	England and Wales				
The relevant Integrated Care Board	All proposed applications likely to affect land in England and Wales	NHS Mid and South Essex Integrated Care Board	Y	No – proposed changes not deemed relevant to stakeholder	N/A
		NHS Kent and Medway Integrated Care Board	Y	No – proposed changes not deemed relevant to stakeholder	N/A
The relevant Health Board	All proposed applications likely to affect land in Scotland		N/A	No – the Project is not likely to affect land in Scotland	N/A
Natural England	All proposed applications likely to affect land in England	Natural England	Y	Yes – all changes	03/11/2025
The Historic Buildings and Monuments Commission for England	All proposed applications likely to affect land in England	Historic England	Y	Yes – all changes	07/11/2025
The Historic Buildings and	All proposed applications where	Historic England	Y	Yes – all changes	07/11/2025

Consultee	Circumstances when that person must be notified or consulted	Organisation	Included in Regulation 11 List	Consultation on proposed changes	
				Formally consulted on proposed changes?	Consultation response received?
Monuments Commission for England (OFFSHORE ONLY)	there is any offshore element				
The relevant fire and rescue authority	All cases	Kent Fire and Rescue Service	Y	No – proposed changes not deemed relevant to stakeholder	N/A
		Suffolk Fire and Rescue Service	Y	No – proposed changes not deemed relevant to stakeholder	N/A
The relevant police and crime commissioner	All cases	Kent Police and Crime Commissioner	Y	No – proposed changes not deemed relevant to stakeholder	N/A
		Suffolk Police and Crime Commissioner	Y	No – proposed changes not deemed relevant to stakeholder	N/A
The relevant parish council, or, where the application relates to land [in] Wales or Scotland	All cases	Aldeburgh Parish Council	Y	No – proposed changes not deemed relevant to stakeholder	07/11/25
		Aldringham cum Thorpe Parish Council	Y	No – proposed changes not deemed relevant to stakeholder	N/A

Consultee	Circumstances when that person must be notified or consulted	Organisation	Included in Regulation 11 List	Consultation on proposed changes	
				Formally consulted on proposed changes?	Consultation response received?
the relevant community council		Ash Parish Council	Y	No – proposed changes not deemed relevant to stakeholder	N/A
		Cliffsend Parish Council	Y	Yes – Change 1	No
		Friston Parish Council	Y	Yes – Change 2	07/11/2025
		Kelsale cum Carlton Parish Council	Y	No – proposed changes not deemed relevant to stakeholder	N/A
		Knodishall Parish Council	Y	No – proposed changes not deemed relevant to stakeholder	N/A
		Leiston Parish Council	Y	No – proposed changes not deemed relevant to stakeholder	N/A
		Minster Parish Council	Y	No – proposed changes not deemed relevant to stakeholder	N/A
		Ramsgate Parish Council	Y	No – proposed changes not deemed relevant to stakeholder	N/A

Consultee	Circumstances when that person must be notified or consulted	Organisation	Included in Regulation 11 List	Consultation on proposed changes	
				Formally consulted on proposed changes?	Consultation response received?
		Saxmundham Town Council	Y	Yes – Change 5	07/11/2025
		Benhall and Sternfield Parish Council	Y	Yes – Changes 2 and 3	07/11/2025
		Theberton and Eastbridge Parish Council	Y	No – proposed changes not deemed relevant to stakeholder	N/A
		Worth Parish Council	Y	No – proposed changes not deemed relevant to stakeholder	N/A
The Environment Agency	All proposed applications likely to affect land in England	The Environment Agency	Y	Yes – all changes	03/11/2025
The Scottish Environment Protection Agency	All proposed applications likely to affect land in Scotland		N/A	No – the Project is not likely to affect land in Scotland	N/A
The Equality and Human Rights Commission	All proposed applications likely to affect land in England and Wales	The Equality and Human Rights Commission	N	No – proposed changes not deemed relevant to stakeholder	N/A

Consultee	Circumstances when that person must be notified or consulted	Organisation	Included in Regulation 11 List	Consultation on proposed changes	
				Formally consulted on proposed changes?	Consultation response received?
AONB Conservation Boards	All proposed applications likely to affect an AONB that is managed by a Conservation Board		N/A	No - the Project is not likely to affect an AONB that is managed by a Conservation Board	N/A
Royal Commission on the Ancient and Historical Monuments of Wales	All proposed applications likely to affect the historic environment in Wales		N/A	No - the Project is not likely to affect the historic environment in Wales	N/A
The Natural Resources Body for Wales	All proposed applications likely to affect land in Wales		N/A	No - the Project is not likely to affect land in Wales	N/A
The Homes and Communities Agency	All proposed applications likely to have an effect on its areas of responsibility5	Homes England formerly known as Homes and Communities Agency	N	No – proposed changes not deemed relevant to stakeholder	N/A
The Joint Nature Conservation Committee (JNCC)	All proposed applications likely to affect the	The Joint Nature Conservation Committee	Y	No – proposed changes not deemed relevant to stakeholder	N/A

Consultee	Circumstances when that person must be notified or consulted	Organisation	Included in Regulation 11 List	Consultation on proposed changes	
				Formally consulted on proposed changes?	Consultation response received?
	marine environment				
Scottish Natural Heritage	All proposed applications likely to affect land in Scotland		N/A	No - the Project is not likely to affect land in Scotland	N/A
The Maritime and Coastguard Agency – Regional Office	All proposed applications likely to affect the maritime or coastal environment, or the shipping industry	Maritime and Coastguard Agency – [Colchester]	Y	No – proposed changes not deemed relevant to stakeholder	N/A
		Maritime and Coastguard Agency – [Southampton]	Y	Yes – Change 1	05/11/2025
The Marine Management Organisation (MMO)	All proposed applications likely to affect the marine area in England and Wales	Marine Management Organisation	Y	Yes – Change 1	03/11/2025
The Scottish Fisheries Protection Agency (Marine	All proposed applications likely to affect the		N/A	No - the Project is not likely to affect the fisheries industry in Scotland	N/A

Consultee	Circumstances when that person must be notified or consulted	Organisation	Included in Regulation 11 List	Consultation on proposed changes	
				Formally consulted on proposed changes?	Consultation response received?
Scotland) [not Schedule 1 list]	fisheries industry in Scotland				
The Civil Aviation Authority	All proposed applications relating to airports or which are likely to affect an airport or its current or future operation	Civil Aviation Authority	Y	No – proposed changes not deemed relevant to stakeholder	N/A
The Secretary of State for Transport	All proposed applications likely to affect road or transport operation and/or planning on roads for which the Secretary of State is the highway authority	The Secretary of State for Transport	N	No – proposed changes not deemed relevant to stakeholder	N/A
Integrated Transport Authorities (ITAs) and Passenger Transport Executives (PTEs)	All proposed applications likely to affect transport within, to or from the relevant integrated		N	No - the Project is not likely to affect transport within, to or from the relevant integrated transport area of the ITA or PTE	18/12/2023

Consultee	Circumstances when that person must be notified or consulted	Organisation	Included in Regulation 11 List	Consultation on proposed changes	
				Formally consulted on proposed changes?	Consultation response received?
	transport area of the ITA or PTE				
The relevant Highways Authority	All proposed applications likely to have an impact on the road network or the volume of traffic in the vicinity of the proposal	Suffolk County Council Highways Department	Y	Yes – Changes 2, 3 and 4	07/11/2025
		Kent County Council Highways Department	Y	Yes – Change 1	No
The relevant strategic highways company	All proposed applications likely to have an impact on the road network or the volume of traffic in the vicinity of the proposal	National Highways – National, South East and East of England regions	N	Yes – Change 4	08/10/2025
Transport for London	All proposed applications likely to affect transport within, to or from Greater London	Transport for London	N	No – proposed changes not deemed relevant to stakeholder	N/A

Consultee	Circumstances when that person must be notified or consulted	Organisation	Included in Regulation 11 List	Consultation on proposed changes	
				Formally consulted on proposed changes?	Consultation response received?
Transport Focus [was the Passengers Council]	All proposed applications likely to affect rail passenger transport or road passenger transport services or facilities	Transport Focus	N	No – proposed changes not deemed relevant to stakeholder	N/A
The Disabled Persons Transport Advisory Committee)	All proposed applications likely to affect access to transport for disabled people	The Disabled Persons Transport Advisory Committee	N	No – proposed changes not deemed relevant to stakeholder	N/A
The Coal Authority	All proposed applications that lie within areas of past, present or future coal mining	The Coal Authority	Y	No – proposed changes not deemed relevant to stakeholder	N/A
The Office of Rail Regulation and approved operators) [not Schedule 1 list]	All proposed applications likely to affect the rail transport industry	Office of Road and Rail	N	Yes – Change 4	No

Consultee	Circumstances when that person must be notified or consulted	Organisation	Included in Regulation 11 List	Consultation on proposed changes	
				Formally consulted on proposed changes?	Consultation response received?
The Gas and Electricity Markets Authority (OFGEM)	All proposed applications likely to affect gas and electricity markets	OFGEM	N	No – proposed changes not deemed relevant to stakeholder	N/A
The Water Services Regulation Authority (OFWAT)	All proposed applications likely to affect the water industry in England and Wales	OFWAT	N	No – proposed chang0es not deemed relevant to stakeholder	N/A
The relevant internal drainage board	All proposed applications likely to increase the risk of flooding in that area or where the proposals relate to an area known to be an area of flood risk	East Suffolk Internal Drainage Board	Y	Yes – Changes 2 and 5	07/11/2025
		River Stour (Kent) Internal Drainage Board	Y	No – proposed changes not deemed relevant to stakeholder	N/A
The Canal & River Trust	All proposed applications likely to have an impact on inland waterways or land	The Canal & River Trust	N	No – proposed changes not deemed relevant to stakeholder	N/A

Consultee	Circumstances when that person must be notified or consulted	Organisation	Included in Regulation 11 List	Consultation on proposed changes	
				Formally consulted on proposed changes?	Consultation response received?
	adjacent to inland waterways				
Trinity House	All proposed applications likely to affect navigation in tidal waters	Trinity House	Y	No – proposed changes not deemed relevant to stakeholder	N/A
United Kingdom Health Security Agency, an executive agency of the Department of Health and Social Care	All proposed applications likely to involve chemicals, poisons or radiation which could potentially cause harm to people and likely to affect significantly public health	UK Health Security Agency	Y	No – proposed changes not deemed relevant to stakeholder	N/A
The relevant local resilience forum [not Schedule 1 list]	All cases	Resilience Forum	N	No – proposed changes not deemed relevant to stakeholder	N/A

Consultee	Circumstances when that person must be notified or consulted	Organisation	Included in Regulation 11 List	Consultation on proposed changes	
				Formally consulted on proposed changes?	Consultation response received?
		Suffolk Resilience Forum	N	No – proposed changes not deemed relevant to stakeholder	N/A
Relevant Statutory Undertakers	All proposed applications likely to affect their functions as statutory undertakers	See Table 1.2 for details of the relevant statutory undertakers.			
The Crown Estate Commissioners	All proposed applications likely to impact on the Crown Estate	The Crown Estate	Y	No – proposed changes not deemed relevant to stakeholder	N/A
The Forestry Commission	All proposed applications likely to affect the protection or expansion of forests and woodlands in England or Scotland	The Forestry Commission	Y	No – proposed changes not deemed relevant to stakeholder	N/A

Consultee	Circumstances when that person must be notified or consulted	Organisation	Included in Regulation 11 List	Consultation on proposed changes	
				Formally consulted on proposed changes?	Consultation response received?
The Natural Resources Body for Wales	All proposed applications likely to affect the protection or expansion of forests and woodlands in Wales		N	No - the Project is unlikely to affect the protection or expansion of forests and woodlands in Wales	N/A
The relevant local health board	All proposed applications likely to affect land in Wales		N/A	No - the Project is not likely to affect land in Wales	N/A
The National Health Service Trusts	All proposed applications likely to affect land in Wales		N/A	No - the Project is not likely to affect land in Wales	N/A
The Secretary of State for Defence	All proposed applications likely to affect current or future operation of a site identified in a safeguarding map and all developments in the marine area	Ministry of Defence	Y	No – proposed changes not deemed relevant to stakeholder	N/A

Consultee	Circumstances when that person must be notified or consulted	Organisation	Included in Regulation 11 List	Consultation on proposed changes	
				Formally consulted on proposed changes?	Consultation response received?
The Office of Nuclear Regulation (the ONR)	All proposed applications likely to affect matters relevant to the ONR's purposes within the meaning of Part 3 of the Energy Act 2013 (see s67 of that Act)	The Office of Nuclear Regulation	Y	No – proposed changes not deemed relevant to stakeholder	N/A

Table Error! No text of specified style in document..**2 Relevant statutory undertakers**

Relevant statutory undertaker	Organisation	Included on Regulation 11 List	Consultation on proposed changes	
			Formally consulted on proposed changes?	Consultation response received?
The relevant Integrated Care Board	See Table 1.1 for details of the relevant Integrated Care Boards			
The National Health Service Commissioning Board	See Table 1.1 for details of the relevant Integrated Care Boards			
The relevant NHS Trust	East of England Ambulance Service NHS Trust	Y	No – proposed changes not deemed relevant to stakeholder	N/A
The relevant NHS Foundation Trust	South East Coast Ambulance Service NHS Foundation	Y	No – proposed changes not deemed relevant to stakeholder	N/A
Railways	Network Rail Infrastructure Ltd	Y	Yes – Change 4	No
	National Highways Historical Railways Estate	Y	No – proposed changes not deemed relevant to stakeholder	N/A
Dock and Harbour Authority	Thanet District Council	Y	Yes – Change 1	07/11/2025
	Sandwich Port and Haven Commissioners	Y	No – proposed changes not deemed relevant to stakeholder	N/A
	Harwich Haven Authority	Y	No – proposed changes not deemed relevant to stakeholder	N/A
Civil Aviation Authority	See Table 1.1 for further details.			

Relevant statutory undertaker	Organisation	Included on Regulation 11 List	Consultation on proposed changes	
			Formally consulted on proposed changes?	Consultation response received?
Licence Holder (Chapter 1 Of Part 1 Of Transport Act 2000	NATS En-Route Safeguarding	N	No – proposed changes not deemed relevant to stakeholder	N/A
Universal Service Provider	Royal Mail Group	Y	No – proposed changes not deemed relevant to stakeholder	N/A
Homes and Communities Agency	See Table 1.1 for further details.			
The relevant Environment Agency	See Table 1.1 for further details.			
The relevant water and sewage undertaker	Anglian Water	Y	No – proposed changes not deemed relevant to stakeholder	N/A
	Essex and Suffolk Water	Y	Yes – Changes 4 and 5	No
	Southern Water	Y	No – proposed changes not deemed relevant to stakeholder	N/A
The relevant public gas transporter	Cadent Gas Limited	Y	Yes – Change 5	No
	Northern Gas Networks Limited	Y	No – proposed changes not deemed relevant to stakeholder	N/A
	Scotland Gas Networks Plc	Y	No – proposed changes not deemed relevant to stakeholder	N/A
	Southern Gas Networks Plc	Y	No – proposed changes not deemed relevant to stakeholder	N/A
	Wales and West Utilities Ltd	Y	No – proposed changes not deemed relevant to stakeholder	N/A

Relevant statutory undertaker	Organisation	Included on Regulation 11 List	Consultation on proposed changes	
			Formally consulted on proposed changes?	Consultation response received?
	Energy Assets Pipelines Limited	Y	No – proposed changes not deemed relevant to stakeholder	N/A
	ES Pipelines Ltd	Y	No – proposed changes not deemed relevant to stakeholder	N/A
	ESP Connections Ltd	Y	No – proposed changes not deemed relevant to stakeholder	N/A
	ESP Networks Ltd	Y	No – proposed changes not deemed relevant to stakeholder	N/A
	ESP Pipelines Ltd	Y	No – proposed changes not deemed relevant to stakeholder	N/A
	Fulcrum Pipelines Limited	Y	No – proposed changes not deemed relevant to stakeholder	N/A
	Harlaxton Gas Networks Limited	Y	No – proposed changes not deemed relevant to stakeholder	N/A
	GTC Pipelines Limited	Y	No – proposed changes not deemed relevant to stakeholder	N/A
	Independent Pipelines Limited	Y	No – proposed changes not deemed relevant to stakeholder	N/A
	Indigo Pipelines Limited	Y	No – proposed changes not deemed relevant to stakeholder	N/A
	Leep Gas Networks Limited	Y	No – proposed changes not deemed relevant to stakeholder	N/A

Relevant statutory undertaker	Organisation	Included on Regulation 11 List	Consultation on proposed changes	
			Formally consulted on proposed changes?	Consultation response received?
	Last Mile Gas Ltd	Y	No – proposed changes not deemed relevant to stakeholder	N/A
	Mua Gas Networks	Y	No – proposed changes not deemed relevant to stakeholder	N/A
	Quadrant Pipelines Limited	Y	No – proposed changes not deemed relevant to stakeholder	N/A
	Squire Energy Limited	Y	No – proposed changes not deemed relevant to stakeholder	N/A
	National Grid Gas Plc	Y	No – proposed changes not deemed relevant to stakeholder	N/A
The relevant electricity generator with CPO Powers	EDF Energy Nuclear Generation Limited	Y	Yes – Change 4	No
	Eclipse Power Network Limited	Y	No – proposed changes not deemed relevant to stakeholder	N/A
	Energy Assets Networks Limited	Y	No – proposed changes not deemed relevant to stakeholder	N/A
	ESP Electricity Limited	Y	No – proposed changes not deemed relevant to stakeholder	N/A
	Fulcrum Electricity Assets Limited	Y	No – proposed changes not deemed relevant to stakeholder	N/A
	Harlaxton Energy Networks Limited	Y	No – proposed changes not deemed relevant to stakeholder	N/A

Relevant statutory undertaker	Organisation	Included on Regulation 11 List	Consultation on proposed changes	
			Formally consulted on proposed changes?	Consultation response received?
	Independent Power Networks Limited	Y	No – proposed changes not deemed relevant to stakeholder	N/A
	Indigo Power Limited	Y	No – proposed changes not deemed relevant to stakeholder	N/A
	Last Mile Electricity Ltd	Y	No – proposed changes not deemed relevant to stakeholder	N/A
	Leep Electricity Networks Limited	Y	No – proposed changes not deemed relevant to stakeholder	N/A
	Mua Electricity Limited	Y	No – proposed changes not deemed relevant to stakeholder	N/A
	Optimal Power Networks Limited	Y	No – proposed changes not deemed relevant to stakeholder	N/A
	The Electricity Network Company Limited	Y	No – proposed changes not deemed relevant to stakeholder	N/A
	UK Power Distribution Limited	Y	No – proposed changes not deemed relevant to stakeholder	N/A
	Utility Assets Limited	Y	No – proposed changes not deemed relevant to stakeholder	N/A
	Vattenfall Networks Limited	Y	No – proposed changes not deemed relevant to stakeholder	N/A
	UK Power Networks Limited	Y	Yes – Changes 3 and 4	No
	Diamond Transmission Partners Galloper Limited	Y	No – proposed changes not deemed relevant to stakeholder	N/A

Relevant statutory undertaker	Organisation	Included on Regulation 11 List	Consultation on proposed changes	
			Formally consulted on proposed changes?	Consultation response received?
The relevant electricity transmitter with CPO Powers	Greater Gabbard OFTO plc	Y	No – proposed changes not deemed relevant to stakeholder	N/A
	National Grid Electricity Transmission Plc	Y	No – proposed changes not deemed relevant to stakeholder	N/A
	National Grid Electricity System Operator Limited	Y	No – proposed changes not deemed relevant to stakeholder	N/A
	Thanet OFTO Limited	Y	Yes – Change 1	30/10/2025
The relevant electricity interconnector with CPO Powers	BritNed Development Limited	Y	No – proposed changes not deemed relevant to stakeholder	N/A
	Gridlink Interconnector Limited	Y	No – proposed changes not deemed relevant to stakeholder	N/A
	NeuConnect Britain Ltd	Y	No – proposed changes not deemed relevant to stakeholder	N/A

Table Error! No text of specified style in document.**.3 Local authorities identified in accordance with Section 43 of the Planning Act 2008 (for the purposes of Section 42(1)(b))**

Local authority	Provision	Category	Included on Regulation 11 List	Consultation on proposed changes	
				Formally consulted on proposed changes?	Consultation response received?
Kent County Council	s.43(1)	C	Y	Yes – Change 1	No
Suffolk County Council	s.43(1)	C	Y	Yes – Changes 2, 3, 4 and 5	07/11/2025
Dover District Council	s.43(1)	B	Y	No – proposed changes did not directly affect the stakeholder. The proposed changes were minor and impacts would be very localised. Dover District Council were provided with a presentation on the proposed changes.	N/A
East Suffolk Council	s.43(1)	B	Y	Yes – Changes 2, 3, 4 and 5	07/11/2025
Thanet District Council	s.43(1)	B	Y	Yes – Change 1	07/11/2025
Babergh District Council	s.43(2)	A	Y	No – proposed changes not deemed relevant to stakeholder	N/A
Canterbury City Council	s.43(2)	A	Y	No – proposed changes not deemed relevant to stakeholder	N/A
Folkestone and Hythe District Council	s.43(2)	A	Y	No – proposed changes not deemed relevant to stakeholder	N/A
Great Yarmouth Borough Council	s.43(2)	A	Y	No – proposed changes not deemed relevant to stakeholder	N/A
Ipswich Borough Council	s.43(2)	A	Y	No – proposed changes not deemed relevant to stakeholder	N/A

Local authority	Provision	Category	Included on Regulation 11 List	Consultation on proposed changes	
				Formally consulted on proposed changes?	Consultation response received?
Mid Suffolk District Council	s.43(2)	A	Y	No – proposed changes not deemed relevant to stakeholder	N/A
South Norfolk District	s.43(2)	A	Y	No – proposed changes not deemed relevant to stakeholder	N/A
The Broads National Park Authority	s.43(2)	A	Y	No – proposed changes not deemed relevant to stakeholder	N/A
Cambridgeshire County Council	s.43(2)	D	Y	No – proposed changes not deemed relevant to stakeholder	N/A
East Sussex County Council	s.43(2)	D	Y	No – proposed changes not deemed relevant to stakeholder	N/A
Essex County Council	s.43(2)	D	Y	No – proposed changes not deemed relevant to stakeholder	N/A
London Borough of Bexley	s.43(2)	D	Y	No – proposed changes not deemed relevant to stakeholder	N/A
London Borough of Bromley	s.43(2)	D	Y	No – proposed changes not deemed relevant to stakeholder	N/A
Medway Council	s.43(2)	D	Y	No – proposed changes not deemed relevant to stakeholder	N/A
Norfolk County Council	s.43(2)	D	Y	No – proposed changes not deemed relevant to stakeholder	N/A
Surrey County Council	s.43(2)	D	Y	No – proposed changes not deemed relevant to stakeholder	N/A

Local authority	Provision	Category	Included on Regulation 11 List	Consultation on proposed changes	
				Formally consulted on proposed changes?	Consultation response received?
Thurrock Council	s.43(2)	D	Y	No – proposed changes not deemed relevant to stakeholder	N/A
Greater London Authority	N/A	Non-statutory	N	No – proposed changes not deemed relevant to stakeholder	N/A

Table Error! No text of specified style in document..**4 Non-prescribed consultation bodies**

Organisation	Provision	Category	Included on Regulation 11 List	Consultation on proposed changes	
				Formally consulted on proposed changes?	Consultation response received?
Royal National Lifeboat Institution	N/A	Non-statutory	Y	No – proposed changes not deemed relevant to stakeholder	N/A

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

Appendix B Stakeholder Notification Letters

FREEPOST Sea Link

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

IMPORTANT: THIS COMMUNICATION AFFECTS YOUR PROPERTY

Date: 06/10/2025
CON_XXX

Dear XXX

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

[redacted]
Senior Project Manager

FREEPOST Sea Link

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

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CON_XXXX

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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.

Based on our current design, we have identified your 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 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.

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

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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.

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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.

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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.

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- an area adjacent to the bridge for materials storage and a compound when the bridge is being installed and removed
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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

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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.

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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.

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How to engage with the Project

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

Yours faithfully

[redacted]
Senior Project Manager

1-3 Strand
London WC2N 5EH

M: 0808 134 9569
www.nationalgrid.com/sealink

07 October 2025

Dear [name],

Consultation on proposed changes to the Sea Link development consent order

Earlier this year, National Grid submitted a development consent order application for Sea Link, a proposal to reinforce the electricity network between Suffolk and Kent via a new, primarily offshore cable link. The Planning Inspectorate has since agreed that our application meets the standard required to proceed through the planning process, and 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.

As some of these changes are relevant to your interests as a technical stakeholder/are in your local area, we are inviting you to provide any comments you may have about them. A summary of the amendments is included below, with more detail available on our website at nationalgrid.com/sealink. The website provides further information on the changes, the potential environmental impacts of those changes, any changes to the land rights sought, and plans of the proposed changes.

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.

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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.

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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 additional land in two locations:

- 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 and 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.

Have your say

If you have any comments on the changes outlined above, you can provide your feedback to us via email at contact@sealink.nationalgrid.com or by post to Freepost SEA LINK. The deadline for responses is **23:59 on Friday 7 November 2025**.

Should you require paper copies of the consultation document or plans, please contact us via email at contact@sealink.nationalgrid.com or via phone on 0808 134 9569.

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.

Only comments or feedback related to the above changes will be considered as part of this consultation.

All feedback relating to the proposed changes received from this consultation will be reported on in an addendum to our Consultation report. We expect to submit this to the Planning Inspectorate, alongside our formal request to amend our plans, in November 2025.

If you have any questions about the proposed changes, the dedicated Sea Link project email and telephone line (0808 134 9569) is available Monday to Friday from 9am to 5.30pm.

Kind regards,

[redacted]
Project Director

Appendix C Responses received to the targeted consultation

[redacted]

I hope all is going well with the Examination.

Just following up on my below email. Could you please confirm whether the concerns raised will be treated as a consultation response and included in the consultation report when NG submit their formal change request to the ExA. I appreciate that my correspondence did not go through the nominated channel (contact@sealink.nationalgrid.com), so I just want to ensure that our concerns are addressed in the change request documentation or appropriately closed out directly with you.

Regards

[redacted] Project Manager - Land | Offshore Development

ScottishPower Renewables

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[redacted]

It was good to meet with you and others from the Sea Link project team last week. As discussed, SPR have some concerns with the change application consultation letter we received on 7 October 2025. The items of concern are from the section titled *Change to works plans at Friston (Kiln Lane) substation, Suffolk* (as highlighted in the attached). Please note the following regarding the specific items:

- **Paragraph 1:** As NGET is aware, while the Kiln Lane substation will be constructed as part of SPR's consented projects, SPR will not be constructing the substation. SPR appreciate that construction planning is ongoing; however, Kiln Lane will be constructed by NGET under any

circumstance. We would appreciate that more attention is paid to this detail in formal communications.

- **Paragraph 2:** SPR is not designing the Kiln Lane substation. This design is being driven by NGET. Furthermore, we consider the reasoning presented here to be confusing and somewhat misleading. Again, we would appreciate that more care is taken in how this is explained in formal communications.

As we noted at the meeting, SPR would be happy to review any such communication going forward or agree holding statements relating to the Kiln Lane design and construction, and other key interface areas.

Regards

[redacted] roject Manager - Land | Offshore Development

ScottishPower Renewables

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The views presented in this message are solely those of the author(s) and do not necessarily represent the opinion of Scottish Power Renewable Energy Ltd. or any company of its group. Neither Scottish Power Renewable Energy Ltd. nor any company of its group guarantees the integrity, security or proper receipt of this message. Likewise, neither Scottish Power Renewable Energy Ltd. nor any company of its group accepts any liability whatsoever for any possible damages arising from, or in connection with, data interception, software viruses or manipulation by third parties.

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[redacted]

Sent: 08 November 2023 15:46
To: contact@sealink.nationalgrid.com
Cc: SouthEastAngliaLink@planninginspectorate.gov.uk
Subject: [EXTERNAL] SEA LINK DCO CHANGE OF ORDER LIMITS Benhall Railway Bridge

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

We have had little or no warning of this change in this project and I am aware that I've missed the deadline but this is because of this lack of time given.

This cynical move by National Grid added to so many previous ones.

They have "suddenly" realised the the small bridge over the railway at Benhall Green cannot support the enormous equipment they want to bring into our tiny area. I cannot believe that this wasn't known before they started this process, however if that is the case then what else have they ignored or just not cared about?

This project is obviously in the wrong place. National Grid chose a field with absolutely no way of getting all their equipment there without further destruction of this vital tourist area.

The power is needed further south, not here. Why not match our European neighbours and take it off shore like Nautilus?

Let's make common sense prevail here and make the powers that be take off their blinkers and SEE what they are doing to our livelihoods.

Thank you

[redacted]

[redacted]

Subject: [EXTERNAL] Pegwell and minister marshes sealink plans

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Hi

I write to oppose the sealink plans for pegwell and minister marshes.

- The consultation period is very short (one month) and hasn't been publicised
- Affected parties (local residents and businesses) have not been made aware of this consultation and they should have been
- This is a significant change – they haven't made it clear in their application that they're using the hoverport as their main point of construction; meaning it will be out of action for 4+ years. This needs a proper open consultation process
- The hoverport is very fragile – putting heavy machinery on it will inevitably damage the saltmarsh and there is a risk of the colliery deposits its built on leaking into Pegwell Bay
- The hoverport is a unique mosaic habitat which they haven't carried out any ecological surveys on
- It's a special place because it's accessible to people with limited mobility – wheelchair uses can get right by the water's edge to see bird life
- Thanet is very nature depleted, and this is one of the few truly wild spaces. Access to wild space is critical to well being

Yours faithfully

[redacted]

[redacted]

Sent: 08 November 2025 09:01
To: contact@sealink.nationalgrid.com
Cc: SouthEastAngliaLink@planninginspectorate.gov.uk
Subject: [EXTERNAL] Bengal railway bridge, and friction substation etc

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Sir or Madam,

I understand that there is a one month consultation on this that ends tonight. (AS148) .

I am writing to inform you that I have only just TODAY heard about these plans as it has not to my knowledge been publicised.

This is not fair on the local residents and I would like to lodge my objection to this.

[redacted]

[redacted]

Sent: 08 November 2025 00:03
To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] Fw: SeaLink Change Application Consultation response

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Please acknowledge receipt.
Thank you

[redacted]

Sent: 08 November 2025 23:58
To: s: <contact@sealink.nationalgrid.com>
Subject: SeaLink Change Application Consultation response

SeaLink Change Application Consultation Response

The following is my response as [redacted]esident in general and specifically to proposed changes to;

Change 2 Change to Works Plans at Friston (Kiln Lane) substation, Suffolk

Change 3 The Henge, Suffolk

Change 4 Benhall Railway Bridge, Suffolk

<u>In general</u>

With the exception of Change 3 which was only discovered during architectural surveys, the fact that NGET has to make these changes is evidence that the application, as submitted, was not ready for examination. It also demonstrates either a failure to understand and high level of error, or a conscious decision not to include this information originally, hoping instead to deal with matters as part of the DCO.

It was the public and organisations which pointing out discrepancies with, and failures to consider impacts in, the application with regard to Friston and the Benhall Bridge that has now resulted in this change request. It is further proof that this application should be withdrawn and better solutions put forward using updated technology and brown field sites closer to where the energy is needed.

There has been very limited information provided regarding this consultation. Greater efforts should be made to enable robust awareness raising to potential individuals, representatives of groups and businesses who

may wish to submit Relevant Representations and requests to become an Interested Party (IP). With regard especially to Change 4 it is not sufficient just to contact receptors residing in the location, any matter relating to transport infrastructure (in this case with potential impacts on both road and rail users) will impact a large number of individuals.

Change 2

Although approved as part of the DCO for SPR EA1N and EA2 this substation is not built. It is also approved only for EA1N and EA2 not for any other connection opportunities. The admission that adjustment is needed to the area indicated in the SeaLink application for the new substation at Friston (Kiln Lane) so that it matches the area already approved, is an indication that there had been a mistake due to either incompetence or oversight. Why was the approved location not the starting point for this additional application? The ExA for EA1N and EA2 stated that any further request for infrastructure in this area should be treated with caution as the benefits of the previous application only just outweighed the harm. No assumptions can be made that SeaLink can connect to the substation as approved in the DCO for SPR EA1N and EA2. This is clearly an attempt to create a super connection hub by stealth.

Change 3

It is a known fact that this area is of historic significance. This demonstrates a failure to adequately research local history and geography. There is no guarantee that further structures and artefacts will not be discovered or that the new area indicated will be appropriate.

Change 4

The need for this change is in part connected to the fact that this location was even not considered in the initial stages of the consultation as an option. The Northern access via Kelsale was discarded, in favour of a Southern access but with no consideration for the impact on, and unsuitability of, the Benhall Bridge. It is well known that the Benhall Bridge can only withstand loads of 46 tonnes and traffic measures are in place either side. The work that would be required to enable the Benhall Bridge to carry 300 tonnes loads and the volume of HGV, LGV and worker traffic is disproportionate to the harm this will cause. It is a very rural area, with a large local usage both to the market town of Saxmundham and for onward journeys south and north onto the A12. No formal traffic survey has been undertaken to understand the importance of the bridge as it is currently.

Any changes to the bridge and associated works to enable it to be used as access, would also affect rail users, and other existing, consented NSIP projects (such as SZC).

The practise of waiting until contracts are placed to determin and agree design of road infrastructure is false as this does not allow for the consultation necessary with communities and affected users. This is a breach of the Rochdale Envelope approach which advocates that the worst-case scenario should be presented and mitigated for.

Yours sincerely

[redacted]

[redacted]

Sent: 08 November 2025 00:01
To: s:
Subject: [EXTERNAL] SeaLink Change Application Consultation response

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

SeaLink Change Application Consultation Response

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Change 3 The Henge, Suffolk

Change 4 Benhall Railway Bridge, Suffolk

In general

With the exception of Change 3 which was only discovered during architectural surveys, the fact that NGET has to make these changes is evidence that the application, as submitted, was not ready for examination. It also demonstrates either a failure to understand and high level of error, or a conscious decision not to include this information originally, hoping instead to deal with matters as part of the DCO.

It was the public and organisations which pointing out discrepancies with, and failures to consider impacts in, the application with regard to Friston and the Benhall Bridge that has now resulted in this change request. It is further proof that this application should be withdrawn and better solutions put forward using updated technology and brown field sites closer to where the energy is needed.

There has been very limited information provided regarding this consultation. Greater efforts should be made to enable robust awareness raising to potential individuals, representatives of groups and businesses who may wish to submit Relevant Representations and requests to become an Interested Party (IP). With regard especially to Change 4 it is not sufficient just to contact receptors residing in the location, any matter relating to transport infrastructure (in this case with potential impacts on both road and rail users) will impact a large number of individuals.

Change 2

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oversight. Why was the approved location not the starting point for this additional application? The ExA for EA1N and EA2 stated that any further request for infrastructure in this area should be treated with caution as the benefits of the previous application only just outweighed the harm. No assumptions can be made that SeaLink can connect to the substation as approved in the DCO for SPR EA1N and EA2. This is clearly an attempt to create a super connection hub by stealth.

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Change 4

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Any changes to the bridge and associated works to enable it to be used as access, would also affect rail users, and other existing, consented NSIP projects (such as SZC).

The practise of waiting until contracts are placed to determin and agree design of road infrastructure is false as this does not allow for the consultation necessary with communities and affected users. This is a breach of the Rochdale Envelope approach which advocates that the worst-case scenario should be presented and mitigated for.

Yours sincerely

[redacted]

[redacted]

Sent: 08 November 2025 00:00
To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] We deserve better.

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

I am really shocked at how the consultations for this major piece of infrastructure are being rushed through. Sealink is not required until well into the 2030's so why the rush?

Many people who are affected by sealink are not aware of the consultation or how to get involved.

We deserve better

[redacted]

Sent from my iPhone

[redacted]

Sent: 07 November 2025 23:59
To: Contact Sealink; South East Anglia Link; Save Minster Marshes
Subject: [EXTERNAL] My comments & objections to National Grid's changes to access re. the Hoverport, Cliffsend, Kent

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Interested Party Reference number FAD6943OD

I am deeply concerned that National Grid are suggesting that small changes are being proposed regarding them accessing the Hoverport at Cliffsend, Kent, when this is not the case. If their proposal to use more land at the Hoverport for construction, operation & maintenance of the Sea Link pipeline is accepted, these significant changes will have an even greater devastating impact on the fragile ecosystem & sanctuary for wildlife. The Hoverport site has rewilded naturally over 40 years & the site is very important ecologically.

National Grid have not undertaken any environmental assessments for the Hoverport, which supports the Fiery Clearwing Moth & the Sussex Emerald Moth, rare Man & Lizard Orchids & many endangered Red List species of birds including Corncrakes.

The surrounding Saltmarsh is protected by SSSI, SPA & RAMSAR designations. I am deeply concerned by the lasting damage to the Saltmarsh which was caused by National Grid's Nemo project & have no faith that their expanded proposals at the Hoverport will not cause further environmental damage.

I am particularly concerned about the Hoverport being turned into a construction site for the next 4 years & the resulting impact of noise & light pollution on wildlife & residents.
The Hoverport is part of a functionally linked wildlife corridor between Pegwell Bay & Minster Marshes & this will impact negativity on wildlife being able to source food, shelter, rest & breed.

National Grid's proposals will also impact local people & visitors, & local businesses including the Viking Cafe, as access to the public will be blocked.

Yours sincerely

[redacted]

[redacted]

Sent: 07 November 2025 23:58
To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] Changes at benhall

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SEALINK/NATIONAL GRID PLAN
I object and think this is a major change to the plans and we need more time to look into this.
Kind regards

[redacted]

[redacted]

Sent: 07 November 2025 23:52
To: contact@sealink.nationalgrid.com
Cc: SouthEastAngliaLink@planninginspectorate.gov.uk
Subject: [EXTERNAL] AS-148 Benhall Bridge and related matters

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Sir/Madam

I write to object in the strongest terms to late in the day and time pressured implications of the latest shambles related to NGET's SeaLink DCO, namely the appalling " and inadequate treatment of the whole issue of access to the proposed construction site in Saxmundham.

I want to know why a development of apparently such significance to warrant its NSIP status did not, day one, address ALL of the issues relating to site access. The current answers to legitimate questions about this by the applicant are woefully inadequate. I am naturally inclined to suspect "cock-up" rather than "conspiracy" but this and all the other many crass oversights of the applicant for planning consent for SeaLink makes me more suspicious that it may be conspiracy masquerading as cock-up and that without powerful intervention by the Examining Authority, NGET will be allowed to get away with causing an awful and lasting damage to this area of East Suffolk.

I am working my way through the recordings of the Open Hearings this week; there are multiple demands for issue specific hearings --- all of this costs money and delay ..... why cannot someone see common sense, declare enough is enough, demand a pause on the current proposals and tell National Grid to get a proper grip of the issue and come up with far less ridiculously damaging solutions to the problem?? When will the government actually take control of this?

I think I have made this response within 10 minutes of the deadline and look forward to a response.

Yours faithfully

[redacted]

[redacted]

Sent: 07 November 2025 23:02
To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] Response to Change Application Document October 2025 Change 4 – Benhall Railway Bridge, Suffolk

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Sir/Madam,
The following response is by Woodbridge Town Council who have relied upon the technical evaluation of the Change by of one of our member who is a retired Chartered Consulting Engineer with over 45 years of experience in the design and management of major transport infrastructures.

The details provided in your consultation document at for the options to overcome the issues with the current weight restriction, and allow AIL loads to pass along the B1121 from the A12 to the site entrance, are astonishing limited.

The three options presented in paragraph 4.5.6 are clearly but very preliminary musings. They do not constitute even the initial development of a conceptual design. It is readily apparent to us that the feasibility/viability of the options has not been investigated. There appears to have been no assessment as to the 3D complexity of the task with the sharp changes in the vertical and horizontal alignment of the B1121 close to the south western end of the bridge. The area delineated does not appears to adequately provide means of access for construction plant particular to the railway which lies in a cutting. Whilst we accept the area to the east is probably adequate for bridge storage and fabrication in our view, the other boundaries are not based on adequate assessment of the engineering challenge
.
In addition to the above the application for Change 4 does not address the almost inevitably impact on the availability of use and restrictions on the railway. The railway is now a 24-hour critical element of infrastructure embedded in the Sizewell C DCO Deed of Obligation (DoO) and for which there is no other viable alternative rail route. Further it is a crucial community public transport link. Sizewell C is already reaching the maximum permitted HGV use of the A12 and any disruption of its use of the railway will either delay its construction or, more importantly to communities from Woodbridge to the B1121, result Sizewell C seeking a change to its DoO to substantially raise HGV traffic along the A12 which is already at or below capacity limits around Woodbridge and elsewhere.

In our view Change 4 is a premature and inadequate application and should be rejected.

Kind regards

[redacted]
Woodbridge Town Council

[redacted]

Sent: 07 November 2025 22:56
To: contact@sealink.nationalgrid.com
Cc: southeastanglialink@planninginspectorate.gov.uk
Subject: [EXTERNAL] Consultation Response: National Grid Sea Link – Proposed Changes (Benhall Railway Bridge Access)

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

I am submitting this response regarding the proposed changes to the National Grid Sea Link project concerning the Benhall Railway Bridge access.

As an affected resident, I strongly object to the manner and substance of these proposals.

1. Inadequate and rushed consultation
The consultation has been poorly publicised and runs for just one month (7 Oct – 7 Nov 2025), giving residents little time to understand or respond to complex technical proposals. Many in Benhall, including those most affected, were not registered as Interested Parties during the DCO Examination and are now effectively excluded from a process that directly impacts their homes and daily lives.

2. Late recognition of a known issue
The bridge's 46-tonne weight limit was identified by Suffolk Highways at the outset of the Sea Link project. Yet National Grid Electricity Transmission (NGET) is only now addressing it—very late in the DCO process, undermining confidence in their planning approach.

3. The proposed options and their impacts
NGET has presented three engineering solutions for transporting Abnormal Indivisible Loads (AILs):

- Temporary overbridge for each delivery – causing repeated full closures of the B1121, potentially dozens of times over several years, especially if future projects like LionLink proceed.
- Permanent strengthening of the bridge – the most robust but also the most disruptive, involving months of noisy construction, complete road closures, and possible railway restrictions.
- Semi-permanent overbridge – would remain for the duration of construction but create a single-track route, likely blocking access to Whitearch Park and requiring a new entrance road.

4. Safety and local context
The bridge lies on a bend and slope near the A12 junction, adjacent to 21 residential homes and 18 holiday units at Whitearch Park, and close to nine homes at Shotts Meadow. The area includes a signed cycle route between Ipswich and Southwold, yet none of the proposed options include safe provision for pedestrians, cyclists, or wheelchair users. Construction here presents serious safety and accessibility risks.

5. Railway and cumulative impacts
Any overbridge installation or AIL movement could require restrictions on the railway below, affecting both passenger and freight operations—including Sizewell C-related rail upgrades. These risks have not been adequately assessed.

6. Contradictory and misleading planning logic
NGET previously dismissed a northern access route because constructing a bridge over the railway was deemed too disruptive and complex. It is therefore inconsistent to now propose near-identical works at Benhall, while classifying them as a "non-material" change. This framing appears to downplay the true scale of disruption and prevent appropriate scrutiny.

7. Conclusion
These proposals expose deeper flaws in the Saxmundham converter site selection and highlight cumulative infrastructure pressures already placed upon coastal Suffolk.

I therefore urge the Examining Authority to:

1. **Reject the classification of these changes as "non-material";**
2. **Require a full re-evaluation of access strategy, safety, and environmental impacts;**
3. **Clarify links between Sea Link and LionLink infrastructure; and**
4. **Extend consultation to allow genuine community participation.**

[redacted]

Please consider the environment before printing this email.

[redacted]

Sent: 07 November 2025 22:41
To: contact@sealink.nationalgrid.com
Cc: southanglialink@planninginspectorategov.uk
Subject: [EXTERNAL]

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

I am writing to you in response to the Change 4

Benhall Railway Bridge consultation in relation to the Sealink project.

The options and mitigation for harm are not clear to me as a local resident but i have the followimg Concerns

1. Poor publicity of the proposed changes and late intothe DCO process for us to consider. National Grid must have known Benhall Bridge unsuitable and should have been addressed much earlier.

2. Major disruption to rail and road users if a new bridge or temporary bridge/ over bridge constructed. Residents rely on the railway for work and A12 severely congested with Sizewell traffic and associated roadworks.

3. Benhall Bridge is a major route into a local market town. Closure would cause unacceptable disruption, noise and vibration to local residents.

4. The Bridge slopes and has poor visibility. Initially a northen route into the proposed converter station was dismissed but this now seems a better option if the prject goes ahead.

5.Many local residents are unaware on Benhall and Sternfield and have had little chance to respond

6. No access to footpaths and safety of pedestrians and cyclists compromis

In summary this late change to the plans demonstrates that the site chosen for the converter station is unsuitable

[redacted]

[redacted]

Subject: [EXTERNAL] Sealink: Proposed Order Limits; The Henge, Suffolk - proposed revised order limits

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Sirs,

I write to express my grave concern and opposition to the Development Consent Order application for the Sealink Project.

As a farmer, landowner and resident personally affected by the new proposed route outlined in the Proposed Order Limits, this presents detrimental harm to my livelihood, personal health and well-being; an important factor but appears to be given little if any consideration in view of the close proximity of the SPR Haul Road already on the north east side of my land, together with the the adjacent Site Works Compound. Although not the subject of this objection, it is of fundamental importance in the overall scheme of things, in so far that further energy suppliers would follow once SPR was given consent.

And it does follow that Sealink intend to do the same, with a temporary haul road and additional compound on the western side which would seriously encroach and further adversely impact my property. To be subjected to both energy schemes is a huge burden both environmentally and emotionally, and I am now faced with living in the centre of an energy construction nightmare.

Objections I would personally raise relating to the new Proposed Order Limits following the location of the henge:

1. Environmental impact: A haven for wildlife will be disturbed where red deer, muntjack, badgers, foxes, hares to name a few live and roam. Plus an abundance of birdlife; buzzards, harriers, wild ducks, herons, barn owls, little owls, nightingales many garden hedgerow birds and an annually returning large colony of house martins. The loss of habitat and wildlife corridors is cause for concern. In addition, Long Covert, leased by SPR as mitigation for bats and birds and is home to much wildlife. How ludicrous that a Sealink works compound planned to be positioned next to this would undo the intended mitigated quiet, undisturbed wildlife habitat it provides.

2. Noise and disturbance: The tranquility of farm and rural idyll will be further disrupted by noise from construction, machinery, vibration, dust, pollution both light and fumes, compound access and lighting. Extended working hours, previously indicated, allows for little peaceful time and actual usage has not been quantified.

3. B1069: A once quiet county lane, not suitable for vastly increased use, now a priority access for both Sizewell and SPR traffic, HGV's, wide vehicles and lorries causing damage to road edges and churning the banks will become even more busy and dangerous. More hedgerows will likely be removed for access and visibility. Black Heath Corner is highly dangerous, as is the vehicular access from my property, and without speed control measures, accidents will likely happen.

4. Loss of land for arable/food production: Prime agricultural land is being torn up. Reduction of production of food, grazing livestock, that local farms and farmers are intended to provide.

5. Water Run-off: The site of the proposed haul road is the highest point in the area and likely to cause substantial run off and flooding to adjacent fields.

6. Devaluation of Property: Ones largest asset, reduced in value, unlikely to sell and therefore not enabling freedom of choice in future plans or family inheritance.

The Cumulative implications are far reaching, and my concern also extends to Friston and Saxmundham and the surrounding villages and areas and the detrimental effects to lives and communities. I urge the Planning Inspectorate to consider the real impact of the Sealink Project on landscape, wildlife, and heritage, not forgetting personal impact on health, wellbeing and security.

Please would you pass my email to the Planning Inspectorate for their attention and response.

Yours sincerely,

[redacted]

[redacted]

Sent: 07 November 2025 22:00
To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] Change to Sealink project to include old hoverport

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Sirs/ Madams

I wish to register my objection to the proposed change of access for the construction of the Sealink project to use the disused hoverport area of Pegwell Bay.

Even though use of this area has been denied.

National Grid are suggesting the use of the whole area as an access point and storage for heavy equipment and plant.

No environmental or recreational study has been carried out

The Hoverport Apron has returned to nature following its closure, and is now home to wildlife, orchids and butterflies.
Being local residents, we often use this area and Pegwell Bay for recreational purposes.
It is always a pleasure to enjoy the nature and wildlife that Pegwell Bay has to offer.
Proposed use of this area for heavy plant and equipment would put great strain on the cracked and uneven concrete with its minestone base .
This base contains contaminates which if exposed with movement, could leak into the sea and around Pegwell Bay,.

Above the old Hoverport area is a cafe, well used during summer months, together with the Viking ship and large field.
The activity connected with the Hoverport usage will totally spoil any recreational use of this area.

This latest proposal described as a small change is a major alteration and an insult to people's intelligence. It has not been publicised or any consultation taken place.

It appears National Grid have no regard for Pegwell Bay and surrounding area, and are only interested in a successful outcome for their ill thought out plans, displaying destruction and disregard for nature and wildlife in an area which is totally unsuitable environmentally.

Common sense needs to prevail, our environment is king ,and a suitable alternative site for this project needs to be sought.

Regards.



Sent from Outlook for Android

[redacted]

Sent: 07 November 2025 21:21
To: contact@sealink.nationalgrid.com
Cc: SouthEastAngliaLink@planninginspectorate.gov.uk
Subject: [EXTERNAL] Change of use: Pegwell Bay Hoverport site

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear sirs
In regards of the proposed compulsory purchase of the Pegwell hoverport site I wish to make the following points of concern.
1. The consultation period for interested parties to make comment has been woefully short (1 month) and the publication of this consultation minimal.
2. The hoverport site was decommissioned, cleared and left to nature in 1987. Following which the tarmac covered parking areas and seaward hoverport pads are now in very poor condition with shrubs and small trees breaking up the surface making it in my opinion unsuitable for any heavy construction plant or vehicles to transverse or use as a material dump.
3. Tunnelling work underneath this pad could allow the substrata of harmful materials such as coal slag used in the original construction to leach out into the salt marsh and bay.
4. I have little faith in the Sealink project leaving the area in good condition any more than the the Nemo project did (huge bank of chalk spoil which now obscures the views from the Pegwell Bay Nature Reserve car park).
5. During the past 35+ years nature has recovered the hoverport creating a haven for rabbits, foxes, bats, moths, butterflies and a numerous other insect species. Hundreds of birds also either call this a transient or permanent home.
6. The hoverport is used recreationally by the local community seeking a tranquil place to walk or watch nature.
7. Large housing developments in Thanet are using rural areas and depleting the availability of natural areas for current and increased future numbers of residents to engage in nature recreation making the hoverport even more important.
8. The hoverport provides a unique opportunity in Thanet for disabled people to access the shoreline for birdwatching and enjoying the panoramic view of the bay.
9. Personally I have benefited hugely both physically and mentally from being able to access the hoverport for dog walking and birdwatching as I am sure have many more.
Yours sincerely
[redacted]
Thanet Resident

Sent from my iPad

[redacted]

Subject: [EXTERNAL] Change to Access at the Hoverport Kent

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Madam/Sir,

I write to object to your proposal to extend the area of the Hoverport you intend to use during the construction of Sealink.

Firstly the manner of stating the intended increase of land comes across as off hand, as though it is inconsequential. The plan is poorly presented and the maps provided are difficult to interpret, even to one who knows the area quite well. Yet again it has the air of a poorly thought through project which demands subsequent add ons due to lax original planning.

Secondly, closing off access for up to 5 years, and some parts thereof into perpetuity, will remove access to many people, myself included, who enjoy the site as the only unmanaged area of nature in our region. It will also most likely undo all the rewilding benefits to the flora and fauna which live or migrate through it. It is a bountiful foraging area used by a great many people which will no longer be accessible. Above all is is a rare place of great peace.

Finally the proposal does not state whether or not any part of the area will be returned to the public realm.
The atmosphere of nonchalance throughout the proposal puts me in mind of vandalism.

Yours faithfully,

[redacted]

Sent from AOL on Android

[redacted]

Subject: [EXTERNAL] FW: Objection to planning application for using the Hovercraft port for the Sealink Project

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

To whom it may concern

I have recently become aware of your plans to use the old Hovercraft Port at Pegwell Bay for Sealink. Your consultation period was one month and wasn't publicised. It's clear from my talks with fellow residents that many have not been made aware of these plans and, accordingly, this consultation not fit for purpose.

[redacted] visitor to the Hovercraft place since I discovered it by chance before moving to the [redacted]019. During the pandemic it became busier with walkers and unlike other stretches of the coast it allows access to water's edge by wheelchair users. The view over the SSSI of Pegwell Bay and the opportunity to observe wading birds is truly astounding. What is even more astounding is how nature is reclaiming the area in a powerful way. A variety of plants have broken up the tarmac and rare fauna and flora have moved into this secret habitat .

The initial Hovercraft Port was already a travesty and had a devastating effect on this very special Nature Reserve. Your plan to annihilate years of repair and natural restoration is shocking.

This area is not just a sanctuary for nature but for humans as well. I am surely not the only person to feel deeply depressed by the suggestion that this land will be fenced off and be out of bounds for 4 years and used as the main point of construction for the Sealink Project. This was not included in your original planning application and is certainly a significant deviation.

I also understand that you have failed to carry out a suitable and sufficient ecological survey into the unique mosaic habitat, seeking the input of local wildlife experts. You would also be required to complete an analysis of the potential negative impact of your plan for this fragile area.

Humans, other animals and plants need truly wild spaces, the Hoverport Port is one of them and we can not afford to lose it. Unfortunately you and your contractors have ridden roughshod over the SSSI and surrounding areas which is shameful.

I sincerely hope that his will not go ahead.

Regards



[redacted]

Subject: [EXTERNAL] Objection to planning application for using the Hovercraft port for the Sealink Project

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

To whom it may concern

I have only recently become aware of your plans to use the old Hovercraft Port in Pegwell for Sealink. Apparently I am not alone. The consultation period was only one month and wasn't publicised. Local residents were not made aware of the plans. This should deem this consultation not fit for purpose.

[redacted]itor to the Hovercraft place since I discovered it by chance before moving to the [redacted]019. During the pandemic it became busier with walkers and unlike other [redacted]allows access to water's edge by wheelchair users. The view over the SSSI of Pegwell Bay and the opportunity to observe wading birds is truly astounding. What is even more astounding is how nature is reclaiming the area in a powerful way. A variety of plants have broken up the tarmac and rare fauna and flora have moved into this secret habitat .

The initial Hovercraft Port was already a travesty and had a devastating effect on this very special Nature Reserve. Your plan to annihilate years of repair and natural restoration is shocking.

This area is not just a sanctuary for nature but for humans as well. I am surely not the only person to feel deeply depressed by the suggestion that this land will be fenced off and be out of bounds for 4 years and used as the main point of construction for the Sealink Project (something that was not mentioned in the original planning application).

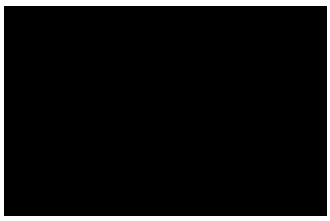
I demand a proper ecological survey into the unique mosaic habitat, seeking the input of local wildlife experts. Followed by an analysis of the potential negative impact of your plan for this fragile area.

Humans, other animals and plants need truly wild spaces, the Hoverport Port is one of them and we can not afford to lose it.

I sincerely hope that his will not go ahead.

Regards

[redacted]



[redacted]

To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] Benhall Railway Bridge, Suffolk - object

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Surprise, surprise, suddenly this little bridge is holding up the works.

How dare you re-open a consultation during the examination period. By disingenuously **not** advising Benhall residents of this alleged 'minor change' *before* the closing date for registration as Interested Parties to the Planning Inspectorate consultation, you have disenfranchised locals from the process. Not to mention your circumscribed 30-day response window, whose clock started well before any notifications were received in the post.

Nothing to do with the fact that you ignored Suffolk Highways when this flawed proposal was identified; nothing to do with the remotest possibility that this entire approach was deliberately withheld from the original DCO as it might have scuppered your preferred Saxmundham site option for the substation; nothing to do with another Trojan Horse to make this bridge suitable for heavier Scottish Power (Friston) loads; nothing to do with suddenly finding that you actually **can** build a bridge over a railway, unlike the Northern access which was previously assessed as 'too disruptive and complex'.

And all to do with your seeminlgy benevolent concern for disruption to local residents and businesses, by thinking ahead to other NSIPs who would also use this bridge. It is entirely inappropriate to call into support for the proposals either the Lion Link project or an adjacent housing project stalled (but now consented!) by lack of appropriate access to the A12 – your 'it would be beneficial to have additional land…' phrasing is insulting.

Why should we believe anything Sea Link promises? Either Sea Link is devious enough to attempt slipping controversial items through with a lesser degree of scrutiny or they are simply incompetent (oops, we didn't think this bridge was that critical or maybe we thought nobody would notice we had re-categorized this oversight as, in effect, insignificant and not worthy of attention).

'These proposed changes are not being made to address any existing technical deficiencies… and as a result there should be no concern about the veracity of the application…'

And then you have the temerity to state you won't even decide *how* this bridge issue will be addressed until *after* the DCO is granted?

The entire Sea Link project should be relocated off-shore, where it belongs. It is well known that National Grid desires the on-shore converters and substations as an income stream as future energy projects by other companies would connect to your facility for which you charge fees.

This has nothing to do with the securing UK energy independence and everything to do with maintaining your company's stock price and shareholder dividends.

[redacted]

[redacted]

[redacted]

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Interested Party Reference Numbe [redacted]

Good evening,

I understand that you wish to compulsory purchase the former Hoverport site from the legal owners TDC (who have said no to you on numerous occasions) in order for you to destroy another area in Thanet for your outrageous Sealink Project.

The former Hoverport site is brimming with nature since man has left it alone. I live [redacted] d often walk my dogs at the Hoverport, it's a peaceful and tranquil place, safe for my dogs [redacted] my wellbeing.

It's utterly shocking that you want to use this area for industrial purposes which will completely destroy this unique rewilded sanctuary.

The Hoverport is a valuable site for the local community and wildlife e.g. dog walkers, bird watchers, animals, birds, plants etc. none of which seems to matter to National Grid, who seemingly want the cheapest route to maximise their profits with their outrageous plans for here and the Minster Marshes!

I have recently seen the mess your contractors are currently making on the Minster Marshes whilst carrying out surveys (which surely should have been done before your application). Your biodiversity offsetting skills are shockingly bad as proven with your project Nemo. This gives me no faith in how you will treat the Hoverport and the Minster Marshes.

I understand and support the need for green energy solutions, but not at the expense of such a valuable natural area. National Grid's whole plans for the destruction of the Minster Marshes and now the Hoverport are a disgrace. It seems that you are simply pursuing the cheapest way to make maximum profit under the guise of 'Green Energy'.

This needs to stop, the people of this area are not going to let you destroy our last green spaces which are vital to us and our wildlife. Protecting nature can provide natural solutions to climate change and we all need to do a better job of protecting these precious dwindling havens.

Regards,

[redacted]

Sent from my iPhone

[redacted]

To: contact@sealink.nationalgrid.com; South East Anglia Link; Save Minster Marshes
Subject: [EXTERNAL] Hoverport site

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

To the planning Inspectorate

I am strongly opposed to the latest destructive proposal by National Grid to use the old hoverport site at Cliffsend. With the ecologically important area having been destroyed back in the sixties it gradually being taken back by nature. The ground and underlying contaminated sub-base is breaking up. Seeds distributed by birds and the wind are resulting in plants life taking back the space and there are even oak and other tress establishing themselves on the site. How amazing is that!

So when I hear about National Grids total disregard for anything and their proposal to use the site for the proposed benefit, it makes me sick to the core. The sites fauna and wildlife now exists harmoniously with people and the local community who utilise the space.

It was a terrible decision to allow this amazing space to have been developed on back in the 60's and now Mother Nature is gradually taking it back, and rightly so. The natural environment within Thanet has been decimated in recent years but we still have some very special sites left including the hoverport site.

For the reasons explained, the community and TDC have already said a big no non to National Grids proposals to use this site. In a democracy that should be that.

The transportation to and from this site is almost unthinkable. Cliffsend is a beautiful quite seaside village and you don't have to think to hard to imagine the noise, dirt, dust this plan would bring to the area. National Grids current investigative works underway on the Minster Marshes today shows their total contempt for the natural environment!

There is no doubt the Sealink infrastructure project is in totally the wrong place and I hope that soon the reality of using marshland to store electricity, the destruction of the natural environment and the decimation of already protected sites will become visible to The Inspectorate with National Grid forced to rethink and find more suitable sites.

Kind regards

[redacted]



[redacted]

Subject: [EXTERNAL] National Grid's Plans for the Hoverport at Cliffsend, Ramsgate, Kent

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Fr[redacted]

I send my comments regarding the last-minute application by National Grid to construct, operate and maintain their Sea Link pipeline, from the Hoverport at Cliffsend.

National Grid, as I see it, continues to amaze by its lack of joined up thinking from the outset showing how very unprofessional it is or is it just the total lack of respect for a DCO process, because they think that all that is required is to pay lip service as 'they have it in the bag'?

It is my opinion that the reason National Grid settled on Minster Marshes in the first place, rather than other far more suitable locations, is the lack of residents to complain. Undoubtedly they are, and increasingly will, be surprised by the strength of opposition to the plans. The same applies to the Hoverport.

The Hoverport, having once been an 'engineered' facility has reintegrated itself to it natural surrounding with only the base from the original port left as evidence that this had once had a different incarnation. Today the area is an oasis of nature once again imposing itself. The result is a wonderful area full of berrying trees which support a great number of birds and other animals. The concrete base which once welcomed hovercraft is slowly but surely breaking up and accommodating more flora. Fauna clearly appears at night, but during the day human beings are able to enjoy a unique area that is not submerged under sea water like the untouched land surrounding it. This makes it a unique facility for adults, children, able and disabled people to enjoy nature without risk of traffic and noise.

Why such little thought and notice by the applicants? National Grid is now proposing removing, and possibly ruining forever, a wonderful outside facility that many of us enjoy, possibly for 4+ years, the length of time estimated needed to complete the Minster Marshes converter project, but on going to 'maintain' their proposed Sea Link pipeline. The Nemo line doesn't need such an ongoing facility why does National Grid? Or are they still drip-feeding information on the true extent of their long-term plans?

I strongly object to the take over and use of the Hoverport for any length of time as once National Grid get their hands on it, it will be lost forever.

- National Grid have not consulted on this proposal,
- Local individuals and businesses have not been given sufficient notice to consider this addition to the original plans;
- The concrete base is cracking, has been for some time. Their proposals would destroy the base completely and then what for the SSSI that adjoins this site?
- There would undoubtedly be run-off and debris that would end up in the bay – SSSI site!

- Locals and tourists, not to say the wildlife, would lose this area for good and it would become an industrial no-go area.
- South Thanet has no other area like this. It is too high a price to pay for the cheapskate obstinacy of National Grid.

[redacted]

Sent: 07 November 2025 19:14
To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] Proposed changes to the Sealink DCO re Benhall Bridge

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear National Grid/Sealink

I am very concerned that road access has been so inadequately planned for that an amendment is now required to the DCO as the bridge at Benhall Green (B1121) wis deemed unable to withstand anticipated weight loads which may be far in excess of 44 tonnes permitted by special arrangement for UK's B roads.

The proposed changes do not provide any specific details of how heavy these abnormal indivisible loads will be, just that a 46 tonne limit is not enough!

Our property will be effected by these changes. Access to our home, village and all the amenities in Saxmundham (shops, dentist, doctor, trains, buses & library) will be adversely effected by work on the bridge and the plan to access Wood Farm via Hurts Hall.

It seems very obvious to us that this whole plan has not been thought out carefully and therefore access via B1121 should be completely reconsidered.

Thank you.

[redacted]

[redacted]

From: SEAS <info@suffolkenergyactionsolutions.co.uk>
Sent: 07 November 2025 19:03
To: Contact Sealink
Cc: South East Anglia Link
Subject: [EXTERNAL] SEAS Response to SEA LINK DCO proposed Changes
Attachments: SEAS response to Sea Link DCO changes 7 Nov 2025.docx.pdf

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Case Team

Please find enclosed SEAS response the Sea Link's DCO proposed changes.

Best wishes

[redacted]

Suffolk Energy Action Solutions (SEAS)

info@suffolkenergyactionsolutions.co.uk

www.suffolkenergyactionsolutions.co.uk

The Planning Inspectorate (PINS)

PINS Sea Link ref: EN020026

Website: https://national-infrastructure-consenting.planninginspectorate.gov.uk/projects/EN020026

Email: SouthEastAngliaLink@planninginspectorate.gov.uk

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To prevent this email and other future SEAS emails from ending up in your junk or spam folder, please add our "From" address (info@suffolkenergyactionsolutions.co.uk) to your address book.

To Unsubscribe please email info@suffolkenergyactionsolutions.co.uk

[redacted]

Sent: 07 November 2025 18:50
To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] Pegwell Bay Hoverport

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Re Pegwell Bay Hoverport Consultation.

To begin with, Minster Marshes is a wholly unsuitable site for construction. The area comprises farmland for food production, a SSSI, Special Protection Area, a Ramsar Wetland of International Importance.

The land, being a marsh **is currently wet**; even though it has been a dry summer following a dry winter – hosepipe bans were in force until last week.

Before even getting any permission, National Grid is **damaging fields with food crops** in them, and the associated vital drainage ditch system. This is affecting farmers' livelihoods.

The Hoverport:

The Hoverport has been closed for over 40 years. The **concrete is breaking up** even without being driven over. The base on which it was laid – containing coal – would leach into, and pollute the sea. It is fragile. This is a **tidal** area so to state that there would be "no significant impact on the saltmarsh" is **patently illogical**.

No environmental surveys have been carried out by National Grid. They have previously demonstrated **total disregard** for wildlife, e.g. taping up owl nesting boxes during the Nemo link works, and causing lasting damage to Sandwich Bay and Pegwell Nature Reserve.

Rare and Protected species are constantly being identified in the area.

The consultation - of only 1 month – has not been publicised, so that local people and businesses have not been informed. This is **not a proper consultation process**.

The Nature Reserve and Hoverport area is a **vital resource** for local people, with Thanet already seriously nature-depleted and overbuilt. Studies showing the importance of wilder spaces for peoples' health are numerous. Time in green space is highly beneficial both physically and mentally, and thus can help take pressure off the NHS. The Hoverport apron allows those **with disabilities closer access** than they could otherwise enjoy, to the shore and wild areas.

No mention has been made of the projected **24/7 disruption over 4 years**, with heavy traffic on narrow lanes (already dangerous enough), noise pollution, and light pollution blighting the lives of local people let alone the ecological impact of this.

[redacted]

[redacted]

Sent: 07 November 2025 18:37
To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] Thanet Hoverport Proposal - Minster Marshes
Attachments: letter re Minster Marshes campaign - hoverport.docx

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Sir/Madam,
Please find a letter which outlines my views on this topic. I understand the deadline for objections is today.
The text is reproduced below:
Dear Sir/Madam,

To: Sealink/National Grid

Date: 07/11/25, sent via e-mail

I would like to express my concerns regarding the proposed development of the old Thanet Hoverport, as part of the overall plan for Minster Marshes and the catastrophic wider proposals regarding the power substation works.

Specifically related to proposals for the former hoverport, I would make the following comments:

- The consultation period is very short (one month) and hasn't been publicised. This isn't a proper consultation process.
- Affected parties (local residents, landowners and businesses) have not been made aware of this consultation and they should have been.
- This is a significant change – they haven't made it clear in their application that they're using the hoverport as their main point of construction; meaning it will be out of action for 4+ years. This needs a proper open consultation process.
- The hoverport is very fragile – putting heavy machinery on it will inevitably damage the saltmarsh.
- The hoverport is a unique mosaic habitat which they haven't carried out any ecological surveys on.
- It's a special place because it's accessible to people with limited mobility – wheelchair uses can get right by the water's edge to see bird life.
- Thanet is very nature depleted, and this is one of the few truly wild spaces. Access to wild space is critical to good mental health.

Furthermore, I would state that:

National Grid have said that their proposed changes will have very little impact on the environment. But they have no idea of the impact on the mosaic habitat of the hoverport because they haven't carried out any environmental surveys. Kent Wildlife Trust told them that there two rare and protected species of moth at the hoverport and I know there are at least two rare species of orchid, as well as bats and many species of bird thriving there. It is also unique in Thanet as one of the very few truly wild open spaces.

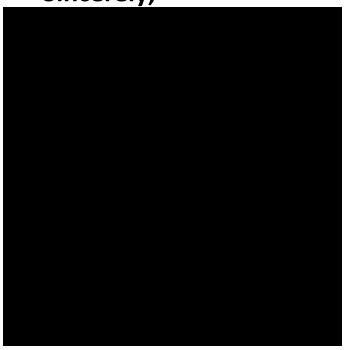
It is appalling that National Grid have carried out no environmental surveys.

I am also concerned that National Grid will not be able to dig under the hoverport without the coal deposits that that the hoverport has been built on leaching into the salt marsh. And as anyone has been there knows, the apron is breaking up and will not sustain the weight of heavy machinery.

National Grid haven't mentioned any of this in their change documents.

I therefore think their consultation is wholly inadequate. Please take these views into account as part of the consultation process.

Sincerely,



[redacted]

Sent: 07 November 2025 18:38
To: contact@sealink.nationalgrid.com
Cc: SouthEastAngliaLink@planninginspectorate.gov.uk
Subject: [EXTERNAL] Change to access at the Hoverport Kent

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear madam/sir,

I wish to object to your proposal to increase the land usage at the Hoverport. The area of the former hoverport has become an important natural habitat. It is widely used by locals as a returning natural space that is rewilding. Uniquely it is an accessible space for people in wheelchairs, with the remaining hard surfaces allowing people with disabilities to be close to the sea and marsh.

The area is being treated merely as a former commercial land with no ecological value. No assessment has been made of that developing value, which is very important for local people, as it is for wildlife. With this extension the hoverport area will not be accessible to the public during the lengthy construction time. This is not readily apparent from the information provided and with the limited time given to respond.

There is a loss of amenity with this proposal which is not being properly considered.

Yours faithfully,

[redacted]

[redacted]

Sent: 07 November 2023 18:14
To: contact@sealink.nationalgrid.com; SouthEastAngliaLink@planninginspectorate.gov.uk
Subject: [EXTERNAL] Benhall Railway Bridge Proposals

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Sirs
The recent announcement of plans to put super-heavy loads over the Benhall Railway Bridge on the B1121 causes me great concern both for the likely local impact of any of the three options put forward to enable this and because this is yet another example of the apparent lack of foresight in the entire saga of the proposals to install industrial-scale superstructures on farmland between Saxmundham and Friston.

The B1121 is a link between the northern end and centre of Saxmundham and Benhall Green Sternfield; and also gives those areas access to the A12 and all the local centres of population, large and small, along that route in both directions. Whether on foot, by cycle or by car, or indeed on an invalid scooter, the B1121 is in constant use by workers, shoppers, schoolchildren and their parents, surgery patients, local service providers, as well as cyclists, walkers and visitors - it is a daily domestic highway, in other words, vital to the social and economic welfare of the neighbourhood. .

Major regular and long-term disruption of this highway, involving closures, traffic lights, hold-ups and delays to emergency services, would be caused by the execution of any one of the three proposals put forward to reinforce/replace the railway bridge and by the movement of the super-heavy loads which would be facilitated by the works on the bridge.
This would be in addition to the disruption likely to follow the construction of a new road and a new bridge to give access over the fields on the north side of the B1121 and across the Rover Fromus to the proposed sites at Friston.

Clearly it is not possible to build a converter station anywhere without the necessary tools and materials but why opt to build one in the midst of a network of farms, winding single track lanes, rivers with weak narrow bridges, busy local roads and small villages, not to mention the woods and fields which must be torn up and concreted over? Surely it is enough that a third nuclear power station is already under construction in the area - a project which, having been anticipated for many years, will continue for years to come.

Suffolk is one of the driest counties in the Uk. Recently we hear that extensive works will be required to keep water supplies in line with rising demand. Like the need to reinforce the railway bridge this seems to have come to light at a late stage in the overall planning for the extensive electricity construction works, though surely it could have been foreseen long ago - again, as with the weak railway bridge.

One wonders how many more of these additional necessary works have yet be revealed and also, how much confidence we as local residents can have, in the wisdom and foresight of those responsible for devising these proposed works?
Sincerely

[redacted]

Sent from my iPad

[redacted]

Subject: [EXTERNAL] Pegwell Bay Old Hoverport Site - objection

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Sirs

I am astounded that the major change to your proposals is described as a “small change” it is not. This is a most significant area for wading birds, migrating birds and for humans enjoying close proximity to nature. It is designated a SSSI for a reason!

The consultation period is extremely short and has not been publicised. Local residents and businesses have not been made aware of the (limited) consultation.

The Bay Area is unsuitable for heavy plant. Where is the ecological survey showing the very real risk of breaching colliery deposits leading to leakage and pollution?

The hoverport is very fragile – putting heavy machinery on it will inevitably damage the land and water and there is a risk of the colliery deposits its built on leaking into Pegwell Bay.

There may be a need for electricity links but this is the wrong site. Brownfield sites are available nearer to need and are not being considered. If more secure electricity is needed, much more effort needs to be made in domestic production via solar panels.

The destruction of vital and valuable habitats is not the answer. Please re-think and please begin to act honourably rather than blocking a footpath, destroying farmland and acting as though you already have permissions which have not been granted.

Yours sincerely

[redacted]

[redacted]

Sent: 07 November 2023 16:31
To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] Pegwell Bay Hoverport

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

I am contacting you with my concerns at your change in proposals that would be carried out at the former Hoverport site at Pegwell Bay.
You have failed to contact local residents showing once again a lack of consultation on your behalf.You have not carried out any environmental surveys of that area despite it being a
SSSi and I am deeply concerned that your changes will lead to even more long term damage
to a very fragile area.
Yours sincerely

[redacted]

[redacted]

Sent: 07 November 2023 17:11
To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] Sea link project change to Hoverport access Pegwell Bay Kent

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Sirs
I have lived a lifetime on this beautiful planet born in 1940 and seen many changes, mostly with no concerns to the environment, ie vast places where our wildlife winter birds arrive rare orchids grow and many other animals that is their home all year.
YES I am talking about Pegwell Bay hoverport area, the use of this area for storage purposes, this place has already been denied to use but national grid want to use this whole area for plant storage which will be yet another wild life area that will destroy our beautiful nature yet again. This is also a place where people come to enjoy a love of nature, walk their dogs, teach our children to learn that these places of nature are so important for our planet.
So if we keep destroying it our life on earth in the long run won't survive.
I am one of the lucky ones and have seen what our beautiful planet gives us, but with our future generations, no they won't if it keeps being taken away by destroying these precious places like Pegwell Bay & Minster marshes etc.
Please please don't let this happen.

Sincerely
[redacted]

[redacted]

Sent: 07 November 2025 17:04
To: contact@sealink.nationalgrid.com
Cc: South East Anglia Link
Subject: [EXTERNAL] NG Sea Link consultation for Change 4 the Benhall Railway Bridge

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

NG Sea Link consultation for the extended order limits and in particular (Change 4) the Benhall Railway Bridge

Dear Sea Link Project Team,

Please find below my personal response to the consultation on the proposed Change of Order Limits relating to the Benhall Railway Bridge (Change 4), published 7 October 2025.

I am a resident o[redacted]nd an active participant in the Sea Link examination process, I am deeply concerned about the timing, scope, and implications of these late-stage proposals. The consultation has been poorly publicised, and many residents in Benhall are only now learning about these plans, despite never having had the opportunity to register as Interested Parties during the original DCO process. This limited consultation risks disenfranchising those most directly affected and undermines the principle of meaningful public participation.

The proposals, whether for a temporary mini-bridge, semi-permanent overbridge, or permanent strengthening, represent significant infrastructure works with serious consequences for road users, rail services, and nearby communities. The bridge is located on a bend and slope, near to Whitearch Park, Shotts Meadow, and a primary school route, and close to several difficult junctions on the B1121. These complexities have been consistently downplayed.

Each of the three options presents serious challenges. In addition to road disruption, any overbridge installation or AIL movement would likely require restrictions on the railway line beneath, posing further risks to public transport and freight access, including rail upgrades linked to Sizewell C. These impacts have not been fully addressed.

The bridge-related works being proposed at Benhall, are framed as a non-material change. This contradiction undermines the credibility of the change classification and demands scrutiny.

National Grid should now:

Extend the consultation period and provide detailed, accessible information on all three proposed options.
Ensure all affected residents, including those previously excluded from the DCO process, are formally recognised and consulted.

Provide clear assessments of traffic, rail, and community impact, including emergency access and safe routes for non-motorised users.
Justify the classification of this change as non-material given its scale, disruption, and inconsistency with earlier planning decisions.

I am copying the Planning Inspectorate for transparency, given the significance of these changes and their impact on affected communities.

Yours sincerely,

[redacted]

[redacted]

Sent: 07 November 2025 16:43
To: Contact Sealink
Cc: southeastanglialink@planninginspectorate.gov.uk
Subject: [EXTERNAL] Benhall Bridge Change 4
Attachments: National Grid Sea Link Consultation for extended order limits.pdf

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

[redacted]

Sent: 07 November 2025 16:10
To: SeaLink
Subject: [EXTERNAL] Change 4 Benhall Rail Bridge, Suffolk
Attachments: Change 4 Benhall Rail Bridge.docx

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Please find attached my comments on Change 4, Benhall Rail Bridge, Suffolk.

[redacted]

[redacted]

Sent: 07 November 2025 15:54
To: SEALINK
Subject: [EXTERNAL] Response to Change 1 - Hoverport

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dea[redacted]nd team

I'm giving you feedback on your proposition to add the former hoverport to your draft order limits. You have no provided enough detail to properly comment on your proposals so this is very top line. You have described this as a 'small change' but it is actually a huge change. Using the hoverport throughout your planned four year construction period is vastly different from occasional light maintenance access as you described in the DCO. As you haven't bothered to carry out any environmental surveys of the hoverport, you may not be aware that it is now absolutely incapable of bearing the weight of any heavy machinery. The skirt is breaking up and exposing the colliery waste that it's built on. Any work through it, on it or under it will cause this to leach into the saltmarsh, turning Pegwell Bay into a toxic soup. In your proposal, you allege that this proposal is designed to protect the saltmarsh. It won't, it will destroy it.

If you actually cared about protecting the saltmarsh, you wouldn't be building your project in this area at all when there are other much less environmentally damaging locations. This whole area is supposed to be protected under national and international designations which you and your business seem to feel you can ignore entirely.

The hoverport is not an abandoned wasteland, it has been successfully rewilded over the last 40 years and has now become part of the wider nature reserve that is Pegwell Bay. The hoverport is used extensively by local people of all ages for recreation and relaxation - walking and birdwatching or just sitting watching the sea. It's an extraordinary place which is teeming with wildlife - not just with overwintering wading birds but by numerous other species of birds, bats, rare orchids, moths and butterflies. The hoverport is also unique as its one of the few places which is wild and natural but also accessible in Thanet which has a paucity of accessible places to walk close to nature.

It is completely unsuitable to turn into a building site for years on end.

In addition, this consultation process has not been adequately publicised. I have spoken to people directly impacted by your proposals - local residents and the owners of the Viking Ship Cafe whose business will be destroyed by your proposals and they knew nothing about it until I told them. So if you have told the Examining Authority that you have contacted people who will be directly impacted by this change, that is blatantly untrue. The Viking Ship Cafe's business relies heavily on people who use the hoverport for recreation. No one is going to want to sit and eat cake next to a noisy building site and their small business will not recover if it is damaged for such a long period of time.

You have already wrecked Pegwell Bay National Nature Reserve with the Nemo Link which has left a great ugly scar across the landscape and across the bay. It has not and will not recover. I have also seen the extensive damage your contractors have caused on Minster Marshes with their vehicles as they carry out their surveys over the last few weeks. It is clear that you as a business have zero respect for the natural world, nor do you deliver on your promises to repair the environmental damage you cause. This will be another environmental disaster to add to your roster. How can energy be green if it comes at the expense of the very environment we're trying to save?

I hope the Planning Inspectorate treats this addition to your DCO with the contempt it deserves.

Yours



[redacted]

Subject: [EXTERNAL] Proposals for Pegwell Bay, Hoverport use and Minster Marshes

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Regarding the Sealink / National Grid Project and recent proposal for changes.

I have serious concerns regarding this project & proposals relating to it.

I am currently becoming more confused by the plans and proposals as they are continually changing, with very little to absolutely No information being provided regarding the plans and changes to the plans.

I live ir[redacted] very close to the old Hoverport area, The Nature Reserve and Pegwell Bay itself (and h[redacted]ears.).
During this time I have seen the Hoverport area, foreshore and Nature Reserve develop into a varied natural habitat for numerous species, many of them rare and on various preservation listings.
The Hoverport itself has significantly re-wilded in this time to the extent that large areas of it now look truly wild and green.
It (Hoverport), Pegwell Bay and the Nature Reserve have had SSSI status for a considerable number of years. I am astounded that this protection means absolutely Nothing to a National (or is it International?) Company, who feel it is acceptable to take over and devastate this area, 'because it is the cheapest option'

I've recently become aware (via random social media posts) that the Hoverport is planned to be used more permanently by the Sealink Project.
This is extremely concerning as the site used Spoil from the Local Coal mines as part of its construction. This material obviously contains contaminants that would need special and significant care regarding any construction related work as it could significantly pollute the area and cause unknown damage to residents health.
There appears to be no evidence of any sort of significant Ecological survey, research, report.
It will be a major loss to a variety of members of the public as it is an 'accessible' foreshore amenity, that is beneficial for access to nature, helping people being in open spaces and for their health and well being.

As I have previously mentioned it is only via local social media comments that I have become aware of some of these items. I am now commenting on the last day of the apparent consultation period regarding this latest amendment!
This is totally unacceptable, especially as previously National Grid have failed to comply with relevant requirements relating to the whole project. The Planning Inspectorate has had to extend the time scale for previous consultation responses.
It seems that National Grid feel they are above all regulations regarding to complying to standard requirements around consultation and regulations with their proposals. This greatly concerns me 'if' this plan is approved & goes ahead, because I anticipate any restrictions / Regulations imposed will no doubt be ignored and local residents will suffer

through the years of constructions with heavy traffic using unsuitable local, residential roads rather than the designated routes at unsocial hours of the day/night.



[redacted]

Sent: 07 November 2023 19:34
To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] Hoverport consultation

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

I write to protest as completely unreasonable, your proposal to use the site of the old Hoverport to facilitate the building of your converter station on Minster `marshes and to facilitate the landfall of your power cable in Pegwell bay. The Hoverport was constructed long before the idea of environmental care and constraint was even thought about by the authorities who gave permission for its construction in the first place. As time went on ,the economic benefits that permitted its construction were eroded and it was closed down, as far as I can ascertain because it was no longer profitable for the operating company. The passenger lounges and cafeteria areas were dismantled and removed but the tarmac and concrete car park and staging areas were left in place for the gradual re introduction of the wild life and fauna that had been removed beforehand. This has been taking place for more than forty years and there now is a decent amount of wildness that has inhabited the area. If you start to use this area for the transportation of building materials by heavy goods vehicles, the flora and fauna that now inhabits this area and greatly enhances the experience of local people and visitors, will be lost and progress towards the reclaiming of this area to nature will be halted. What lies beneath the surface of the tarmac and concrete that is being gradually reclaimed by nature does not overly concern the authorities at present, although the site is regularly tested for contaminants.In all likelihood the surfaces that you would use would need to be reinforced and if this is not done, then the surface may break and collapse. This is of great concern as it is known that a great deal of unregulated waste materials, in particular, waste from collieries and coal mines was used to fill in the land that was then topped off with tarmac and concrete. All this work was done before there were regulations to document the use of waste materials so there could be toxic waste just below the surface that should remain undisturbed including heavy metals and other contaminates. If any of these substances were to escape their current confinement under tarmac and leach into the Pegwell bay this would cause a danger to public health as well as the loss of wild life and their habitats.This alone should alert your technicians to the dangers of using this site in the way that you propose and you should be subject to the most rigorous scrutiny of any changes that you propose to this site.

Further to this I will add these points. You have told everyone that this is a small change to previously published plans but it constitutes a completely new plan that will put the Hoverport site out of access to the public for four years or more as you plan to use it as your main point of construction. For such a major change in your plans the consultation period of one month is remarkably short and completely unpublicised with local residents and businesses not informed and made aware of this consultation as they should have been.

The Hoverport is a unique place that gives wheelchair users access right up to the waters edge to observe bird life and other natural phenomena. Access to wild spaces is critical for good mental health for those with limited mobility. The Hoverport and the nature reserve it sits next to are one of the very few truly wild spaces that still exist in Kent and needs to be preserved for future generations to enjoy and for the wild life it harbours to thrive throughout the coming years and not to be trashed by a short sighted ill conceived project that destroys it under the guise of providing green energy.

In my opinion it is a ludicrous idea to cause so much destruction to our natural resources and precious wildlife at a time when the United Kingdom is one of the most nature depleted countries in Europe.

Most sincerely yours [redacted]

[redacted]

Subject: [EXTERNAL] HOVERPORT CONSULTATION OBJECTION.pdf

Attachments: HOVERPORT CONSULTATION OBJECTION.pdf

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

[redacted]

Subject: [EXTERNAL] SAVE MINSTER MARSHES AND PEGWELL BAY

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Affected parties have not been made aware of this consultation and should have been
Significant changes had not been made clear of this consultation.
Out of action for 4 years.
Hoverport is fragile. Heavy machinery will damage the saltmarsh as risk of colliery deposits could leak into Pegwell Bay
Unique habitat no ecological surveys carried out.
Special place giving access to wheelchair users to enjoy seabirds.
Thanet nature depletes, this is a truly wild space.

I am totalky against this.

[redacted]
Resident in the area.

[redacted]

Sent: 07 November 2025 14:13
To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] Proposed Sea Link Pipeline

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

To Whom it may Concern,

I have already objected to the location of landfall for this project as it will be destructive to wildlife habitat in Pegwell Bay (a SSSi SIte) and no doubt leave a new scar where it enters the bay as did the previous project. Also, the enormous converter station proposed on the Minster Marshes will do the same in respect of wildlife disruption along with light pollution, noise and atmospheric pollution during the construction.

The latest I am hearing is that you are proposing to CPO the Pegwell Bay Hoverport site leaving no access for residents who use this daily especially the dog walkers. It is thriving with wildlife and turning it into a hub of noise, pollution and then sealing it off to us residents so that we can no longer walk to the nature reserve or enjoy the tranquillity of the bay form this site is a travesty.

I believe this will a 4 yearlong project that will mean heavy machinery ripping up the already crumbling roads and not to mention the horrendous disruption to our community here in Cliffsend.

You had other less destructive options to consider but I guess money talks and this is the cheaper option available so to hell with our feelings and the disruption to the wildlife and environment.

I suspect that this small voice will be ignored along with all the other more articulate and knowledgeable ones that have put forward strong cases to reject the whole Pegwell / Minster Marshes project.

Yours Faithfully,

[redacted]

[redacted]

Subject: [EXTERNAL] National Grid SeaLink consultation former Hoverport site at Pegwell Bay, Ramsgate - response

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Sir/Madam

Thank you for the opportunity to respond to the consultation on proposals for the hoverport at Pegwell Bay as part of your Sealink project. Although the timeframe was short and it wasn't well publicised, the consultantation does at least give local people and those interested in the environment a chance to say why this is such a poor quality proposal.

The old hoverport at Pegwell was constructed in the 1960s on land sold to Hoverlloyd at the instruction of government, as a piece of vital national infrastructure. So vital, in fact, it closed after just 13 years of operation. The condition of development at the time was, I believe, that if the hoverport ceased operation, the site could not be reused for any other purpose, owing to the importance of the overall Pegwell Bay site. That hasn't changed and it might be a good idea for the Planning Inspectorate to include reference to this, whatever decision they come to.

The hoverport site is significant in itself as it has rewilded spectacularly over the past 40 years, and is now home to a wide variety of plant and wildlife species. As you don't appear to have done any relevant surveys this may be something you are ignorant of. I myself, along with many others, visit the site frequently (2-3 times a month in my case) to walk my dog, enjoy the birds and the solitude of the site - like the marshes you are proposing to damage, this is a rare quality in our overdeveloped, nature-depleted part of Kent. I wonder how many residents and visitors to Pegwell Bay know of your plans and have had the opportunity to contribute to the very quiet consultation? Not many if my straw polling is anything to go by.

Use of the hoverport site, even if only for a time-limited period, is likely to cause significant damage and have a knock-on effect to surrounding parts of Pegwell Bay. The vagueness of it being for "approximately four years" is unhelpful; we all know government-supported infrastructure projects overrun on time and budget, often substantially, and given the apparent lack of surveying and other investigatory work, you are quite likely to find environmental and geological issues that you haven't planned for, which can only worsen the situation.

In summary, I call on you to:
- call off the current flawed consultation
- undertake full environmental and wildlife surveys as well as a condition survey of the site and publish these in full
- start a new consultation with full background information, a reasonable timeframe (min. 2 mths) and publicised widely in the Thanet and Dover districts so that everyone likely to be affected is aware and has the opportunity to take part
- commit to respond openly and honestly to the feedback you receive.

Thanking you for your consideration.



Sent from my iPad

[redacted]

Sent: 07 November 2025 12:34
To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] Sea Link/National Grid/Benhall Bridge.

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Sea Link,

I am a resident o[redacted]nd am in despair about the latest proposal to destroy the area in which I have lived for the last twenty-five years. I have been involved in the development of the Sizewell C project and latterly the Sea Link project with its associated industrial development since the outset, both as a member of Benhall Parish Council and as a member of the various groups that have been in consultation. I am also a share holder of National Grid and as a result, am supplying a copy of this email to the Chairman [redacted] that I hope he will receive.

Similarly to most of the local people whom I know, I am strongly in favour of Green energy production but am also strongly opposed to the siting of the converter stations and accompanying industrialisation in the Benhall, Saxmundham and Friston sites. The siting here is frankly ridiculous, with totally unsuitable road links, huge damage to AONBs, SSSIs and some of the last areas of unspoiled and beautiful countryside in this part of Suffolk. Other small settlements in this area as well as the three mentioned will be hugely damaged as well. The long-lasting damage to the principal local industry, tourism, will be very serious and this is already becoming apparent.

It would be pointless for me to itemise the problems with the current proposals, as you will be far better informed than I am about the viable alternatives that are cheaper, far less environmentally damaging and far closer to the area of intended supply. I have yet to meet anyone who can come up with any justification for the industrialisation of this area in preference to the offshore and available Brown Field sites.

There can be no greater illustration of just *how* unsuitable this whole area is for these developments than the absurd proposals for siting a construction compound in Benhall Green and the ridiculous engineering 'solutions' proposed for getting loads up to 300 tons over the railway line from the A12 to this location. I genuinely find it difficult to understand how these proposals can be taken seriously at all.

I hope that National Grid will think again about this and come up with some plans that are sensible, do not destroy the whole area and make some sort of strategic and economic sense.

[redacted]

[redacted]

To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL]

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

To national grid
If you put your precious profits to one side for one minute. You reep what you sow. Destroy nature, your [redacted]

[redacted]

Sent: 07 November 2023 11:33
To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL]

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

- The consultation period is very short (one month) and hasn't been publicised
- Affected parties (local residents and businesses) have not been made aware of this consultation and they should have been
- This is a significant change - they haven't made it clear in their application that they're using the hoverport as their main point of construction; meaning it will be out of action for 4+ years. This needs a proper open consultation process
- The hoverport is very fragile - putting heavy machinery on it will inevitably damage the saltmarsh and there is a risk of the colliery deposits its built on leaking into Pegwell Bay
- The hoverport is a unique mosaic habitat which they haven't carried out any ecological surveys on
- It's a special place because it's accessible to people with limited mobility - wheelchair uses can get right by the water's edge to see bird life
- Thanet is very nature depleted, and this is one of the few truly wild spaces. Access to wild space is critical to good mental health.

Kind regards

[redacted]

[redacted]

Sent: 07 November 2025 10:40
To: contact@sealink.nationalgrid.com
Cc: SouthEastAngliaLink@planninginspectorate.gov.uk
Subject: [EXTERNAL] Small Changes to the Sea Link DCO Application - Benhall Bridge -DCO AS-148

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

I set out below my response to your limited consultation on this issue,

[redacted]

Response to Sea Link late consultation on Benhall Bridge

I am replying to your proposed change consultation document reference EN020026-000807-9.19, concerning specifically the changes to options for the management of Abnormal Indivisible Loads travelling over Benhall Railway Bridge. I am a resident o[redacted]nd thus have not been notified individually, but I note in your document that:

> ***5.2.12 The Applicant considers that the above steps will allow those in the wider community, in the areas where the limited changes are proposed, to comment on the proposed changes should they wish to do so.***

The changes under Options 1, 2 and 3 will all have an impact on my normal travel arrangements on the A12 and towards Saxmundham, and so I consider myself qualified to comment on this proposal.

1 Your claim in the document (set out below) is incorrect.

> ***1.2.4 These proposed changes are not being made to address any existing technical deficiencies associated with the application submitted for Examination and as a result there should be no concerns regarding the veracity of the application submitted in March 2025.***

It may be a question of how you define a 'technical' deficiency, but the issue of strengthening or overbridging the road to support the huge loads you require to move has been a known problem, as you admit, for some time, and was initially raised by Suffolk Highways a year ago, I understand. Ignoring the issue until now means quite simply that those immediately affected, including residents of Benhall may not have considered participating as IPs in the DCO Examination, since this issue had not been presented in this way, and the proposed Order Limits were substantially different. This is a 'technical deficiency', as is the failure to consult at the proper time on more detailed proposals.

2 The three options set out are each deficient, and reflect the poor choice of site for the converter station. Thus:

(i) a temporary overbridge for each delivery would require repeated road closures, potentially dozens of times over many years, if (as proposed, quite inappropriately), future projects like Lion Link proceed and are to rely on this option;.
(ii) permanently strengthening the bridge would of course be the most robust from the point of view of abnormal traffic loads, but also significantly disruptive, involving months of noisy construction, full road closures, and likely restrictions on railway services beneath the bridge;
(iii) constructing a semi-permanent overtop structure to remain in place throughout the construction period would indeed offer continuous access for construction, but the access would be single-track and would quite probably block the entrance to Whitearch Park entirely, making the building of a new access route almost certainly essential.
Taking any or all of these options as a single project, the bridge's position on the B1121/A12 junction would raise serious concerns. The bridge is set on a bend *and* a slope, close to 21 residential homes and 18 holiday units at Whitearch Park, and also near the entrance to a further 9 homes at Shotts Meadow. The ramp construction would be complicated and potentially hazardous; the bridge is presently also part of a formal cycling route, and the outline proposals now finally submitted include no provision for the safety of cyclists or pedestrians.
The disruption to road traffic would be compounded by the restrictions on railway activity for local users, and also presently critical to the SZC project as well.

3 The reasons set out for this change application being made in outline and at this late stage are unconvincing, and characteristic of the Application as a whole. This *ad hoc* attitude to strategic planning of proposals with significant local impact indicates a need for more careful scrutiny and wider consultation at this stage. It is also entirely inappropriate to call into support for the proposals the LionLink project – unless you are prepared to share with us the ***details*** of a project which are not yet in the public domain or in any way fixed? This is not 'coordinated planning' but grasping at straws.

The proposed bridge solutions will severely impact the A12 and cause extensive disruption to the rail service. None of this is in your Traffic Assessment Note, and none of the cumulative impacts on other parts of the project and other projects already in development have been assessed. Perhaps you have chosen the wrong site, and your late proposal for this work was designedly so, in order to prevent the poor choice of site being exposed too early in the project examination?



[redacted]

Sent: 07 November 2025 09:50
To: contact@sealink.nationalgrid.com; nsips@suffolk.gov.uk
Subject: [EXTERNAL] Options for Benhall Bridge Consultation

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Option 2 to permanently repair the bridge is the only plan you should be considering otherwise we will have serious disruption for years and years over the total life of the Sealink and other projects. A short sharp blitz with triple shifting at weekends will complete the work in the shortest time possible. Please refer to the work that was carried out successfully on the Campsea Ashe railway bridge as an example of how it can be done.
Of course it begs the question why you have only just realised that Benhall Bridge can only carry 46 tons in weight when you had already considered (and dismissed) building the northern route for this haul road which also included a railway

[redacted]

Sent from my iPhone

[redacted]

Sent: 07 November 2025 08:51
To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] RE: CHANGE 1: CHANGE TO ACCESS AT THE HOVERPORT KENT

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

RE: CHANGE 1: CHANGE TO ACCESS AT THE HOVERPORT KENT

I am objecting on the following grounds:

- No environmental impact assessment has been conducted
- Had an EIA been conducted, it would have revealed the site to be home to rare and endangered species
- It would appear that the only reason for failing to undertake this requirement is for purposes of fraud. No fraudulent entrerprise should be rewarded by permission being granted.
- Unwarranted and unnecessary seizure of public open land
- Destruction of wild habitat
- Other routes available; the only reason for National Grid's choice of this option is to maximise shareholder value.
- Any and all options chosen for pursuit of Net Zero should come at NO NEGATIVE IMPACT ON THE ENVIRONMENT

Yours sincerely

[redacted]

[redacted]

Sent: 07 November 2025 00:03
To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] Proposed Saxmundham Converter Station EN020026

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Location of this proposed Converter Station requires reexamination in view of the complications of access now becoming apparent. In particular, use of the B1121 for the delivery of abnormally heavy loads is very problematic.

Damage to the road itself and the utility services it carries are a distinct possibility. Residents of villages such as Benhall and Sternfield are dependent on the road for access to their homes and the noise and vibration from heavy vehicles would be intolerable. Closures of B1121 for road works is unacceptable. It is the main road into Saxmundham. Traffic in the surrounding area is already vastly increased due to the building work at Sizewell C and traffic jams are frequent.

If the construction does go ahead, please consider other access routes to avoid disruption and misery for local residents. An additional dedicated level crossing between Saxmundham and the A12 could alleviate the need to strengthen the Benhall Railway Bridge. A service road from it across the fields to link into the new proposed road north of Bigsby Corner could proof cheaper and reduce the local disturbance.

Yours sincerely

[redacted]

[redacted]

Subject: [EXTERNAL] Hoverport Consultation Comments

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Sir/Madam,

I am emailing to strongly object to National Grid proposing to take over the Old Rewilded Hoverport site for their proposed Sealink plans! This proposed Sealink project is continuing to get worse for the public and our wildlife, and it hasn't been approved yet! Thanet District Council realises how vital and precious the old rewilded hoverport site is and has already strongly objected to it being used! National Grid did not do its research work well enough; otherwise, they would also have realised what an important area this is! The Old rewilded Hoverport site is a lovely area, which I use and also so many other people use as a place to get away from the everyday stresses and strains of life.
To have somewhere you can go to enjoy Nature, Wildlife, and all the special flora and fauna that exist in this area is a real treasure! If National Grid had properly researched and studied this area, they would have known about the Saltmarsh not staying totally static! They would be aware that rare plant life exists in this area, that people value it for recreation, and that wildlife use the area and live here too. Where are the surveys of this area? To me, this just reinforces what I feel about this proposed Sealink project being planned for the easiest, cheapest option, with no real regard to what they will be destroying in the process! (This route option now, will probably not be the most affordable/easiest option either!)

The Nemo link caused irreversible damage when that was installed. The old Hoverport site is a unique fragile habitat that will no doubt be irreversibly damaged if National Grid is allowed to use it for their heavy equipment and vehicles, and precious Saltmarsh will be damaged.

The old Hoverport site is also easily accessible by people with limited mobility and wheelchair users, one of the very few truly wild spaces that they can access. This area being denied to this group of people, amongst others, will seriously have a detrimental and harmful effect on people's sense of well-being and mental health.

National Grid wanting to take over the Old rewilded Hoverport site at this stage, I state it is very unfair and underhand! They have had years to survey and properly study the area,

but it is only now mentioned at this late stage! I therefore feel that this whole process has been flawed and is not a fair consultation at all! We only have a very short time frame to raise our concerns and objections about this and to try to make the general public aware of this. National Grid is trying to get this through in a very underhanded way without the public's knowledge!

Has National Grid considered the detrimental effects it will have on the local businesses? The Viking ship cafe, The Nord cafe, to name just a couple. and the tourism to the area, many people come to look at the Hugin Viking Ship and to Bird watch etc... the impacts of the noise, pollution and disturbances has not been mentioned, but also must be considered.

I have always stated that the proposed Sealink project is being put in the wrong place for so many reasons that should not be ignored, and this just continues to reinforce my views.

Regards,

[redacted]

[redacted]

Sent: 06 November 2025 22:52
To: contact@sealink.nationalgrid.com
Cc: SouthEastAngliaLink@planninginspectorate.gov.uk
Subject: [EXTERNAL] Re: SeaLink DCO Change of Order Limits- Benhall Railway Bridge/change request CR1-002

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

> I refer to this application and wish to point out that the not insignificant proposed changes affecting Benhall residents immediately and the wider travelling public generally have been very superficially publicised and rushed, not fully engaging those most affected.
>
> The need for Change of Order Limits and the proposed 3 way solution clearly demonstrates that the road network in this location is entirety unsuitable for an infrastructure project of this scale.
>
> The DCO in its totality should be rejected.
>
> It is remarkable that the applicant has failed to exercise due diligence in respect of transport needs before embarking upon the proposal, resulting in an increased land take requirement as well as adaptations/works to the bridge itself.
>
> The local community, which has already experienced the shock of the substantive application, now has the additional consideration of this change request. They will face more disruption to the road network as a result, more noise nuisance despite any mitigation, and more loss of land.
>
> Any impact on the efficient functioning of the rail system is not addressed in the change request and should be. It must be noted that this is the only rail route from Lowestoft to Ipswich and beyond to London. Disruption to this service in addition to the road network will be of considerable inconvenience to local residents and businesses, impacting the local economy and building in additional safety concerns.

> Thank you for your consideration of my concerns.

[redacted]

>

[redacted]

To: contact@sealink.nationalgrid.com
Cc: SouthEastAngliaLink@planninginspectorate.gov.uk
Subject: [EXTERNAL] SeaLink DCO Change of Order Limits- Benhall Railway Bridge/change request CR1-002

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

I write to point out that the not insignificant proposed changes affecting Benhall residents immediately but the wider travelling public have been very superficially publicised and rushed, not fully engaging those most affected.

The need for Change of Order Limits underlines that the proposed 3 way solution demonstrates that the road network in this location is entirety unsuitable for an infrastructure project of this scale.

The DCO in its totality should be rejected.

It is remarkable that the applicant has failed to exercise due diligence in respect of transport needs before embarking upon the proposal, resulting in an increased land take requirement as well as adaptations/works to the bridge itself.

The local community, which has already experienced the shock of the substantive application, now has the additional consideration of this change request. They will face more disruption to the road network as a result, more noise nuisance despite any mitigation and more loss of land.

Any impact on the efficient functioning of the rail system is not addressed in the change request and should be. It must be noted that this is the only rail route from Lowestoft to Ipswich and beyond to London. Disruption to this service in addition to the road network will be of considerable inconvenience to local residents and businesses, impacting the local economy and building in additional safety concerns.

[redacted]

Sent from my iPhone

[redacted]

Subject: [EXTERNAL] Objection to Change/Revised Use of the Old Hoverport Site for Sea Link Construction - Kent

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

To Whom It May Concern,
National Grid Sea Link Consultation Team

Subject: Objection to Change/Revised Use of the Old Hoverport Site for Sea Link Construction - Kent

I am writing to formally object to National Grid's revised proposal to use the Old Hoverport site in Cliffsend, expanding access to the area and primary construction base for the Sea Link cable. This represents a fundamental and deeply concerning change from the original plan, which stated the site would be used only for minimum maintenance access. Also considering this has already been disputed by TDC, it's makes a mockery also of their initial rejection to just add to it with further disregard!

This change has not been adequately communicated or justified, and the consultation process surrounding it is wholly insufficient. The consultation period is extremely short—just one month—and has not been properly publicised. As a result, many affected parties, including local residents and businesses, remain unaware of the change proposal and its implications. This undermines the principles of transparency and public engagement that should underpin any infrastructure project of this scale.

The environmental and social consequences of this change has not been properly assessed. The hoverport is a fragile, rewilded site with a unique mosaic of saltmarsh and coastal habitats. No ecological surveys have been carried out to understand the impact of heavy machinery on this sensitive terrain, and the risk of irreversible damage is high. Adding expansion just exasperates the current risks further!!

Moreover, the hoverport is one of the few accessible wild spaces in Thanet in a region already suffering from nature depletion, this space is vital for biodiversity, community wellbeing, and mental health.

I am further concerned of the proximity of storing all machinery and noise and disruption during activity of such machinery to enter and leave the site and its impact on Pegwell SSSI nature reserve and seal colony's at nearby Stour Estuary.

Since your initial first proposal to use the Hoverport, I would have further concern on construction machinery entering the hovreport from Sandwuch Road that has recently exposed a sink hole just

in September just from standard traffic use, proving there would have to be significant risk assessment, surveys and cost to strengthen and repair routes that are already unstable.

To proceed with this plan without a full, open, and transparent consultation process—including updated environmental impact assessments and ecological surveys—is unacceptable. I urge National Grid, government planning and Thanet District Council to again halt this proposal until proper due diligence is undertaken and the community is meaningfully engaged.

This is not a minor amendment. It is a major shift change with potentially serious consequences, and it must be treated as such.

With regards



[redacted]

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Dear Sir, Madam,

As a local resid[redacted]egister my objections to the National Grid's development of the former Hoverport site a[redacted] would also like to register my objection to the short consultation process.

Short consultation process:

The National Grid has shown a total disregard for the local community and business, by not providing enough time and information about the proposed works. Local residents have simply not had enough time to consider the proposed work and this makes a complete mockery of the consultation and myself and my neighbours believe that the National Grid, are guilty of not caring about the environment or the views of the community.

Objections to development:

The hoverport is situated by a SSSI and RAMSAR protected site and construction works may pollute the area and threaten birds, Flora and Forna and other wildlife. Another suitable site or different method of work needs to be found so that the environment remains protected.

The planet faces many challenges and whilst one challenge to provide renewable energy may be met another will be created by threatening the survival of the wildlife and greenspace that provides for a diverse range of wildlife.

The hoverport is used frequently as an open greenspace for the local community. Local residents use this space for dog walking, viewing birds and other wildlife including the seal population. Many people simply enjoy the green space and find it soothing to look at the sea and horizon. Many people it is widely accepted find these green spaces as beneficial to their mental health.

Local schools use this area for field trips. The area has an in- depth local history and has rare geological elements. This proposed work will change the landscape, making these areas and spaces inaccessible.

In summary the benefits of the construction work do not trump the loss of the environment and benefits to lical business and the community who thrive upon these greenspaces.



Sent from Outlook for Android

[redacted]

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To whom it may concern,

I, as [redacted]sident object to the proposed expansion to Hoverport site.

I am very concerned about the non-existent consultation process for this significant change. Residents haven't been properly informed and comment period was short.

I will leave here an open letter b[redacted]esident, who has summarised all the key concerns with this change better than I ever could. I completely agree with the following:

I am writing to formally object to National Grid's revised plans to use th[redacted]Hoverport as the main construction, operation and maintenance base for the Sea Link project. Although you describe this as a minor change, it represents a fundamental shift in scope and impact. Previously, the hoverport was proposed solely as a location for maintenance access following completion of the cable. Its conversion into a major construction site for the duration of the project, expected to last at least four years, constitutes a profound alteration that demands full, open consultation.

Lack of transparency and public engagement:
The current consultation period is only one month and has been poorly publicised. Most local residents, businesses and community organisations remain unaware of it. This undermines the democratic principle of fair participation and contradicts the stated commitment to transparency. Under the Planning Act 2008 and the associated guidance on nationally significant infrastructure projects, meaningful consultation is a statutory requirement. Any change of this magnitude, particularly one that removes public access to a valued coastal site for several years, requires a properly advertised and extended consultation process.

Ecological sensitivity and proximity to Pegwell Bay SSSI:
Although the hoverport itself is not designated as a Site of Special Scientific Interest (SSSI), it sits directly adjacent to the Pegwell Bay SSSI, a site of international ecological importance under the UK Habitats Regulations 2017. Anthropogenic disturbance here will fragment one of the last

vehicle-free stretches of coastline in Thanet. As my environmental science background has taught me, habitat fragmentation and edge effects significantly reduce the resilience of protected ecosystems. Increased light, noise and air pollution will push species further into the SSSI, compressing already limited habitats and undermining the conservation objectives of the protected area.

No recent ecological survey data appear to have been provided for the hoverport itself, which supports a unique mosaic of habitats including saltmarsh remnants, recolonising flora and sheltered microhabitats. This area has been naturally rewilding for decades and now sustains diverse communities of flora and fauna. Under Section 40 of the Natural Environment and Rural Communities (NERC) Act 2006, all public bodies and statutory undertakers, including National Grid, have a duty to conserve and enhance biodiversity. The absence of robust ecological assessment appears inconsistent with this legal obligation.

Hydrological impacts and pollution risks:
My own research, conducted as part of my Environmental Science degree, focused on how increasing traffic volume affects the pH of runoff water entering the hydrological cycle, with specific sampling taken from [redacted] the very route proposed as your main access and egress to the hoverport. The study identified a statistically significant correlation between increased traffic and higher alkalinity in runoff pH, which can adversely affect local vegetation and aquatic systems.

The construction phase of your project would vastly increase heavy vehicle movements along Sandwich Road and across the hoverport itself. This will result in the deposition of heavy metals and micro-contaminants, altering surface chemistry and leading to polluted runoff that will leach into the surrounding water table and adjacent saltmarsh. These impacts conflict with the Environment Act 2021 and the Water Framework Directive (transposed into UK law), both of which require prevention of deterioration in surface and groundwater quality.

Structural risk to local infrastructure:
Earlier this year, a large sinkhole appeared o[redacted] following a brief increase in heavy vehicle traffic from an open-top, summer holidays bus services. The underlying substrate consists of soft, calcareous chalk riddled with voids and tunnels, making it geologically unstable. The introduction of frequent grab lorries, each exceeding 30 tonnes, poses a very real risk of further subsidence. This is not a question of if but when such damage will recur. A failure to account for this would not only endanger local infrastructure but could also breach statutory duties under the Health and Safety at Work Act 1974 and the Environmental Protection Act 1990.

A haven for biodiversity and a sanctuary for people:
Over the past four decades, nature has steadily reclaimed the hoverport. It is now a living demonstration of ecological resilience, the very process Alan Weisman described in his book, The World Without Us. The site's physical characteristics create a remarkable microclimate: the concrete retains solar warmth overnight, and the cliffs and vegetation provide shelter from harsh

coastal winds. This has enabled a thriving biodiversity, including fourteen species of bat, slow worms, grass snakes, common lizards, and an abundance of birdlife such as kestrels, peregrines, kingfishers, cuckoos, wrynecks, short-eared owls, herons, egrets, and vast lapwing murmurations that fill the winter skies.

It is impossible to imagine that such ecological richness could be “offset” elsewhere. Biodiversity net gain, as required under the Environment Act 2021, cannot replace a site that has evolved organically into a rare refuge for wildlife and people alike.

Accessibility, wellbeing and community value:
The hoverport is one of the few wild coastal areas in Thanet that remains fully accessible to people with limited mobility. The flat terrain and gentle slope allow wheelchair users and those with mobility aids to reach the water’s edge and experience wildlife first-hand. In a region already severely deprived of nature access, this is invaluable.

As someone who live[redacted] visits the site daily, I can personally attest its importance. The hoverport and its surrounding landscape have played a crucial role in maintaining my mental health and wellbeing, and I know many others who feel the same. Numerous studies, including those referenced by Natural England and Public Health England, demonstrate the link between access to natural spaces and improved physical and mental health outcomes. To lose this space would be to erase one of the few places where residents can find quiet, connection and renewal.

A call for responsible planning:
I fully support the transition to clean energy and the infrastructure required to achieve it. However, a sustainable future cannot be built on the destruction of irreplaceable habitats and community spaces. I therefore urge National Grid to:

1. Withdraw the current proposal to use th[redacted]overport for construction.
2. Conduct full ecological, hydrological and geological assessments specific to the site.
3. Reopen consultation with adequate publicity, allowing the community and experts to respond meaningfully.

To proceed without these steps would be inconsistent with the principles of environmental stewardship and contrary to national policy objectives set out in the National Planning Policy Framework (NPPF, sections 174–179) which require planning decisions to protect and enhance valued landscapes, minimise impacts on biodiversity and secure measurable net gains.

[redacted]

Kind regards

[redacted]

[redacted]

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Dear Sir/Madam,

I was deeply concerned to learn that National Grid [NG] are proposing a change in their application to allow use of the old hoverport as a major part of their proposed construction process.

National Grid have portrayed this amendment to their original application as if it is only a small and minor change.

I would strongly dispute this. It is clearly not the case. This is a major change to the original application.

Furthermore, it feels as if this amendment is being added to the original application very quietly and casually with only very minimal publicity and very limited opportunities for interested parties to represent their views and make any objections, if they wish to do so. Just one month for a consultation is not sufficient. This is a very short time span. Very few people have even been made aware of this change.

I would therefore propose that this major change in the application should warrant a new planning application and the process should be re-started with the appropriate notifications and timelines in order for all interested parties to give their input.

In addition to the above, I hereby list my further objections to this major ‘amendment’ to the planning application.

- As said above, this is a significant change. NG are proposing to use the hoverport as their main point of construction. It will be out of action for over 4 years. This warrants a full and proper open consultation process.

- Many local residents and businesses, who will be directly and badly affected, have not even been made aware of this short period of consultation and they should have been.

- I am very concerned to learn that no proper ecological surveys have been carried out and yet the Hoverport is a fragile area which offers a unique wildlife habitat having been re-wilded over the last 40 years. The hoverport supports a great variety of wildlife. All this will be destroyed in a short period of time by the construction works and inevitable heavy vehicles.

- The hoverport also offers the local community and visitors a unique access to a wild space. It is especially rare that one that this is wheelchair accessible - it is possible to get to the water's edge. This is a precious and rare resource which should be protected at all costs.

- At a practical level, the hoverport is very fragile. To put heavy machinery on it will inevitably cause irreversible damage to the saltmarsh.

- I would question whether due consideration has been given to the destruction this will cause of natural sea defences, which are so vital to prevent future flooding in this area.

- Already we have lost so many areas of nature in Thanet. This is a special place and ongoing accessibility is vital to the mental well-being of so many.

- I note that Thanet District council have reiterated their opposition to use of the hoverport and yet it seems NG are happy to proceed despite vehement local and local authority opposition.

- Finally, I do hope all concerned are fully aware that NG, despite its name including 'National', is a private company whose profits only benefit individuals, shareholders and their investors. It does not benefit in any way the local communities nor the British public in general. Their submissions invariably seem to be about cost cutting thereby increasing the profitability of their schemes. Yet it is local communities and the general British public who have to pay the heavy price for their cost saving tactics without any benefits.

Yours faithfully

[redacted]

[redacted]

Sent: [redacted]
To: contact@sealink.nationalgrid.com
Cc: nienquiries@planninginspectorate.gov.uk
Subject: [EXTERNAL] Hoverport Site - Sealink

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Interested Party Reference numbe[redacted]

Good afternoon

I find it unbelievable that not only do National Grid want to destroy the Minster Marshes but now also want to destroy the old Hoverport site at Pegwell Bay, you have already done a terrible job with your project Nemo on the Nature Reserve, and now you want to continue your destruction of this area with your greedy Sealink project.

I live in this area and I haven't met one single person that agrees with your plans, everybody is outraged! I walk my dogs on the old Hoverport site, its a beautiful peaceful location where nature has been allowed to reclaim it back from man. I have been walking this area for 25 years and its been wonderful to see that nature is thriving here year upon year, from all types of birds, seals, wading birds, foxes, rabbits, bats, owls to unusual plants and trees, yet you want to spoil this for your own greed and bigger profit!.

TDC the owners of this amazing area have said NO to you on numerous occasions but you clearly don't care about the land owners opinions, residents opinions, nature or the wildlife, you are a disgrace of a company. The damage that your proposals to the Hoverport site and Minster Marshes will do to this area and the wildlife is beyond measure, us residents of this area are entitled to have green spaces to enjoy for our well being - stop trying to destroy everything for money!

Regards

[redacted]

The damage that this proposal will do to this area and the wildlife is beyond measure

[redacted]

Subject: [EXTERNAL] Sealink Hoverport

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Sir/Madam

I am horrified to learn that it is proposed to use the old hover port as part of the Sea link (National Grid) project.
This area has been left to naturalise and is still in this process. There are numerous wild orchids, important species in this area and it enjoyed by a lot of locals.
How can it be said that Sealink want to limit the impact to the salt marsh etc by using this site when there has not been a decent environmental impact assessment done?
I understand that the foundations of the port are also are liable to leach out under the weight of the vehicles and equipment proposed for use on the site
Has this been properly investigated?
The roads in this area are not up to the sort of traffic proposed. The disturbance to the wildlife will be horrendous.
I also see that recent survey work by Sealink has not been carried out in a manor sensitive to the environment with ground compaction taking place and damage to farmland. How do you expect anyone to have confidence in what is proposed to be done.
I am so upset that Sealink seem to be riding roughshod over anything the local population think. These locals know what wildlife is present yet they continue to ignore the evidence of the damage these proposals will cause. It is shameful.
There are very few green bits in Thanet and they seem to want to ruin the best we have. They need to find an alternative location that is less harmful to the wildlife.
They need to take a reduction in their profits to cover any extra costs and be seen as a company that cares about our green spaces rather than one that seeks out to destroy them.

Yours faithfully

[redacted]

[redacted]

Subject: [EXTERNAL] Proposed destruction and rape of Minster Marshes and Pegwell Bay

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

I see you have already started digging up the Marshes clearly you don't give a damn about the environment or the Consultation process.
I wish I lived in a democracy where the views of local people were able to stop foreign owned business like yourself from destroying our environment but sadly that is not the case.
You talk about renewables and green but that is just a smokescreen while you maximise your profits in order to pay dividends to BlackRock and bonuses to your directors.
And not happy with your current, already revised initial plan, you now want to use [redacted] overport as a lorry park for four years. I have two words for you GET LOST

[redacted]

Sent from Outlook for iOS

[redacted]

Sent: 06 November 2023 14:45
To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] National Grid proposed changes to the Benhall Railway Bridge CHANGE 4 as part of the Sea Link project

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CC [redacted]

Dear Sir/Madam

Here is my feedback :-

The three options (mini-bridge, overbridge, or strengthening) are vague and don't clearly [redacted] the impact on our community. The B1121 is a vital route into Saxmundham. These proposals could cut off [redacted] residents, disrupt rail services, and pose serious safety risks near schools and homes as well as delaying emergency services from getting through and delaying commuters trying to get to work.

The consultation does not clearly outline how each of the three options would affect residents, road users, rail services, or local businesses. There is no breakdown of disruption timelines, access restrictions, or mitigation measures.

The bridge sits on a bend and slope, near a primary school. Construction works here pose serious risks to pedestrians, cyclists, and drivers.

None of the three proposed options (mini-bridge, semi-permanent overbridge, or strengthening) guarantee safe access for pedestrians during construction.

The consultation does not clearly outline how each of the three options would affect residents, road users, rail services, or local businesses. There is no breakdown of disruption timelines, access restrictions, or mitigation measures.

Construction noise will directly impact nearby homes: including vulnerable residents and families living close to the bridge.

National Grid states that: "our construction works to Benhall Railway Bridge could help future development by developing an access to the site and strengthening the bridge that vehicles would need to use to access the site from the A12." This implies that if a permanent solution is implemented, it would serve not only Sea Link but also future projects — notably LionLink, promoted by National Grid Ventures (NGV), a sister company. This raises serious concerns about transparency and fairness. The proposed works appear to offer strategic advantage to NGV within the LionLink DCO, yet this is not openly declared or assessed. It is disingenuous to frame such works

as non-material when they may facilitate a separate, unexamined project. The Examining Authority must be made aware of this overlap and its implications.

These access challenges expose the fact that the Saxmundham converter station site was wrongly chosen and that the whole Sea Link project needs re-evaluation.

And finally – The public consultation has been poorly advertised. Running for just one month - 7 October – 7 November 2025 and in the lead up to and during the Examining Authority Open Floor Hearings a [redacted] (held on 5, 6 & 7 November). The local people who could be affected by this have been given the bare minimum of time to understand or respond to these complex proposals.

Sincerely

[redacted]

[redacted]

Subject: [EXTERNAL] FW: Change 1 Change to access at the Hoverport, Kent - Initial comments from Save Minster Marshes

Attachments: Save Minster Marshes Initial Comments on Change 1 Hoverport Kent 291025.pdf

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Dear Sealink [redacted]

We would be grateful if you would please note the below in respect of our previous submission.

"We are responding to this consultation under protest, having not been properly notified of its commencement. The failure to notify us has prejudiced our ability to engage meaningfully and in a timely manner. We reserve all rights to challenge the validity of this consultation process and any decisions arising from it."

Kind regards

[redacted]

Subject: Change 1 Change to access at the Hoverport, Kent - Initial comments from Save Minster Marshes

Please find attached our initial response to the proposed change to your application in Kent.

Kind regards,

[redacted]

[redacted]

Sent: 06 November 2023 11:07
To: Contact Sealink
Subject: [EXTERNAL] Personal response to SeaLink Hoverport change consultation

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear National Gr[redacted]

I am responding to the 'consultation' on the change of use of the Hoverport [redacted]r Sealink, if indeed you can call it a consultation.

I support green energy.

Bu[redacted]s the wrong landfall location for this project. It has multiple legal protections including international RAMSAR designation. What are you doing? Do you just not understand the importance of allowing space for nature?

Fro[redacted]ions with residents and businesses that will be directly impacted across the road fror[redacted]t seems unlikely that you have actually contacted anyone. I'd really like to see some evi[redacted]n you just telling the ExA that you have. The ExA only yesterday noted that you had not followed guidelines and published anything in newspapers. I haven't met anybody who received any notification at all.

I fail to understand why you are continuing to push on with the use of the Hoverport for a permanent compound for the construction (and probably to be left in situ for the Scottish link that you are planning for next), when TDC refused permission for you to use this site. Do your shareholders like to hear that you just push people around and ignore them?

The extension to the DOL appeared to be so that you could avoid the "encroaching saltmarsh" - but you have not redefined the order limits to show this - you have simply extended it to include yet more.

The Hoverport apron is not suitable to hold the weight of all the machinery and vehicles you plan to use (and incidentally your own published lists of this are inconsistent). The Hoverport was built on top of coal spoil and the concrete is old. It is just not suitable. If you damaged it further heavy metals and other pollutants will leach into the bay.

Nature is doing a fantastic job of cleaning up this area. Plants that are establishing here are getting rid of the toxins. It's what nature does. You'll just disrupt it all.

As far as I can see you haven't done any surveys here at all. We have verified records of slow worms, lizards, grass snakes, bats, and bee, man and lizard orchids. Not to mention the Sussex Emerald and

Fiery Clearwing Moths that are now doing very well here. Once this habitat is destroyed it will not come back. You cannot make 40 years of rewilding happen somewhere else - or simply pay into the Government's new national forest programme to do your 'greenwashing' - or rather you could - but how cynical is that?

During the NEMO link construction 985 potential UXBs were discovered. Have you sorted that all out? What's your plan? How will you manage that? We can't really consult on any of this as it's still half a job. It's not good enough.

You haven't really provided enough detail for anyone to seriously comment on this change and now it's shoe-horned into the main DCO process it makes the timetable for responding meaningless. I will respond to what we have now and then you will change it all again. It's a cynical ploy in order to make it more difficult for people like me, who are not legally trained in all this stuff, back off.

I would also add I am responding to this consultation under protest, having not been properly notified of its commencement. The failure to notify me has prejudiced my ability to engage meaningfully and in a timely manner. I reserve all rights to challenge the validity of this consultation process and any decisions arising from it.

The ExA has not yet agreed to accept this change and I hope they don't. You should have thought of this years ago. To me, it shows that you hadn't really done your homework when you submitted the initial documentation for the start of the DCO and are scrambling to fill the gaps.

And of course all this is at great expense to the Tax Payer.

I look forward to receiving acknowledgement of this submission to the consultation and trust that you will be publishing my words - rather than your previously unsuitable thematic treatment.

Kind regards

[redacted]

[redacted]

Subject: [EXTERNAL] New Sea Link Proposal for the Hoverport

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Sirs

We are writing to object most strongly to National Grid's use of the hoverport to construct, operate and maintain their Sea Link pipeline. It has not been made clear in their application that they're using the hoverport as their main point of construction and affected parties have not been made aware of any consultation that may have been organised, which itself is within a very short period (only one month).

Not only is this a fundamental change to their plans, it will also devastate the natural habitat that has formed over the years since the hoverport was closed.

This will affect not only local businesses but the general public. They will not have the freedom of movement to walk and observe the flora and fauna that has grown in this part of Thanet. It is also so close to the Pegwell Bay nature reserve that we can foresee the destruction and pollution of this. National Grid make a great noise about their ability to mitigate the problems they cause but they never seem to want to spend the

time or money in doing this. As has been seen on the various projects they have undertaken in the past.

I have also read that the sub structure of the hoverport is such that disturbance of this will cause catastrophic pollution to the immediate area.

Yours faithfully

[redacted]

[redacted]

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Dear Sir/Madam

Comment on consultation regarding development of Benhall Railway Bridge

[redacted]

want to store your structures on is currently very popular with dog walkers and is overlooked by much of the villages social housing. The area opposite to this field is overgrown scrub and teeming with wildlife. Please do not destroy any more of our countryside, which is rapidly becoming denuded by these combined development projects, with large areas now looking like Mordor (Lord of the Rings). Nightingales sing on the edge of the village. It is tragic that the tentacles of the many developments are spreading into our small patch also.

The obvious solution is to strengthen the existing bridge, in keeping with the existing build structure. Having attended a public meeting, I understand from a retired engineer that this is entirely feasible to do and will created limited disruption to the transport system while strengthening works are carried out. No fields would need to be fenced off and used to store more of your unsightly equipment. The village could be retained in its current state, with a stronger bridge.

Your current plans seem completely unthought through and incompatible with the rural nature of the area. It feels that no one from your team has visited or surveyed the area to assess the feasibility of these ideas. It is not reassuring.

I hope my thoughts will be taken into account.

Yours faithfully

[redacted]

Sent from my iPad

[redacted]

Subject: [EXTERNAL] Sealink Project - Change to Hoverport Access, Pegwell Bay, Kent

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Sirs

I am writing to register my objections to the change of access for this project to the Hoverport area of Pegwell Bay, Kent. The use of this area for plant storage has already been denied and yet National Grid are now trying to use the whole area as an access point to supposedly minimise the impact on the salt marsh of Pegwell Bay. I find this completely unacceptable when the environmental and recreational impact of this has not been studied and is not understood by you, the proposers.

1. The Hoverport apron has been very successfully returned to nature over the decades since it ceased operations. It is now home to a variety of wildlife, including rare species of orchids and butterflies and bats. I regularly walk there as a resident of Minster and every time there is always a wealth of nature to be appreciated. Any industrial activity in this area would be disastrous for this environment and it's flora and fauna.

2. There is great disabled access to the Hoverport area. It is very well used by local people for walking and bird watching. It also attracts many people from further afield. The area directly above the Hoverport apron is a hugely popular area to relax, eat or drink something from the café and enjoy the views and peace and quiet of Pegwell Bay. This proposal will remove access and destroy the peace and recreational use of the area around the Viking Ship. Ultimately this will take business away from this area.

3. The apron was constructed with tonnes of minestone, with who knows what contaminants, laid underneath the concrete. I am concerned that if this is damaged by heavy plant that contaminants would leach into the sea and salt marshes, causing even more environmental disaster to this beautiful area than you were already proposing. This includes a potential danger to public health and well being.

4. This is being erroneously described as a small change within the project, which is not true. As such, the proposal has not been adequately publicised or consulted on.

I have taken part in many a beach clean on the beach accessed through the Hoverport area. This is [redacted] how important the area is to all sorts of people throughout Kent. I've lived [redacted] have been visiting Pegwell Bay and surrounding areas for decades. It is a [redacted] deserves it's special designations. It is inconceivable that this project is planning to destroy this. The proposal to use the Hoverport area would exacerbate an already ill thought

out project, causing even more environmental damage. This area will not recover from this, I'm sad to say.

Regards



[redacted]

CONSULTATION DOCUMENT

Attachments: Representation to National Grid 05.11.2025.pdf

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Dear Sirs

Please find attached a copy of a Representation submitted on behalf of our clien[redacted]n respect of the following 'changes' proposed within the Change Application dated October 2025, pertaining to the Sea Link Project;

- Paragraph 4.5 - Change 4 as being required 'to provide additional flexibility when deciding how to transport large equipment to the new converter station'.

- Paragraph 4.6 – Change 5 as being required 'to give more space to plant the proposed new hedge and provide space to maintain the new hedge and the ditch. We also want to change the type of access rights to this strip of land to allow long term maintenance of the drain from the field'.

For the file, could you please acknowledge safe receipt of the Representation.

Yours faithfully

[redacted]



[redacted]

Subject: [EXTERNAL] Sealink - The Hoverport - Pegwell Bay Kent.

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

To Whom it May Concern.

Your proposal to increase the area of the Hoverport you want to use for construction and maintenance vehicles will have a disastrous impact on the natural and wildlife environments it supports. Additionally residents, and not just those who live in the immediate vicinity, treasure and enjoy this valuable environmental asset for relaxation, leisure and well-being, will be prevented from doing so.

The intention to use the Hoverport as an operations and construction site will cause irreparable damage to the area in the same way as National Grid's NEMO project, and it is well known this area is a thriving habit for many rare and endangered species. I wonder has National Grid actually completed any in depth ecological/ environmental surveys?

Are you aware of the materials used when the Hoverport was first constructed which if there's significant disturbance due to heavy vehicle use, could contaminate near by adjacent areas with SSSI/RAMSAR/SPA protections in place? The impact could be catastrophic not to mention the potential for costly financial penalties.

It is beyond belief that a project supposedly based on providing clean energy to address environmental climate change is in itself destroying those very self same precious environments needing protection.

I sincerely hope you recognise and act upon, the strength o[redacted]esidents feelings against the unsuitability of this project and the damage you are going to cause to our wildlife, our flora and our fauna together with the impact on the local population.

Yours faithfully.

[redacted]

[redacted]

Sent: 03 November 2023 17:33
To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] Response to Change 1
Attachments: Response to the request for Change 1 v3.docx

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

To whom it may concern,

Please find attached my response to your proposed change to the order limits at the former hoverport.

Kind regards,

[redacted]

[redacted]

Attachments: Sealink Objection- National Grid.docx

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear National Gri[redacted]

Please find attach[redacted]overport as a construction, operation and maintenance base for the Sea Link project.

I am submitting this as a formal objection and request that it be recorded as part of the current consultation. The changes outlined in your recent update represent a significant and material alteration to the original proposal and, in my view, require a full, transparent and extended consultation process.

My letter highlights a number of serious concerns, including:

- The inadequate level of public notification and consultation;
- The potential ecological and hydrological impacts on the adjacent Pegwell Bay SSSI and surrounding habitats;
- The risks posed by increased heavy traffic on Sandwich Road and the geologically fragile local infrastructure; and
- The loss of one of Thanet's few accessible, biodiverse and wellbeing-supportive natural spaces.

I fully support the transition to renewable energy and improved infrastructure, but urge National Grid to pursue these goals in a way that safeguards existing ecosystems and community spaces.

I would be grateful if you could confirm receipt of this correspondence and ensure that it is considered as part of the consultation record.

[redacted]

[redacted]

Sent: 05 November 2025 16:08
To: contact@sealink.nationalgrid.com
Cc: South East Anglia Link
Subject: [EXTERNAL] Proposal to use Hoverport at Pegwell Bay as part of SEALINK

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

I am writing to record my strongest opposition to the proposed amendment by National Grid to take the former hoverport at Pegwell Bay as part of their SeaLink plan.
The hoverport is a rewilded site and is full of nature, animals and plants. It is a valuable site for local residents such as myself. We live in a deprived area of the country, there is very little undisturbed landscape and this is a haven for both people and wildlife.
The consultation period for this is very short and has not been publicised. It is a significant change and people should have the right to respond.
I urge you to reject the request and save the hoverport.

[redacted]

Sent from Samsung Mobile on O2

[redacted]

Subject: [EXTERNAL] Urgent: Objection to National Grid's Proposed Use of the Hoverport for Sea Link Construction

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

To whom it may concern

I am writing to raise serious concerns regarding National Grid's recent proposal to use the hoverport for the construction, operation, and maintenance of their Sea Link pipeline.

In their original DCO application, National Grid stated that the hoverport would only be required for maintenance once the cable was constructed. Their new proposal, however, appears to seek to use the hoverport as a primary construction site. This is not a "small change" to their previous plans but a fundamental and material alteration that requires a full and transparent consultation process.

I wish to draw your attention to the following issues:

- **Inadequate consultation process:** The current consultation period is extremely short—just one month—and has not been adequately publicised. Local residents and businesses who will be directly affected have not been informed, despite the significant implications of this proposal.
- **Significant change in use:** National Grid's revised plans effectively repurpose the hoverport as their main construction site. This means it will be out of action for at least four years, which is a substantial change that warrants a proper, open, and extended consultation period.
- **Environmental concerns:** The hoverport is a fragile site situated on saltmarsh, and the introduction of heavy machinery will inevitably cause damage to this sensitive habitat.
- **Lack of ecological assessment:** The hoverport represents a unique mosaic habitat, yet no ecological surveys have been undertaken to assess the potential impact of the proposed works.
- **Accessibility and community value:** The hoverport is one of the few locations in the area accessible to people with limited mobility, including wheelchair users, who can reach the water's edge to experience local birdlife.
- **Loss of rare natural space:** Thanet is already severely nature-depleted. The hoverport area is one of the few remaining wild spaces, providing residents with crucial access to nature—a key factor in supporting mental health and wellbeing.

Given the scale of these concerns, I respectfully urge the Planning Inspectorate to ensure that this proposal is subject to a full and transparent consultation process, allowing affected parties to be properly informed and given the opportunity to respond.

Thank you for your attention to this matter. I look forward to your response and to assurances that the proper procedures will be followed in light of the significant environmental and community impacts involved.

Yours faithfully

[redacted]

[redacted]

Sent: 03 November 2023 10:03
To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] Bridge on B1121

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Good morning,

My name [redacted] would like to add my

As we know the bridge is not strong enough to take the weight of these very large equipment carriers and all that has been suggested re the bridge, just won't work here.

I am suprised to learn that nobody has been to our Park to see how it would affect us and our way of life.

I think Sizewell C is more than enough disturbance in one area than to expect the resident of Saxmundham, Benhall and ofcourse Whitearch residents to put up with.

Hopefully you will find another area to build this monstrosity and preferably in a location that won't affect people lives or wildlife, also without causing too much destruction to an area.

[redacted]

[redacted]

Sent: 05 November 2025 10:03
To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] Benhall bridge fiasco

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear National Grid,

[redacted]

There is an obvious answer to your problem and that is to use the railway rather than the road for major loads. You then build a siding to the northeast of Saxmundham for accessing your proposed site. Less disturbance/interruption to locals and probably cheaper.

Please keep me informed on Sealink plans/developments as I li[redacted]lease also acknowledge this email. Thank you.

[redacted]

[redacted]

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

To whom this concerns

I have been made aware of your plans to bulldoze an undisturbed wildlife site at the old hoverport. Apparently you have been told to leave it alone by the council and by people who walk on this site but are insisting on destroying it, which will also releasing buried pollutants into the sea.

It is very well known that the UK is the most nature-depleted country in Europe and companies like yours are of course making it worse.

So, you must leave place as it is, in peace, forever. I'm sure a lot of you have children and even grandchildren. What will you tell them when they ask 'why did you destroy this?' ?

Long term destruction is not worth it for short term gain. Just listen to what you're being told.

Yours

[redacted]

Sent from Outlook for Android

[redacted]

Subject: [EXTERNAL] SEA LINK DCO CHANGE OF ORDER LIMITS - Benhall Railway Bridge

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Sirs

I strongly object to the Benhall Railway Bridge proposals.

A northern access route was previously rejected on the grounds that building a bridge over the railway would be too disruptive and complex. This new proposal at Benhall involves similar challenges, yet is being presented as a minor amendment rather than a material change.

Also, the timing of this proposal—introduced late in the planning process—raises questions about transparency and proper scrutiny.

The road network around Saxmundham is already under significant strain, as preparations for the Sizewell C development get underway. We already have ample evidence of the disruption this causes peoples' lives - missed hospital appointments, longer school runs, local commerce literally slowing down, Even choir practice for Suffolk's leading community choir is under significant pressure as the rehearsals are held in four different locations across east Suffolk in the course of a day, and already tricky logistics are getting more tricky by the month.

I liv[redacted]When the South Saxmundham Garden Neighbourhood is built, extensive and prolonged disruption in likely on the A12, pushing more traffic than usual on to the B1121. If National Grid is unaware of the plans for the SSGN, perhaps they should take a look at them, and then revisit the Northern access route.

Yours faithfully

[redacted]

[redacted]

Sent: 04 November 2023 22:30
To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] Change to planning application

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Sirs
For National Grid to compulsarily take over old hoverport at Pegwell Bay without regard to local needs

[redacted]ave less and less recreation
ess for over 4 years to this open
ls on an area made up of coal

eavy materials will affect local
peak times

[redacted]

Sent: 04 November 2023 21:22
To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] Change to Access Hoverport Kent

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Sirs,

I write in relation to your new plan in regard to the Hoverport site. Those of us who know the area in question, its incalulable value to wildlife and to caring humans, and its history (most notably the 300,000 tons of colliery spoil beneath) see your proposal as beyond absurd and indicitative of y[redacted]everyone and everything else in the name of profit. I have had sight [redacted]eponse, I agree with her every word:

"1. The Hoverport site is a rewilded site brimming with nature. I walk there several times a week and can vouch for the presence of numerous species of flora and fauna; many red list species such as Corncrakes in the surrounding reeds. Developing/repurposing/clearing a brownfield site in the UK that has rewilded and supports red list species is subject to stringent planning and wildlife laws. You must know that you cannot just take over a brownfield site with high environmental value where significant harm will occur if you develop it into a storage and transportation hub for the proposed Sealink project in Pegwell Bay.

This brings me on to my second point;

2. You are possibly aware that the Hoverport site in Cliffsend was built on approx 300,000 tons of colliery spoil from the Chislet coal mine. You would have to remove all the standard contaminants in the coal spoil before your heavy plant operations could proceed. You would need to address heavy metals (such as arsenic, mercury, lead, cadmium, chromium and selenium plus sulphur compounds and PAH's. These can leach into the environment (ie Pegwell Bay SSSi) causing possible acid mine poisoning, contaminated marshland and habitats harmful to ecosystems and public health. The site is tested once a month for pollutants, this is whilst the site is stable and not subject to heavy plant use and construction material storage. You would have to remediate the entire area, carefully avoiding contamination in Pegwell Bay as this would endanger public health and wildlife. Your remediation costs would be phenomenal. You seriously need to do a lot more research and detailed reporting in the area before even thinking about undertaking a project in an area of such intrinsic value. It is clear you have failed to do this with other areas of the /Nemo proposal so I have little faith in your abilities to proceed in a proper and legal manner.

3. The public. In my years of living and working [redacted] I feel I have to inform you the Hoverport is a valuable amenity for both visitors and residents [redacted] is is a sanctuary for wildlife, it is a well known wading bird watching spot. People camp by the Hoverport, pick blackberries, enjoy the history of the site,

[redacted]e, dog walk and just muse in the peace. It is a unique and an intangible asset to the community [redacted]d local businesses.

4. I have no faith in your capabilities. I see you are hurriedly carrying out surveys on the Minster Marshes site which should have been done before the application. And what a mess your contractor are making down there; destroying areas of crops, driving roughshod down lanes, leaving engines running in trucks for no reason at all, no use of mud mats to speak of, it's a disgrace.
Your lack of remediation after the NEMO project tells me everything I need to know about your attitude to remediation.. shocking.

5. Your biodiversity offsetting skills are negligible. The area offered for the loss of the last wilderness in Thanet, is basically a bit of rough ground edged by industrial activity. This is totally unacceptable, and either shows great stupidity or hubris, I can't decide which. Either way, what would you offer for the loss of the Hoverport site?

6. If the current owners of the Hoverport (Thanet District Council) allow you, you must undertake the appropriate surveys. These would be;
Geo-Environmental Surveys
Ecological Survey
Separate PIA
and a addendum to your current EIA this would have to be before any CPO takes place

I have felt from day one, someone with no real knowledge of the area nor the critical state our natural environment, has just stuck a pin in a map and said, oh this will do, it's nice and flat with a big a big road nearby.

I truly hope you have taken these comments on board and someone somewhere sees sense regarding the whole Sealink Project, the cost, the human impact, the disturbance and destruction of an invaluable area for migration and wildlife."

I can add no more to this. The proposal seems to have been drafted by people who have no concept of the vital importance of wildlife habitats, in a time when we have constant pleas from environmentalists to tread lightly and conserve nature. Surely it is blindingly obvious that there is no point in building such infrastructure in places where the result will be the destruction of life?

Regards

[redacted]



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Sent from Outlook for Android

[redacted]

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Sir/Madam,

Please record my STRONG opposition to the proposed works at Minster Marshes .. a valuable wildlife habitat. The UK has been listed as one of the worlds most nature depleted counties .. with a direct threat to human life .. please put future generations BEFORE short term profits.

I oppose the plans on the following points and oppose them as a human being.

[redacted]

- Stakeholders have been too narrowly defined for the new consultation. Everyone in Thanet and around the Marsh and Pegwell Bay has a stake in this project proposal

- Stakeholders and members of the public who responded to the original consultation have not been informed about this new consultation

- A full project costing has not been made available to the public for further scrutiny

• Visual mock-ups from surrounding roads have not been provided

• The traffic impacts have been underestimated

• A Cumulative Impact Assessment has not been provided

• A carbon footprint report has not been provided (and this is key when destroying marsh land, which is itself a carbon sink)

• Richborough sub station was identified as the connection point and then the Routeing and Siting Study was based on this. Important options such as Isle of Grain, Kingsnorth, and other areas that could connect easily to Sellindge were discounted too early. (see **https://www.nationalgrid.com/electricitytransmission/document/150956/download 4.4**)

• There is no evidence from the project documents that Natural England have engaged with Southern Water to ensure that flood risk and impact on the sewage treatment works will be adequately managed Unsuitability of the new mitigation area

• The newly proposed mitigation area is completely unsuitable – nothing would make up for the loss of the marsh and damage to the bay.

• It is 3 miles from Pegwell Bay – outside the flight range of the Golden Plover which heavily rely on Minster Marshes at high tide.

• It does not represent 10% Biodiversity Net Gain as the area is already useful for wildlife and needs no mitigation to make it better • The only change is to adapt farming practices – so in essence they are doing nothing at all (see

https://www.nationalgrid.com/document/153256/download - page 7)

• It will be across the road from 112 newly consented houses at Discovery Park which will cause light pollution and bring domestic cats – the bane of wild birds

• Is currently an area with high levels of light pollution from Thanet Waste, Stevens & Carlotti, Discovery Park and Kent Renewable Energy plant

• Is next to an important arterial road which causes pollution and noise

• Appears to need a new access road through an existing area of scrub and trees destroying more existing habitat. Damage to Wildlife and Habitat

• Loss of important Stewardship Scheme agricultural land – less food security

• Destruction of unique & irreplaceable habitats & wildlife at Pegwell Bay & Minster marshes including significant populations of 27 red listed bird species, 39 amber listed birds, and 74 other species

• Endangered bee and lizard orchids are present

• The Minster Stream and Stour are home to critically endangered European Eels

• Beavers are building habitats along the River Stour and the streams

• Area is part of the UK's migration 'super highway'

• Increased pylon heights and adding new pylons creates a deadly net for migrating birds. Neglect of Legal Land Protections

• Legal land protections are being ignored: RAMSAR protected wetland, Pegwell Bay is a National Nature Reserve (NNR), it is an important Site of Special Scientific Interest (SSSI) and Special Area of Conservation (SAC) – especially important for Natural England complaints

• Functionally linked land between Pegwell Bay, Hacklinge Marshes and Stodmarsh along the rivers will be removed

• The area is under consideration for a UNESCO World Heritage site. Climate Change issues

• The marshes are important for flood mitigation and are a carbon sink

• The area is predicted to be at risk from rising sea levels and is unsuitable for construction – which will itself also increase flood risk. Construction Details • The height of the converter station will be 28 meters

• The ground height will be raised by 2 meters underneath and they will add concrete piles 20 meters deep to stabilise the land on which the converter will be built.

• The Converter and Sub-Station will cover a minimum of 9 hectares – that's 16 football fields • They will use damaging open cable trenches from the landfall to the converter station.

• They will tunnel through Pegwell Bay causing damage like they did with the NEMO link

• 15,000 lorries will have to carry 360,000 tonnes of aggregate & building materials on local roads for FOUR years: 2026-30 to create the concrete raft and the infrastructure

• Building works 7 days a week – 9am-5pm. Problems with costing the project

• NESO is planning to build another cable from Scotland to Richborough post 2030 (**https://www.neso.energy/document/304756/download** - page 42) - so this additional damage is not being planned for at this stage

• If NESO are proposing to build an undersea cable from Scotland to Richborough it cannot be argued that continuing a cable to Dungeness instead of Richborough is cost prohibitive

• The cost of the project does not include the additional piling and rafting now they have 'discovered' that the land is a marsh and unstable

• If the cables from Suffolk are now to be co-located at the Isle of Grain with NAUTILUS, the reason for cabling to Richborough surely goes away?

[redacted]

Subject: [EXTERNAL] The Old Hoverport Site proposal Sealink

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Sirs

I understand you wish to compulsory purchase The Old Hoverport site in the village o[redacted]use for industrial purposes in relation to your ill thought out ecocide of a plan in Pegwell Bay and on Thanet Marshes.

Here are my comments as [redacted]

1. The Hoverport site is a rewilded site brimming with nature. I walk there several times a week and can vouch for the presence of numerous species of flora and fauna; many red list species such as Corncrakes in the surrounding reeds. Developing/repurposing/clearing a brownfield site in the UK that has rewilded and supports red list species is subject to stringent planning and wildlife laws. You must know that you cannot just take over a brownfield site with high environmental value where significant harm will occur if you develop it into a storage and transportation hub for the proposed Sealink project in Pegwell Bay.

This brings me on to my second point;

2. You are possibly aware that the Hoverport site in Cliffsend was built on approx 300,000 tons of colliery spoil from the Chislet coal mine. You would have to remove all the standard contaminants in the coal spoil before your heavy plant operations could proceed. You would need to address heavy metals (such as arsenic, mercury, lead, cadmium, chromium and selenium plus sulphur compounds and PAH's. These can leach into the environment (ie Pegwell Bay SSSi) causing possible acid mine poisoning, contaminated marshland and habitats harmful to ecosystems and public health. The site is treated once a month for pollutants, this is whilst the site is stable and not subject to heavy plant use and construction material storage. You would have to remediate the entire area, carefully avoiding contamination in Pegwell Bay as this would endanger public health and wildlife. Your remediation costs would be phenomenal. You seriously need to do a lot more research and detailed reporting in the area before even thinking about undertaking a project in an area of such intrinsic value. It is clear you have failed to do this with other areas of the /Nemo proposal so I have little faith in your abilities to proceed in a proper and legal manner.

3. The public. In my years of living and working arc[redacted]el I have to inform you the Hoverport is a valuable amenity for both visitors and residents [redacted]is is a sanctuary for wildlife, it is a well

known wading bird watching spot. People camp by the Hoverport, pick blackberries, enjoy the history of the site, create [redacted] walk and just muse in the peace. It is a unique and an intangible asset to the community [redacted] nd local businesses.

4. I have no faith in your capabilities. I see you are hurriedly carrying out surveys on the Minster Marshes site which should have been done before the application. And what a mess your contractor are making down there; destroying areas of crops, driving roughshod down lanes, leaving engines running in trucks for no reason at all, no use of mud mats to speak of, it's a disgrace.
Your lack of remediation after the NEMO project tells me everything I need to know about your attitude to remediation.. shocking.

5. Your biodiversity offsetting skills are negligible. The area offered for the loss of the last wilderness in Thanet, is basically a bit of rough ground edged by industrial activity. This is totally unacceptable, and either shows great stupidity or hubris, I can't decide which. Either way, what would you offer for the loss of the Hoverport site?

6. If the current owners of the Hoverport (Thanet District Council) allow you, you must undertake the appropriate surveys. These would be;
Geo-Environmental Surveys
Ecological Survey
Separate PIA
and a addendum to your current EIA this would have to be before any CPO takes place

I have felt from day one, someone with no real knowledge of the area nor the critical state our natural environment, has just stuck a pin in a map and said, oh this will do, it's nice and flat with a big a big road nearby.

I truly hope you have taken these comments on board and someone somewhere sees sense regarding the whole Sealink Project, the cost, the human impact, the disturbance and most importantly destruction of an invaluable area for migration and wildlife.

Regards

[redacted]

6

L

[redacted]

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Sir/Madam

I wish to express my deep concerns about the changes you (National Grid) have proposed to make to the plans for the Minster Marshes and Pegwell Bay. These changes were made with very little notice and no publicity.
No ecological studies have been carried out at the hoverport site and the proposals will have a devastating effect on the wildlife including some rare species. Also it is another wild area that will be off limits to the public, one of very few left in a seriously depleted Thanet.
You have already damaged parts of Minster Marshes despite not having been granted planning permission.

[redacted]

[redacted]

Subject: [EXTERNAL] Benhall Railway Bridge Saxmundham / Sternfield Converter Construction B1121 / A12

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

I am writing as a resident [redacted] We will be heavily impacted by the bridge reconstruction.
A number of safety issues need to be considered.

Traffic on the junction of B1121 and A12 to Benhall / Saxmundham & Sternfield has already increased due to Sizewell works. With the bridge construction danger of traffic tailing back onto the A12 is a real worry. Due to the 30 MPH restrictions further back down the A12, traffic now accelerates approaching this junction (B1121 / A12) as it becomes the national speed limit. This applies to cars and, more importantly, the heavy trucks at 60 MPH through the exact point where there will be no doubt a traffic jam. If the road is to be closed, people who exit here on an occasional basis will not necessarily be aware of the new road layout and cause further mayhem. The above will apply in any of the three proposed scenarios.

Benhall and Sternfield have a relatively high proportion of elderly residents. Any construction at this site will force ambulance crews to travel the longer route via the B1119 and through Saxmundham. Saxmundham is already under strain as construction workers for Sizewell and other projects clog the town at peak times. Delaying ambulances may cost lives.

Heavy vehicles visit sites in both villages using this junction and will be forced through Saxmundham with its narrow streets.
HGV Vehicles regularly using the B1121 into Benhall / Stenfield include:

Wastewater treatment vehicles at Aldecar lane sewage works
HGV traffic for Hill Farm on Sternfield / Friston border use B1121 past Glebe Farm.
Tanker drivers are supplying oil to both villages.
Delivery vehicles for the school and Benhall club.

The recent closure at the bridge, due to a tree having to be felled, gave some indication of how drivers will behave when the B1121 is closed or has traffic restrictions.
At the point where the smaller bridge passes over the Fromus on the B1121 a closure for a few hours caused chaos in Sandy Lane and Benhall ford, with drivers seeking ways around the road block.

Benhall and Sternfield will become jammed at peak times. Traffic will travel through Benhall up Red Lane and out to the Aldeburgh road to join the A12. The lanes will not take this additional traffic, and Benhall will become even more of a rat run, putting lives at risk.

As a cyclist in the area, the junction in question is used to access less busy lanes on the other side of the A12 via Mitford Road. Horse riders and ramblers, too, will face similar issues.
How will this now be possible with the proposed construction site?
Again, an accident black spot will be created.

Is there not an alternative route?
Why has the old railway line through Leiston not been reinstated?
Access to the converter site at Wood Farm could be made on the B1119 at Saxmundham Road Crossing near Leiston House Farm.

More consideration for locals in the area should be given.

[redacted]

[redacted]

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

To Whom it May Concern

Re: Sealink / National Grid Project EN0200026
Hover[redacted] Minster Marshes, Kent.
My Re[redacted]

National Grid now wants to use the disused hoverport area to construct, operate and maintain their Sealink pipeline. They've said this is a small change to their previous proposals but it isn't. Taking the hoverport to build their cable is a fundamental change to their plans - they previously said they only wanted the hoverport for maintenance once the cable was constructed.

I object to these latest changes because:
• The consultation period is very short (one month) and hasn't been publicised.
• Affected parties (local residents and businesses) have not been made aware of this consultation and they should have been.
• This is a significant change, so needs a proper open consultation process.
• The hoverport is very fragile – putting heavy machinery on it will inevitably damage the base and consequently the salt marsh, polluting the sea with poisonous, toxic chemicals, including arsenic, which will affect the food chain, eventually including humans!
• The hoverport is a unique mosaic habitat which they still haven't carried out any ecological surveys on.
• It's a special place because it's accessible to people with limited mobility – wheelchair users can get right by the water's edge to see bird life, including many endangered, red listed species.
• Thanet is very nature depleted, and this is one of the few truly wild spaces. Access to wild space is critical to good mental health.

I therefore object strongly to these significant changes and proposals. The most significant, perhaps, being the potential death of birds, fish and humans, due to toxic pollution caused by this project. This location is completely unsuitable.

Kind regards,

[redacted]

[redacted]

Sent: 03 November 2023 22:02
To: SEALINK
Subject: [EXTERNAL] Hoverport consultation

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

National grid proposal to use the former hover port site at Pegwel Bay NNR if granted will cause irreparable damage to a site that has been rewilding for approximately 40 years.
The site has been colonized by many species of plants Reptiles Birds and other wildlife some of which is rare and endangered.
It is also used by many Thanet residents and visitors to enjoy a peaceful walk and enjoy the wealth of wildlife to be found in the area. If granted permission it will mean the loss of a vital community asset for the people of Thanet which is seeing unprecedented development in the area and will again result in the Cafes and restaurants struggling to survive with the loss of trade because of the disruption and noise created by this project.
As N.G is well aware the hard standing is built on colliery waste and the concrete capping is already fragile and is breaking up in areas ,
Using this site as an access for heavy plant will result in further degradation of the site and result in the colliery waste being released into a sensitive environment which has the most designations of any NNR.
We are already seeing N.G total disregard for regulations and the Law relating to the environment with the damage they are doing to the arable land on Minster Marshes while they carry out their ground surveys, why should we believe, they will be any different if they get permission to work at Pegwel Bay.
As we have seen in the past N.G have shown little disregard for the sensitive environment of Pegwel Bay NNR , notably when they took the Nemo Link through.
They have still not carried out the mitigated for the damage to the salt marsh the brackish lagoon and chalk bund covering the Nemo cable at Pegwel Bay.

[redacted]

[redacted]

Sent: 03 November 2025 11:19
To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] Hoverport

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

I have today been made aware of this awful terrible plan to massacre the land surrounding hoverport in Pegwell.
Why is this consultation so quick ?
Why have no letters been sent to the local people of the area ?
How can this possibly be allowed to happen ?
Kent is widely built on for new housing as it almost a suburb of london … I understand these things have to go somewhere but on land that is so beautiful and full of a range of diverse wildlife.
Please reconsider and take a human approach to this area.

[redacted]

[redacted]

Subject: [EXTERNAL] Save Minster Marshes
Attachments: SMM November 2024 consultation response.pdf

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Sent from Sky Yahoo Mail for iPhone

[redacted]

Sent: 02 November 2025 17:23
To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] Objection to Proposed Use of Cliffsend Hoverport Site for Sea Link Infrastructure

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Sir/Madam,

I am writing to formally express my objection to the proposed use of the former Cliffsend hoverport site as a storage and logistics base for the Sea Link infrastructure project.

While I do not oppose the broader aims of the Sea Link initiative, I am deeply concerned about the environmental and community impact of repurposing the hoverport site. This area has undergone significant natural rewilding and now supports a rich variety of flora and fauna. Its ecological value and potential as a community green space should not be sacrificed for temporary industrial use.

My primary concern is that the hoverport site is being selected despite the existence of more suitable alternatives. In particular, the Richborough area offers multiple brownfield industrial sites that are already owned or previously used by National Grid and related energy infrastructure. These sites are:

- Already designated for industrial use
- Closer to existing grid infrastructure
- Less ecologically sensitive
- Better suited for heavy logistics and long-term storage

It is unclear why these Richborough sites have been dismissed in favour of a location that has demonstrably rewilded and is valued by the local community. The decision appears to prioritise short-term convenience over long-term environmental stewardship and community interest.

I urge National Grid and the planning authorities to reconsider the use of the Cliffsend hoverport site and to conduct a transparent reassessment of available brownfield alternatives at Richborough. Preserving rewilded land is not just an environmental imperative, it is a reflection of responsible planning and respect for local voices.

Thank you for considering my views. I look forward to your response and to a more sustainable solution being adopted.

Yours faithfully,



[redacted]

Subject: [EXTERNAL] Objection to destruction of SSSI in Thanet

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

To whom it may concern

Regarding the ‘proposed’ use of the disused hover port site and project at Minster Marshes. I should like to voice my opinion and ask that you find an alternative way to go forward with your project, and NOT destroy the natural habitat for flora and fauna and also for locals and visitors to the area who use the area to study and partake of the natural beauty of this SSSI area which, for many, also includes for their mental well being.

I am sure you can achieve your ultimate aim via a different route, albeit at a possible, further cost to you financially. However, no amount of money can replace/repair/put good the destruction and devastation that will be caused by using the disused hover port site which has toxic ex-mining waste ‘hidden’ beneath it. Your proposed use of heavy machinery being transported across it on such a scale will result in tearing the surface up and releasing the toxic waste! Similarly the devastation caused to the flora and wildlife of Minster Marshes (a flood plain)!!

On top of this, your consultation period of one month is far too short and HAS NOT been publicised. Which means that local businesses and residents HAVE NOT been made aware of this consultation when they should have been!

This is a significant change to your ’proposal’ and you HAVE NOT made it clear in your application that you intend using the hover port as your main point of construction, meaning the hover port will be destroyed and not accessible for over four years (or even longer if it is not left in a usable state once you’re done with it)! This must and needs to have a proper open consultation process. As previously mentioned, the hover port is extremely fragile and putting heavy machinery on it will damage the salt marshes on which it stands causing mayhem and devastation to the wildlife alone!

The hover port has NOT had any ecological surveys carried out so you are UNAWARE of the unique ecological mosaic habitat on this land.

The hover port is an area that is accessible for those with limited mobility as wheel chairs can get right up to the waters edge to see bird life. This in turn helps those with mental disability too. This I can personally vouch for as a member of my family is currently struggling with such issues etc.

Thanet, as a whole, is extremely lacking in truly wildlife areas (and especially trees) i.e. Minster Marshes, the hover port, salt marshes and Pegwell Bay and all of these areas will be immensely affected by your ’proposal’.

Please, please, PLEASE reconsider the route/method you wish to take to reach your goal and make the right choice to protect OUR precious, rare/declining flora and fauna. Yes, it will mean in the long run more expense but it is the only right and proper way to protect those that have no voice and therefore no say in the matter - unlike us!!

Thank you for reading this far and let common sense prevail over what amounts to greed and so we can achieve your aim but not at the expense of our children's and future generations environmental destruction in the process. Let's work TOGETHER for a satisfactory outcome for ALL concerned.

Best regards

[redacted]

[redacted]

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Thank you for your letter of 15th October with the referenc[redacted]ich was informative and useful. On page 4 you refer to the maintenance area for the new H[redacted] of B1119 Suffolk. I hope the screening created by the hedge is sufficient – have you considered making the hedge wider to make the area environmentally better (noi[redacted]ption), and to help screen the proposed large structure at the top of the hill aft[redacted]

[redacted]

[redacted]

Subject: [EXTERNAL] Objection to Compulsory purchase of Hoverport Cliffsend

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

I object to the Compulsory purchase of the hoverport at Cliffsend because:-
1) The consultations not been adequately advertised. I understand that it ends within the next week yet I have only just become av[redacted]e classed as one of the priority affected parties, living on[redacted]om the access road entrance.
2) I have read the last not[redacted]t find any reference to compulsory purchase. There is mention of using the site but as with
their notifications etc the wording is ambiguous and vague. Any references only appear to suggest storage. We must assume that to purchase the site they mean to change previously proposed plans to more than storage and access.
I have previously objected to any use of the site and I assume that Compulsory purchase means loss of access to the site. I walk the shoreline and under the cliffs most days. One of the main reasons for movi[redacted]t from our front door to nature walks. These walks are for exerc[redacted]nd the ability to be have easy access to such wild nature sites without a car journey is paramount. 4 years without this access is unthinkable. The aforementioned also goes for my immediate neighbours, other villagers and for the neighbouring Nethercourt estate. Not to mention my house being devalued.
3) The Wildlife official associations can obviously explain the disastrous implications the use of the site will mean to the wildlife etc. I would however point out that in the past when rogue scramble bike riders got on to the site, their noise vibrated over the cliffs and out to sea. Question, so how much noise if there is heavy machinery and lorries on the site will there be? Frightening wild life and disturbing our quiet life for 4 years or more.
No consideration seems to have been given to village residence and the environment. The only consideration is to maximising profits for National Grid.

[redacted]

[redacted]

Sent: 31 October 2025 13:41
To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] Hoverport - Ramsgate

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

I understand from social media that national grid are planning to use a larger area of the Hoverport for the proposed Sealink project.
Despite registering my concerns with the Sealink project I have had to find this information from a local campaign facebook page. Again there has been lack of consultation with Thanet residents.

I cannot see any proposed mitigation for the destruction of a wildlife habitat and an area used for recreational purposes. Thanet is already a nature depleted district.

I cannot see the results of any environmental surveys from National Grid if any?

Kind regards

[redacted]

Sent from my iPhone

[redacted]

Subject: [EXTERNAL] HANDS OF MINSTER MARSHES

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

I object to the proposals of the National Grid on Minster Marshes

[redacted]

[redacted]

Subject: [EXTERNAL] Converter station

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

[redacted]

31st October 2025

To The planning inspectorate

As a life long resident [redacted]wish to comment on Change 1 The Hoverport.
The planned converter station on the old hovercraft site at Pegwell, and the expansion of those plans, stating there will be no further new or significant environmental effects.

Apart from the obvious disruption and destruction this will incur, the area is unsuitable for many reasons, not least, being the damage to wild life.

There has been no ecological surveys of the hoverport, a thriving habitat for many rare and endangered species, not only of birds, but many other living things along with rare plants and flowers.

This is one of the last areas of nature we have left, it should be left alone for the enjoyment of the local population and the future generations.

[redacted]

[redacted]

To: Contact Sealink
Subject: Re: [EXTERNAL] National Grid's proposals for the Behall Railway Bridge as part of the Sea Link DCO
Attachments: National Grid.pdf

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

[redacted]rewith a different format, but I have also sent to you via FreePost.

On 30 Oct 2025, at 14:15, Contact Sealink <contact@sealink.nationalgrid.com> wrote:

Dea[redacted]

Thank you for sending this through, however unfortunately we are unable to access the file. Please could you send in different format, possibly as a word document or pdf?

Kind regards,

[redacted]

nationalgrid.com/sealink

From: [redacted]
Sent: 29 October 2023 14:34
To: Contact Sealink <contact@sealink.nationalgrid.com>
Subject: [EXTERNAL] National Grid's proposals for the Behall Railway Bridge as part of the Sea Link DCO

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Sirs,

As you have requested, I am sending you my comments concerning the Benhall Railway Bridge Proposals.

[redacted]

This e-mail, and any attachments are strictly confidential and intended for the addressee(s) only. The content may also contain legal, professional or other privileged information. If you are not the intended recipient, please notify the sender immediately and then delete the e-mail and any attachments. You should not disclose, copy or take any action in reliance on this transmission.

You may report the matter by contacting us via our UK Contacts Page or our US Contacts Page (accessed by clicking on the appropriate link)

Please ensure you have adequate virus protection before you open or detach any documents from this transmission. National Grid plc and its affiliates do not accept any liability for viruses. An e-mail reply to this address may be subject to monitoring for operational reasons or lawful business practices.

For the registered information on the UK operating companies within the National Grid group please use the attached link:https://www.nationalgrid.com/group/about-us/corporate-registrations

[redacted]

Subject: [EXTERNAL] Hoverport consultation

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

I am writing to object to National Grid wanting to compulsory purchase the old rewilded Hoverport site. This area is loved by the locals and holiday makers alike for the nature and wildlife that there is there. It is a lovely tranquil peaceful place where people can go to relax and get away from the stresses of life, which is easily accessible for all people including wheelchair users. For National Grid to purchase this place and close it off to the public will have a massive detrimental impact upon people's mental health and sense of wellbeing.

There is also the increased risk of all of the heavy goods vehicles, machinery and equipment causing damage to the surface layer of the hoverport site and releasing contaminants and polluting Pegwell Bay, our National Nature reserve.
Has any consideration been given to this? I really feel that National Grid are not thinking about our environment and the harm and destruction that they will be inflicting upon it. There are other sites available to them so please reconsider and use a not so environmentally important area. Please rethink this Sealink project as I along with many others do not think that this is the only way!
There are Seals that live in Pegwell Bay and all the noise and disruption will disturb them also along with many other wildlife. Local businesses and residents will be impacted by this also, has any thought been given to them?

Why should National Grid be allowed to compulsory purchase this when I read that years ago there was a new microscopic genus that stopped the Hoverports expansion!

Has there any surveys on this area been done? This should be a very important factor! Documentation of any surveys in this area should be done and made public so that we all know what we potentially have to lose!

[redacted]

[redacted]

Sent: 30 October 2023 09:31
To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] Minster Marshes; Change to access at Hoverport, Kent

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Sirs,

I am very concerned about the proposal regarding the development above.

It would seem that National Grid still have no sense of responsibility to maintain the biodiversity of this area. There have been no environmental surveys done. From day one they have had no respect for the environment or considered the impact that their works will have. This recent change raises more issues:

The consultation period is very short (one month) and hasn't been publicised. This isn't a proper consultation process.

Affected parties (local residents, landowners and businesses) have not been made aware of this consultation and they should have been.

This is a significant change – they haven't made it clear in their application that they're using the hoverport as their main point of construction; meaning it will be out of action for 4+ years. This needs a proper open consultation process.

The hoverport is very fragile – putting heavy machinery on it will inevitably damage the saltmarsh.

The hoverport is a unique mosaic habitat which they haven't carried out any ecological surveys on.

It's a special place because it's accessible to people with limited mobility – wheelchair uses can get right by the water's edge to see bird life.

Thanet is very nature depleted, and this is one of the few truly wild spaces. Access to wild space is critical to good mental health.

We must preserve our natural world. So much will be lost forever if we don't.

Regards

[redacted]

[redacted]

Subject: [EXTERNAL] Hoverport consultation

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Objection to National Grid wanting to take over the Old Rewilded Hoverport.

I am writing to most strongly object to National Grid's intention to purchase the old rewilded Hoverport site at Pegwell Bay! Thanet District Council understands what an important biodiverse site this is and has refused National Grid permission to use it, so now they just want to ignore all the reasons put forward to leave this site alone and to try to purchase it to meet their own objectives! National Grid does not care about our environment and is willing to bulldoze through and ignore all important reasons and objections!

The old rewilded Hoverport site is a unique haven for wildlife and unexpected rare flora and fauna, such as the rare Lizard Orchid.

They do not care about the impact taking over this area will have on the people who love visiting it, nor for the local businesses who rely on it as a draw to bring customers to their small cafes and services They do not care about the noise, air, and light pollution they will cause. They do not care about the environmental damage that they will cause! This area has had 40 years of rewilding and is an easily accessible special place that wheelchair users and people with disabilities can use in their leisure time.

I have not seen any surveys or research by National Grid on this area, so how can they know how valuable this site is, and what, if any mitigation will they provide for the environmental damage they will do if they get their way and buy this land?

Underneath the concrete Hoverport pad, there lies a lot of contaminated substances that are being held captive. But, if this old rewilded Hoverport site is exposed to being used as a compound for National Grid's heavy goods vehicles and machinery, it will no doubt cause damage to this lid and the contaminants will leech out and pollute the multiple designated area that is Pegwell Bay, our National Nature Reserve! Where is the documentation on how they will prevent this or possibly manage this very serious possibility?

Please do not do this, it is yet again another example of National Grid's lack of care, research and dedication to environmental issues in order to meet their own ends, that being one of making massive profits no matter what!

Kind Regards



[redacted]

Subject: [EXTERNAL] Use of hover port site for construction change

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

I would wish to make the following comments in relation to the proposed changes to the use of the hoverport. The consultation period is very short both for the general public and for those specifically impacted.
This site is one of very few sites in Thanet which are natural, freely accessible and open to those with mobility issues and which offers a range of sea and land wildlife habitats, including abundant vegetation and open spaces. Our increasing understanding of such sites for our mental well-being should mean they remain undisturbed. Using this site for the lengthy construction period and heavy machinery not only impinges on this access but also means the area is liable to long term damage and leaching of the coal on which it has been built. Damage to the salt marsh- something which has been noted as unacceptable- is therefore a distinct possibility.
There has been no environmental survey of the habitat or assessment of the impact of these proposals. Work already underway before any approval has been given shows that collateral damage has already occurred to fields and drainage ditches. The damage to the whole hoverport site would evidently be much greater and over a long period of time and therefore unacceptable.

[redacted]

[redacted]

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Sirs,

As you have requested, I am sending you my comments concerning the Benhall Railway Bridge Proposals.

[redacted]

[redacted]

Subject: [redacted]

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Sirs

My fam[redacted]here we have lived ir[redacted]e from a derelict site to a peaceful sanctuary for wildlife, the residents of Cliffsend, tourists both national and international. It is a haven for wildlife including seals who swim and fish often basking on the concrete ramp. There are slowworms, grass snakes, bats, sand lizards, rare orchids, a colony of bees, pink grasshoppers, blackberries, sloes, rare ancient plum cherries to name a few. Additionally there are multiple species of native and migrant birds including waders, owls, cuckoos, woodpeckers, Nightingales, Song Thrushes and birds of prey such as Kestrels. Children and adults use Pegwell Bay to swim, paddle, kayak, canoe and enjoy this safe Bay. It is accessible for wheelchair users to get right down to the waters edge to enjoy watching the multiple species of birds. Cliffsend has seen massive housebuilding and the loss of most of our green spaces over the decades and the Hoverport is one of the last wild spaces to be enjoyed by residents andvisitos visitors alike. It is good for the soul and mental health. My family walk our two dogs there every day enjoying the tranquility and peace it provides in a village which is becoming overwhelmed by traffic and housing.

National Grid now want to use the Hoverport to construct, operate and maintain their Sealink Pipeline closing the Hoverport and Pegwell Bay Beach,, the rare cockle shell area of beach to residents and visitors for many years. This is a fundamental change to National Grids proposals. Previously they said they only wanted the Hoverport for maintenance once the cable was constructed.This is a major change and they have not made it clear in their application that they will be using the Hoverport as their main point of construction meaning it will be out of action for four years or more. This will have a devastating impact on the wildlife and the environment. This needs a proper consultation as the consultation period is very short and has not been publised. Affected parties, local residents and businesses have not been notified.

The Hoverport is very fragile and putting heavy machinery on it will inevitably damage the Saltmarsh. The Hoverport is a unique mosaic habitat and they have not carried out any ecological surveys. It is a historic site the worlds first purpose built Hoverport . This is a very special place and is the land where St Augustine who brought Christianity to Britain landed at Ebbsfleet. Ancient archaeology will be lost for ever. When it is gone it is gone for ever. The costs to Kents irreplaceable natural and cultural heritage far outweigh the benefits. Its not green if it destroys vital habitats.

Ecological surveys must be done by independent organisations to give an accurate record of the wildlife there.

Thanet is very nature depleted and this is one of the truly wild spaces which is critical to well being and good mental health.

National Grid please Rethink Sealink. You are a private non- UK Company why should you be allowed to build on Minster Marshes and use the Hoverport as your construction site. It is believed the Hoverport was built on coal slurry foundations and once disturbed this will be an ecological disaster. This is a site of Special Scientific Interest and Ramsar protected. My family and I strongly object to your proposal. Please respect these protections and Rethink Sealink.

Yours sincerely



[redacted]

Save Minster Marshes

Attachments: Save Minster Marshes Initial Comments on Change 1 Hoverport Kent 291025.pdf

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Please find attached our initial response to the proposed change to your application in Kent.

Kind regards,

[redacted]

[redacted]

Subject: [EXTERNAL] Save Minster Marshes
Attachments: 1000033269.mp4

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Subject: Urgent: Protect Minster Marshes and Pegwell Bay Hoverport from Sea Link Construction

Dear National Grid Team,

I am writing to express my deep concern — shared by many residents of th[redacted]rea — about your latest plans for Minster Marshes and the Pegwell Bay hoverport site.

National Grid now intends to use the hoverport to construct, operate, and maintain the Sea Link pipeline. You've stated that this is a small change to your previous proposals — but it isn't. Taking over the hoverport as a construction site is a fundamental change to your original plans. Previously, you said the hoverport would only be used for maintenance once the cable was built. This shift represents a major impact on our environment and our community.

Just the other day, I visited the marshes and watched hundreds of starlings gathering at Pegwell Bay, on the exact spot of the old hoverport, preparing to migrate. It was an incredible sight — a living reminder of how special and fragile this place truly is. I've attached a short video I took that day, showing the birds meeting before their journey — a moment that captures exactly what's at stake.

We also have serious concerns about the consultation process and the environmental implications of this plan:
• The consultation period is very short — only one month — and has not been properly publicised.
• Local residents and businesses who will be directly affected have not been informed or given a fair opportunity to respond.
• This is a significant change in scope — the hoverport is now being used as the main construction site, meaning it could be out of action for four years or more. Such a major alteration requires a proper, open consultation process.
• The hoverport and surrounding saltmarsh are extremely fragile. Heavy machinery and construction activity will inevitably cause long-term ecological damage.
• The site is a unique mosaic habitat, and it appears that no ecological surveys have been carried out to assess the impact.
• The hoverport is also one of the few places accessible to people with limited mobility — wheelchair users can reach the water's edge to experience the birdlife up close. This accessibility makes it a truly special and inclusive space.

The proposed development risks destroying one of the few remaining untouched marshland habitats in our region. The people who live here feel both frustrated and heartbroken that these plans seem to disregard the environmental and community importance of this unique site.

I urge National Grid to reconsider or adapt its plans to preserve Minster Marshes and Pegwell Bay. We understand the need for infrastructure development, but we strongly believe there are alternative solutions that can protect both progress and nature.

Please listen to the voices of the local community who care deeply about our environment. Protecting Minster Marshes is not just about saving wildlife — it is about safeguarding our shared future.

Thank you for taking the time to read this and for considering the impact your actions will have on generations to come.

Kind regards

[redacted]

Sent from Outlook for Android

[redacted]

Subject: [EXTERNAL] Benhall Railway Bridge, Neolithic Hengiform and Friston substation

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

To whom it may concern

In my view, this consultation, planning, public meeting or even my writing this email never should happen if Friston substation had never been dreamt up by some people sitting in an office hundreds of miles away.

Stop! Enough is enough.

[redacted]

Sent from my iPad

[redacted]

To: contact@sealink.nationalgrid.com
Cc: SouthEastAngliaLink@planninginspectorate.gov.uk
Subject: [EXTERNAL] Change Application Consultation Document AS 148: Comment on Benhall Bridge

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Contact at National Grid,

Please see my comments on the recent Change Application concerning Benhall Bridge.

Benhall Railway Bridge, Suffolk

NG have previously been made aware that Benhall bridge has a weight limit of 46 tonnes. The bridge however is considered suitable for local businesses, residents, and farmers with heavy machinery. Only NG have a requirement to transport abnormal industrial loads.

The three options set out in the recent Change Application will result in works and methods which inconvenience and distress users of the B1121 and the Ipswich to Lowestoft rail line. Further, what provision is planned for cyclists, pedestrians, and those with impaired mobility? Immediately prior to the Benhall railway bridge is the entrance to an over 50s year-round Park Home site. It is not clear what consideration has been given to the residents of these properties nor for local businesses sandwiched between the road works in this Change Application and previous applications.

In a dispersed rural area such as East Suffolk, travel delays into Saxmundham will adversely affect the most basic of day-to-day activities including the weekly shop and travel to work. There is clear potential for frustration arising from damaged public access and the potential to precipitate serious health problems. For each of NG's three main options, what calculations have NG made of the annual hours of lost economic productivity/leisure time that users of the road and railway will suffer due to travel delays? How is the adverse effect on people's time, home, business life, and health recognised by NG?

Fixing the bridge is said to be a permanent solution '*benefiting future projects.'* What are the future projects? Where is the schedule of comprehensive mitigations which consider the cumulative impact of the intended future work? Benefiting *'local traffic'?* The existing bridge is fine for local needs. Any money for highways would be more usefully spent on roads resurfacing and drain clearance.

It is said that no trees will be removed but hedgerows might. Hedgerows, albeit not trees make a different but significant contribution to the environment. To justify removal based on what a housing developer may or may not do in the future is inappropriate. How long is it acceptable for verges to remain barren? Or back to cumulative effects, if hedgerows are removed what assurances can NG

provide that biodiversity net gain calculations will not then be calibrated on a lower baseline by a future developer.

From the outset NG have had difficulty identifying a suitable main access route for the construction of the converter station, probably because the site is unsuitable for NG's intended purpose. Without practical safe access NG's project is not feasible at the proposed site in Saxmundham. Given the importance of Benhall bridge in providing access to the converter station project it is remarkable that NG are only considering such a fundamental issue at this late stage. Regardless of whether this late change is a planned omission to avoid scrutiny, or lack of diligence, neither scenario reflects well on NG's management.

Kind regards,

[redacted]

[redacted]

Subject: [EXTERNAL] Objection to Proposed SeaLink Development at Pegwell Bay / Hoverport

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Sir / Madam,

I am writing to formally object to the proposed SeaLink works in and around Pegwell Bay, particularly the area by the Hoverport.

Pegwell Bay is a site of enormous value — not just for those of us who live here and use it daily, but for the wider community, for visitors, and critically for the wildlife that depends on it. The area forms part of a fragile and irreplaceable ecosystem providing habitat for protected species, migratory birds, and rich coastal flora. Once disturbed or built over, this cannot simply be “put back”.

Beyond its environmental importance, the Hoverport stretch is a place people regard with deep attachment — for walking, reflection, recreation, and community identity. To many of us, it is one of the last open, natural coastal stretches left in Thanet, and it plays a large role in the character of the area.

The proposed development risks permanent and irreversible damage to a location that should instead be safeguarded. I urge you to pause and reconsider these plans, to explore alternatives that do not sacrifice a site of such ecological, cultural, and emotional significance, and to ensure that any future decisions give proper weight to environmental protection over short-term infrastructure aims.

I request that my objection is formally recorded.

Yours faithfully,

[redacted]

[redacted]

Sent: 28 October 2023 17:45
To: contact@sealink.nationalgrid.com
Cc: SouthEastAngliaLink@planninginspectorate.gov.uk
Subject: [EXTERNAL] Benhall Railway Bridge, Neolithic Hengiform and Friston substation

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Sir,

I wish to register my dismay at the National Grid Sea Link's late-stage Change of Order Limits, affecting Benhall Railway Bridge, the Neolithic hengiform, and Friston substation.

It appears that this change affecting the strengthening of the Benhall railway bridge will have far reaching implications, affecting our local train service, and how traffic will get into and out of Saxmundham. This on top of the already almost unbelievably poorly planned and executed new junction at Friday street just half a mile down the road. The fact that this minor inconvenience of yet another unsuitable small Suffolk Road for a major Infrastructure project was not noticed before when the original planning was consented. Somehow it does not make you feel like anyone who knows what they are doing is in control.

It is quite unbelievable that there is no joined up planning such that every project, however unnecessary is able to cause the maximum disruption for local people who have nothing in return for the devastation of an area of Outstanding natural beauty, our home.

Surely some of the roads built by Scottish Power for their substation at Friston, however annoying now exist, and could be used to get to the proposed converter station, rather than having to inconvenience so many people and destroy so much. It is obvious that the directors, and planners do not care that by not combining their projects with Sizewell C and Scottish Power, that we are condemned to years of destruction and inconvenience. Private industry organising National Infrastructure is an utter disgrace.

Nothing I say, I am sure with my experience of talking to other planning committees for other projects, will make the slightest difference. We are a rural area and have no political power. All I can say is shame on those who wantonly destroy Suffolk.

Yours faithfully

[redacted]

[redacted]

Sent: 28 October 2023 16:46
To: SouthEastAngliaLink@planninginspectorate.gov.uk; contact@sealink.nationalgrid.com
Subject: [EXTERNAL] Benhall bridge

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Your late stage Change of Order Limits is another significant tweak which will cause cumulative impact for those of us who live within a 15 mile radius of either Friston or Sizewell projects.

Already, anyone going to Aldeburgh from the A12 is delayed from the Wickham Market bypass onwards, with many trying to use alternative routes to avoid the major conjestion at the B1094 junction.

The major alternative route is over Benhall bridge through Sternfield, rejoining the B1094 later.
Once another energy project, SPR, closes the Leiston Rd and sends its HGVs to the roundabout on the edge of the town access to Aldeburgh will be severely effected.

Tourism and those who work or live in the town will impacted yet again by the escalating and enormous energy projects concentrated into a small rural community.

Our roads off the A12 are not built to take this kind of battering, nor is the community living here.

Yours,

[redacted]

[redacted]

Subject: [EXTERNAL] RE: Bennall Railway Bridge, Neolithic Hengiform and Friston substation

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Sirs
I am horrified to see that there is yet more work being proposed [at short notice] on this project and such work causing yet more inconvenience and upset to local people.
Our family regularly uses the road leading off the A12 towards Saxmundham and over the current railway bridge as well as the road through Sternfield from Saxmundham.
All the roads around this part of NE Suffolk are being 'attacked' at once with little thought of the effect on the local inhabitants or nature- miles of hedges being cut down for example.
The need for this new alteration should have been considered long ago when thinking about the delivery of heavy goods to a new facility near by Hurts Hall.

[redacted]

[redacted]

Sent: 28 October 2025 13:14
To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] Benhall Railway Bridge

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Sir/Madam,

I have previously written regarding National Grid's proposal for Sea Link. But would now like to make representation regarding the proposed work on Benhall railway bridge.

The Benhall Railway Bridge proposal underlines many of my previous points. There is clearly not a simple or efficient option for crossing the railway bridge on the B1121. The road infrastructure is not adequate to deal with such large and heavy loads. It seems obvious that if Sea Link is to be sited to the east of the railway line that an alternative route will need to be developed that does not cross the line over a bridge. More appropriate crossing points are already available, and more are being constructed for access for Sizewell C traffic.

During the course of any bridge upgrade work, towns and villages east of the A12 will be effectively cut off from easy access to the A12. The A12 is a vital arterial road for residents to access services such as hospitals, and for emergency vehicles to quickly attend any incidents. Traffic which will have to use alternate routes will cause significant increases in traffic flow in Kelsale, Carlton, Sternfield and Snape. There is already pressure on these routes as a result of the increased traffic associated with Sizewell C, and this is going to increase as that project progresses. None of these routes are adequate for increased traffic flow, and so there is certainly going to be much higher chances of serious accidents occurring. As well as road vehicles the access to those walking, cycling or on horseback will be severely impeded. The A12 bisects the village of Benhall, and if the B1121 is closed or restricted this will in effect split the village into two. Churchgoers from the east side of the village will not be able to attend church, and those from the west side of the village will be cut off from the primary school, farm shop and Benhall Club. Depending upon which option for crossing the bridge is selected there will be a greater chance of traffic queues forming on the A12 at this junction, or at the junctions of alternative/diverted routes. Additionally the effects of associated noise pollution and damage to local air quality will not be insignificant.

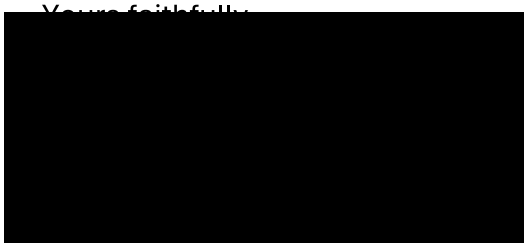
After work on the bridge has been completed, the increased traffic flow, including super-heavy loads will cause unacceptable levels of disruption for residents of Benhall. The B1121 is not a safe route for large volumes of traffic as there are numerous entrances from individual houses or from smaller roads accessing the road. The hazards to those pulling out onto the B1121 will undoubtedly increase the chances of significant road traffic collisions. The B1121 already has significant use by large volumes of traffic including HGVs making this road particularly difficult for cyclists and pedestrians wanting to access the services of Saxmundham. More HGV and other traffic will further discourage cyclists and

pedestrians from using this road, leading to some residents deciding to use a car instead, thereby increasing traffic flow even further. For many residents the difficulties posed by this road will add stress to their lives and in some cases is likely to lead to increased social isolation.

It is important that those considering this development take into account that the whole idea of crossing the railway on the B1121 will be hugely detrimental, disruptive and dangerous.

Offshore wind energy has an important role in the long-term energy security and sustainability of the grid, but I continue to maintain that the whole Sea Link proposal has been poorly conceived. The impact on the local environment and biodiversity will be significant. There will be a loss of arable farmland, damage to wildlife habitats and an impact upon the landscape. All of this in an area with a significant tourism industry. The proposed converter stations will be a considerable distance from the landfall site on the coast, and so there will be major disruption along the cable route through the Suffolk & Essex Coast & Heaths National Landscape. A nationally important proposal of this scale should be centrally coordinated so that Sea Link is considered in light of other energy projects that are in development locally ensuring that the impacts of each are not cumulative. In light of the above, the converter stations should be sited much closer to the landfall site or the energy should be transmitted via an offshore grid to a brownfield site closer to the demand.

Yours faithfully,



[redacted]

Sent: 27 October 2025 19:31
To: contact@sealink.nationalgrid.com
Cc: southeastanglialink@planninginspectorate.gov.uk
Subject: [EXTERNAL] Sea Link Benhall Railway Bridge

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

To whom it may concern

I'd like to express my concerns over the Benhall Railway Bridge proposals as part of planned works relating to the Sea Link project.

This has been:

- Poorly advertised and rushed: The public consultation was poorly publicised and runs for just one month (7 Oct–7 Nov 2025), giving affected residents little time to understand or respond to complex proposals.

It will create:

- Strategic disruption: The B1121 is a vital route into Saxmundham. Any closure or restriction could cut off Benhall residents disproportionately, especially those in Whitearch Park and Shotts Meadow.

- Safety risks: The bridge sits on a bend and slope, near a primary school. Construction works here pose serious risks to pedestrians, cyclists, and drivers.

There are:

- No clear pedestrian provision: None of the three proposed options (mini-bridge, semi-permanent overbridge, or strengthening) guarantee safe access for non-motorised users during construction.

It will cause:

- Impacts not clearly explained: The consultation does not clearly outline how each of the three options would affect residents, road users, rail services, or local businesses. There is no breakdown of disruption timelines, access restrictions, or mitigation measures.

- Construction noise will directly impact nearby homes: including vulnerable residents and families living close to the bridge.

This has been:

- Contradictory planning logic: NGET previously rejected the Northern Access route due to the difficulty of building a bridge over the railway and disruption to Oak Close. Yet similar works are now proposed at Benhall, framed as a “non-material” change.

- Poor consultation: Many affected residents were never registered as Interested Parties and are only now learning about these proposals. The consultation lacks transparency and technical clarity.

- No proper surveys: NGET has known about the bridge’s reduced weight limit from the outset but failed to present viable solutions until now. This reactive approach undermines confidence in the planning process.

- Cumulative disruption: Repeated closures for AIL movements (Option 1) or long-term construction noise (Option 2) would isolate communities and strain local infrastructure.

- Rail impact ignored: Any bridge works could affect the railway line beneath, including freight and passenger services linked to Sizewell C. This has not been properly addressed.

- Converter site flaw: These access challenges expose the fact that the Saxmundham converter station site was wrongly chosen. The whole Sea Link project needs re-evaluation.

- National Grid states that “our construction works to Benhall Railway Bridge could help future development by developing an access to the site and strengthening the bridge that vehicles would need to use to access the site from the A12.” This implies that if a permanent solution is implemented, it would serve not only Sea Link but also future projects — notably LionLink, promoted by National Grid Ventures (NGV), a sister company. This raises serious concerns about transparency and fairness. The proposed works appear to offer strategic advantage to NGV within the LionLink DCO, yet this is not openly declared or assessed. It is disingenuous to frame such works as non-material when they may facilitate a separate, unexamined project. The Examining Authority must be made aware of this overlap and its implications.

Y[redacted]

[redacted]

Sent from my iPhone

[redacted]

Sent: 27 October 2025 19:27
To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] Fwd: Objection letter
Attachments: second objection letter.docx

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Sent from my iPad

Begin forwarded message:

[redacted]

Subject: Objection letter

Please find attached my objection letter

[redacted]

Sent from my iPad

[redacted]

Sent: 27 October 2023 18:30
To: contact@sealink.nationalgrid.com
Cc: southeastanglialink@planninginspectorate.gov.uk
Subject: [EXTERNAL] Benhall Bridge Change 4

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Sirs,

It is simply unacceptable that these new proposed changes should be announced so late - giving the local population so little time to respond.

The HGV construction traffic that will be passing so close to the primary school will mean significant air pollution for the children, as well as danger to pedestrians and cyclists. Yet another sign of how badly this area is suited to this massive infrastructure project.

[redacted]

Sent from my iPhone

[redacted]

Sent: 27 October 2025 18:06
To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] Ben hall railway bridge

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

To Sealink:

Your proposal to carry out major works on Benhall railway bridge is further proof that your project is in the wrong location and you seem to be making it up as you go along.
This work on the bridge would add more disruption and chaos to the lives of local people already having to put up with Sizewell C roadworks and extra traffic.
It's interesting that Sealink is a National Grid project. National Grid as a title misrepresents it's intentions, if it were a National thing it would prioritise people, not profit.

[redacted]

Sent from my iPhone

[redacted]

Sent: 27 October 2025 16:46
To: contact@sealink.nationalgrid.com
Cc: southeastanglialink@planninginspectorate.gov.uk [redacted]
Subject: [EXTERNAL] Deeply concerned and ready to fight

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Hi NationalGrid

I am deeply concerned about National Grid's proposed plans for the site described in this video https://www.instagram.com/reel/DQQvobwDHzN/?igsh=MXM0engza3hpa242dQ==

It is more important than ever that we protect nature and the environment over profit. The site is a much needed haven for animals right next to Pegwell Bay and it should remain as such.

Ready to do whatever is needed to stop National Grid's plans from proceeding.

[redacted]

[redacted]

Subject: [EXTERNAL] National Grid - Sea Link Pipeline Proposal

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

To whom it may concern,

I am writing in response to the recent information I have received regarding National Grid's new proposal to use the former Cliffsend Hoverport site for the construction, operation, and maintenance of the Sea Link pipeline.

I wish to formally register my objections to this revised approach, for the following reasons:

The notification I received describes National Grid's proposal as a minor modification to the original plans. However, it is clear that using the former Hoverport as a construction site represents a major and fundamental change, not a small amendment.

The consultation period for this proposal is unreasonably short and has not been well publicised. As a local resident, I believe I should have been informed much earlier.

Furthermore, the application does not make it clear that the Hoverport would serve as the primary construction point, effectively rendering the area inaccessible for at least four years. This location is used regularly by me, my family, and other residents—including those with mobility needs—for recreation and dog walking. It is also one of the few rewilded areas in Thanet, where natural habitats have begun to recover.

The Hoverport site itself is environmentally sensitive. The introduction of heavy machinery would inevitably damage the rewilded land and the nearby saltmarsh. To my knowledge, no ecological surveys have been undertaken to assess the impact of this significant change.

For these reasons, I urge that this proposal be reviewed in detail and either substantially amended or rejected outright.

Yours faithfully,

[redacted]

[redacted]

Subject: [EXTERNAL] National Grid – Sea Link Pipeline Proposal

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

To whom it may concern

I am writing in response to the recent information I have just been given regarding National Grid's new proposal to use the Cliffsend former Hoverport to construct, operate and maintain their Sea Link pipeline.

I would like to inform you of my objections to this new approach for the following reasons.

The notification which I have just been made aware of, states that National Grid's proposal is written to suggest this is a small change to the previous proposals but I can clearly see this isn't a small amendment. Using the former Hoverport to build the cable is a huge and fundamental change to the previous plans.

The consultation period given for this amendment is very short and hasn't been very well publicised.

I am a local resident and I believe I should have been made aware earlier of this.

As mentioned above, this is a significant change and it hasn't been made very clear in the application that the Hoverport will be used as the main point of construction, thus putting the area out of action for at least 4 years. I use this location to walk my dog and it is also used by my family. In addition to this, the area can and is used by those who have mobility access. Thanet is also very depleted in terms of nature, making this one of the very few areas that has been able to re-wild.

The Hoverport itself is very fragile in terms of its ecology. Putting heavy machinery will undoubtedly damage the rewilded area and the immediately adjacent saltmarsh.

I do not believe there have been any ecological surveys carried out for this change.

I hope that this approach will be either reviewed and amended or rejected outright.

Kind regards

[redacted]

[redacted]

Sent: 27 October 2025 11:52
To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] Benhall railway bridge

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

For the attention of [redacted]

[redacted]

It concerns the work which is due to go ahead on the Benhall Railway Bridge in Suffolk.
The letter my parents received informing them of a "mini bridge" overbridge structure that was needed on the existing bridge.
This letter also informs them about the Dust...Lights..Noise and Vibration that will inevitably disrupt their daily life.

Unfortunately my father is seriously ill with a number of health issues and all the disruption will make these much worse and not help him at all.
He has the following

[redacted]

His breathing, sleeping and general wellbeing is going to suffer from not being able to breath due to the Dust. Not being able to sleep or rest due to the Lighting, Noise and Vibrations of which you have admitted will happen in the letter.

Unfortunately they have very old windows and doors which are not going to be sufficient in keeping out the Dust and noise. My parents are not in a financial position to replace these to give my father a better chance of living the best he can for however long we have him.

I will be contacting his GP and his Senior Consultants at Ipswich Hospital to discuss how this is going to affect his numerous health concerns.

I'm hoping you will be able to put in place a plan to help with all this and make things easier for my father and also my mother who apart from myself and sister is his primary carer.

Regards

[redacted]

Sent from Outlook for Android

[redacted]

Sent: 27 October 2023 11:46
To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] Concerns About Thanet Hoverport Consultation and Environmental Impact

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Sir/Madam,

I am writing to raise concerns about the consultation on the proposed hoverport works.

The consultation period is very short—just one month—and has not been properly publicised. Local residents and businesses, who will be directly affected, have not been made aware.

This is a significant change: the hoverport will be the main construction point, meaning it could be out of action for over four years. This requires a proper, open consultation process.

The site is fragile; heavy machinery will damage the saltmarsh and the unique mosaic habitat. No ecological surveys appear to have been carried out. The hoverport also provides rare accessible access for wheelchair users to enjoy wildlife.

Thanet is already nature-depleted, and this site is one of the few wild spaces left. Access to wild nature is vital for mental health, and losing or degrading it would be a serious loss.

I urge you to extend the consultation, ensure affected communities are informed, and carry out full ecological assessments before any decision is made.

Yours sincerely,

[redacted]

Sent from Outlook

[redacted]

Sent: 27 October 2025 09:52
To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] Pegwell bay

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

I am writing to respectfully ask you to reconsider plans for development in Pegwell Bay, a location of great natural value in Thanet. It is truly one of the most beautiful places, and making significant changes to it would be a real loss for the community and the environment. I understand there are many factors to consider in development decisions, and I appreciate the efforts that go into finding balanced solutions. I used to walk there regularly, and the rich natural habitat and diverse wildlife always provided a peaceful setting to reflect and recharge. I kindly ask that you help preserve this area due to its unique wildlife and natural habitat. Thank you for considering the community's views and for your attention to this important matter.

Kind [redacted]

[redacted]

[redacted]

Subject: [EXTERNAL] Objection to Sealink and hoverport use

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Good Morning,

I write to you, concerned about numerous proposals in relation to the plans for SeaLink and ‘small change’ regarding the use of the old hoverport.

Firstly, it is not a small change. The rewilding of the hoverport has significant benefits to the local community and ecologically, which is important to wildlife. There are endangered species in the area, including and not limited to European curlews, pink grasshoppers and rare algae’s. Not to mention all of the other flora and fauna that are there

Disturbing this land, which houses the foundations for the old coal slurries, is also a massive risk to pollute the entire reserve. This should also be considered

This consultation period of 1 month, is utterly absurd for such a project and local residents and businesses haven’t even been properly informed. It’s not even been publicised appropriately.
The whole of Thanet will be affected by this, as it’s one of the last true outdoor spaces, with wildlife in the area

With construction comes machinery, so it’s not even the intended construction area that will be affected, but moreso the surrounding areas to house and use such machinery

The area is of ecological significance and needs proper ecological surveys spanning many years. From what I’ve seen, bore holes have been drilled, but only after the driest summer. And nothing mentions anything of wildlife or plantation in detail, only generic terms

It is preposterous that National grid are allowed to do this, with a sneaky small change to plans, that are already absurd.

This cannot go ahead. It will be the doom of us all and a failure on society to protect what is most vital

Warm regards

[redacted]

Sent from my iPhone

[redacted]

To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] Pegwell Bay proposal

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Sir/Madam

I am writing to express my objection to the Sea Link proposal at Pegwell Bay in Thanet. The site is an accredited site of special interest, home to an abundance of biodiversity. In a country that is one of the most nature-depleted countries globally, ranking among the bottom 10% on earth and the most nature-depleted within the G7 countries, we simply cannot afford to lose another site devoted to nature. Nature provides humans with numerous ecosystem services, including fresh air, clean water, and food to eat, all of which are essential for human survival. I urge you to reconsider this plan, as proceeding with it would be completely irresponsible.

Yours sincerely

[redacted]

Sent from Outlook for Android

[redacted]

Sent: 26 October 2025 20:32
To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] Formal objection against improper use of the former hoverport

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Good evening,

I am writing to formally object to National Grid's proposal to use the former Pegwell Hoverport as a compound for the Sealink project.
This site is an exceptionally special and ecologically important area, situated immediately beside the Sandwich and Pegwell Bay Nature Reserve. Over many years, it has been left for nature to reclaim, becoming a haven for wildlife in its own right.

Kestrels and Sparrowhawks regularly nest and hunt here, and it remains one of the few remaining strongholds for breeding Greenfinches in the area. The site also provides vital resting and feeding grounds for migratory birds before and after their Channel crossings, including species such as Wryneck and Hoopoe. Kingfishers are often seen here during their autumn and winter coastal movements.

The old hoverport is also renowned for its diverse wild orchids, including Man and Bee Orchids, and more recently, the rare Lizard Orchid. In addition, it supports a population of reptiles such as Common Lizards, Slow-worms, and Grass Snakes. Its ecological significance has been recognised through numerous appearances in BBC wildlife programmes, including Springwatch and Countryfile, in recent years.

The prospect of this remarkable area being taken over by heavy machinery for a four-year period is deeply concerning. Such disruption would not only harm its precious wildlife but also deprive local residents and visitors of a peaceful and much-loved natural space. National Grid must show greater sensitivity in the siting of its projects to ensure that they do not cause unnecessary damage to the environment and local biodiversity.

For myself, it is one of the reasons I moved to the local area, the peacefulness of being in nature. A weekend walk to the hoverport with the family. Showing friends from afar what a hidden treasure we have down there. It would be an embarrassment to destroy such a wonderful thing.

Please accept this email as my formal objection to the national grid using the old Pegwell Hoverport as a compound for the sealink project.

Regards,



[redacted]

Subject: [EXTERNAL] Former Hoverport site

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

To whom it may concern:

I've been made aware of the purpose development of the former Hoverport site next to Pegwell Bay SSSI.

As a former resident of the area, who remembers both the active port and exploring the abandoned site as a teenager, and visiting as an adult, I find it hard to believe that this proposal has even been brought forward.

There is simply too much to lose, should the site be developed.

It has become a haven for wildlife in the last 40 years, as many former industrial sites - even Chernobyl - have.

I understand the consultation period is very short (one month) and hasn't been widely publicised: affected parties (local residents and businesses) should be made aware of this consultation and given more time to respond.

Has an ecological survey even been done to determine what is at risk? This is a priority.

Not only plant and other animal species but also many people have found this location to be a blessing; for humans, it's a place to decompress - a haven from busy lives, noise and the trappings of modern living.

Please reconsider the plans and hold off off making any move until the appropriate and necessary surveys have been carried out, and affected parties have had chance to see what is under threat and have their say in the future of this land.

[redacted]

[redacted]

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

I'm totally against you destroying pegwell bay hoverport due to the environmental issues it will create, plus also the decimation of wild life it will impact.
I hope you reconsider.
Yours hopefully

[redacted]

[redacted]

Subject: [EXTERNAL] Minster Marshes/Old Hoverport

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Sir/Madam,

Having been made aware of your planned destruction of the regenerated environment at the old Hoverport/Minster Marshes, I felt compelled to contact you to ask that you reconsider this plan.

At the very least, an environmental impact assessment should be conducted and a report commissioned on the potential for contamination of the surrounding area by destroying the concrete which is in likely hiding and containing a multitude of horrors beneath.

The area is an important site for many native species and home to critically endangered wildlife, to say nothing of being adjacent to a Site of Special Scientific Interest.

I cannot object to your proposed plans strongly enough and to be intending to proceed without a full survey having been conducted is ethically reprehensible. I urge you to reconsider.

Yours Sincerely,

[redacted]

[redacted]

Subject: [EXTERNAL] Pegwell Bay

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Hello,

I am contacting you to denounce the plans to destroy pegwell bay nature reserve. It's vital habitat for countless species and we need to start putting nature before profits. Do not bulldoze the site. The toxic waste that will be spilled if the concrete pad is ripped up will cause years of damage, years we simple dont have, nature is at a critical point and needs to be protected.

I look forward to your response.

Kind regards,

[redacted]

Sent from my iPhone

[redacted]

Subject: [EXTERNAL] Pegwell hoverport site

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Sealink

I am writing on behalf of myself and my family to object in the strongest possible terms to your proposed usage of the Pegwell hoverport to assist the Sealink project. This has become a sensitive wildlife area on which migratory birds depend and is famous for wild orchids . It is also home to a wide variety of other wildlife which would be destroyed should this plan to bulldoze it go ahead. This area has featured in recent years on national television because of it's ecological significance. The heavy machinery, noise and light pollution would do untold damage to this wildlife haven if allowed to be steamrolled by yourselves.

In addition I understand that the hoverport is covering historical toxic waste and there is a very strong possibility the concrete sealant could be broken down due to heavy plant machinery traffic and the toxic products would be released into the waterways and cause vast environmental destruction.

This area is also used by local people including my family, as it is a valuable rare green space which is enjoyed because of it's tranquility and nature.

This whole area has been awarded the highest level of protection under the law of our land (SSSI), and yet unbelievably it is being considered for the Sealink project, which in fact equates to environmental destruction and ecological vandalism.

The Sealink project could easily be accommodated elsewhere where environmental damage would not be an issue.

Yours Sincerely

[redacted]

[redacted]

Sent: [redacted]
To: contact@sealink.nationalgrid.com
Cc: SouthEastAngliaLink@planninginspectorate.gov.uk
Subject: [EXTERNAL] Minster Marshes / Hoverport

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

To whom it may concern,

I am writing to oppose the use of a Wildlife habitat at Minster marshes.

You have also changed your plans and intend to construct, operate and maintain your Sea Link pipeline.

You have said this is a small change to your previous proposals but it isn't. Taking the hoverport to build the cable is a fundamental change to the plans - previously saying it is wanted for maintenance once the cable was constructed.

I am reiterating what has already been put forward because these are the main issues affected by your proposal.

• The consultation period is very short (one month) and hasn't been publicised

• Affected parties (local residents and businesses) have not been made aware of this consultation and they should have been

• This is a significant change – they haven't made it clear in their application that they're using the hoverport as their main point of construction; meaning it will be out of action for 4+ years. This needs a proper open consultation process

• The hoverport is very fragile – putting heavy machinery on it will inevitably damage the saltmarsh

• The hoverport is a unique mosaic habitat which they haven't carried out any ecological surveys on

• It's a special place because it's accessible to people with limited mobility – wheelchair uses can get right by the water's edge to see bird life

• Thanet is very nature depleted, and this is one of the few truly wild spaces. Access to wild space is critical to good mental health.

You are not the only ones who think nature is there to use at your disposal, without understanding that GB is the most nature depleted country in Europe and fast becoming inhabitable. Humans are Part of Nature!

We are not prepared to use this planet as a human research project...Destroy all wildlife and their habitats and see if Humans and their children can live off fresh air!

Soils depleted and poisoned, Rivers poisoned, Climate irreversibly affected by burning fossil fuels, plastics and all materials derived from oil floating around the ocean and polluting ground water, overfishing causing extinction to species...

Seriously, What are you Doing ?

#savethehoverport #saveminstermarshes #rethinksealink
Sent from Outlook for Android

[redacted]

To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] Hoverport consultation

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

I'm writing to express my deep concern about the proposal to repurpose the Hoover port in Cliffsend as a compound for National Grid. The devastating impact this would have on the area's natural beauty and wildlife is staggering. It's baffling that a company supposedly committed to creating a greener planet is effectively destroying nature in the process. It seems counterintuitive.

Alternative sites are available, albeit at a higher cost, which raises the question: are we prioritizing profit over the planet's well-being, despite the initiative's supposed green objectives? I'm truly shocked and dismayed by this decision.

Kind regards

[redacted]

Sent from Outlook for Android

[redacted]

To: contact@sealink.nationalgrid.com
Cc: southeastanglialink@planninginspectorate.gov.uk
Subject: [EXTERNAL] Ramsgate Pegwell bay hoverport

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

For your attention

This is a complete outrage that you are considering the destruction of a great expanse of wildlife and potential natural disaster in the sea with your plans.

This should be halted immediately and never allowed to happen. Whoever thinks this is wise has no morals, decency or respect for our land and population as a whole.

Do not let this happen

Yours sincerely

[redacted]

Sent from my iPhone

[redacted]

Sent: 26 October 2023 10:57
To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] Pegwell Bay, Ramsgate

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Sir/Madam

I am very distressed at the proposal to develop the old hoverport site at Pegwell Bay in Ramsgate. The whole of the bay supports a wonderful variety of wildlife, flora and fauna. Visiting this area has often been a very welcome respite from the usual chaos of everyday life. It's an absolute haven and I fail to understand the willingness to destroy nature for so-called progress. Please do not do this.

[redacted]

[redacted]

To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] Pegwell Bay Ramsgate

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Sir / Madam

I have recently emailed you regarding the destruction of Minster Marshes I have now heard that you plan to destroy even more of the beautiful habitat around this area.

Over the years the Hoverport has re-wilded and is used by numerous breeds of birds including Peregrine falcons, Herons and wading sea birds. This area was where I have viewed many new species to me, now common sights i.e Little Egrets. I have seen Lizzard Orchids and Bee Orchids growing and it is a precious piece of wild land which we need to preserve.

The hoverport is breaking up and the surface of the hoverport is now very fragile. Putting heavy vehicles on it will increase the escape of the Coal waste which has been buried underneath (the waste from local mining). This will cause pollution to flood into the bay making the area toxic.

Parts of Pegwell Bay are SSSI and I believe the use of the old hoverport will significantly impact on these sites. Destroying the nature on this fragile salt marsh, which will never recover and some species may completely disappear.

Thanet is already a nature depleted area and we need to fight for every piece of green site that is left. For our wildlife and our mental health. I use this area often for walking and love the quiet retreat feeling away from the stresses of life. It is also assessable to wheelchair users and prams so this is an important consideration too. It allows these people to travel right up to the waters edge, without being stuck in mud.

The Hoverport is home to numerous birds, animals and plants and full ecological survey has never been done. This land should never be touched, Thanet District Council who own this site has already declined this application.

Please listen to the local population and stop this disgusting destruction of our wild areas.

Yours sincerely

[redacted]

[redacted]

Subject: [EXTERNAL] Hoverport consultation open until 7th November

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

National Grid now want to use the hoverport to construct, operate and maintain their Sea Link pipeline. They've said this is a small change to their previous proposals but it isn't. Taking the hoverport to build their cable is a fundamental change to their plans - they previously said they only wanted the hoverport for maintenance once the cable was constructed.

- The consultation period is very short (one month) and hasn't been publicised
- Affected parties (local residents and businesses) have not been made aware of this consultation and they should have been
- This is a significant change – they haven't made it clear in their application that they're using the hoverport as their main point of construction; meaning it will be out of action for 4+ years. This needs a proper open consultation process
- The hoverport is very fragile – putting heavy machinery on it will inevitably damage the saltmarsh
- The hoverport is a unique mosaic habitat which they haven't carried out any ecological surveys on
- It's a special place because it's accessible to people with limited mobility – wheelchair uses can get right by the water's edge to see bird life
- Thanet is very nature depleted, and this is one of the few truly wild spaces. Access to wild space is critical to good mental health.

#savethehoverport #saveminstermarshes #rethinksealink

Sent from Outlook for Android

[redacted]

Subject: [EXTERNAL] Objection to Revised Sea Link Proposals – Pegwell Bay Hoverport

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Sea Link Consultation Team,

I am writing to express my concerns about National Grid's revised Sea Link proposals, particularly the plan to use the Pegwell Bay hoverport for construction, operation, and maintenance.

This is not a "small change" — it is a **major alteration**. The hoverport was originally intended only for maintenance access after construction, not as a main construction site. Using it in this way would close the area for four or more years and cause significant environmental harm.

Destruction of Habitat and Disturbance of Contaminated Land

The hoverport lies within a fragile and ecologically valuable landscape of saltmarsh, mudflat, and coastal grassland — habitats that support migratory and overwintering bird species and are vital to the biodiversity of Pegwell Bay. Using this area as a construction compound would involve extensive vehicle movement, heavy machinery, and ground disturbance, leading to the crushing of sensitive vegetation, soil compaction, and disruption of natural drainage patterns that sustain the marsh.
Beneath the hoverport lies historic landfill waste, much of it poorly documented. Disturbing this material could release contaminants into the soil and nearby marine environment, posing a serious risk to wildlife, groundwater, and human health. Excavation or piling work could also expose buried waste, release odours or gases, and spread pollution into the adjacent saltmarsh and intertidal zones.

Saltmarshes act as critical carbon sinks and coastal flood defences, but once damaged, they can take decades to recover — if recovery is possible at all. Allowing construction on this site without thorough investigation and remediation planning would risk irreversible environmental degradation and the potential spread of contamination into one of Thanet's most sensitive and important natural areas.

Pegwell Bay and the hoverport are home to nationally important wildlife, including overwintering waders, migratory birds, and protected saltmarsh species. Construction noise, vibration, lighting, and heavy machinery will disturb feeding and roosting birds and damage fragile habitats that cannot easily recover. No detailed ecological assessments or mitigation plans appear to have been shared.

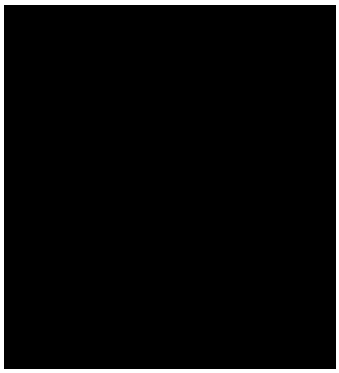
In addition:

- The consultation period is unacceptably short and poorly publicised.

- Local residents and businesses have not been properly notified.
- The hoverport's accessible paths make it one of the few coastal sites that people with limited mobility can enjoy — this community benefit would be lost.

Given the scale of environmental and community impact, this proposal requires a full, transparent consultation and rigorous environmental review.

Yours sincerely,



[redacted]

Subject: [EXTERNAL] Objection to Revised Sea Link Proposals – Pegwell Bay Hoverport

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Subject: Objection to Revised Sea Link Proposals – Pegwell Bay Hoverport

Dear Sea Link Consultation Team,

I am writing to express my concerns about National Grid's revised Sea Link proposals, particularly the plan to use the Pegwell Bay hoverport for construction, operation, and maintenance.

This is not a "small change" — it is a **major alteration**. The hoverport was originally intended only for maintenance access after construction, not as a main construction site. Using it in this way would close the area for four or more years and cause significant environmental harm.

The hoverport lies within a fragile and ecologically valuable landscape of saltmarsh, mudflat, and coastal grassland — habitats that support migratory and overwintering bird species and are vital to the biodiversity of Pegwell Bay. Using this area as a construction compound would involve extensive vehicle movement, heavy machinery, and ground disturbance, leading to the crushing of sensitive vegetation, soil compaction, and disruption of natural drainage patterns that sustain the marsh.

Beneath the hoverport lies **historic landfill waste**, much of it poorly documented. Disturbing this material could release contaminants into the soil and nearby marine environment, posing a serious risk to wildlife, groundwater, and human health.

Excavation or piling work could also expose buried waste, release odours or gases, and spread pollution into the adjacent saltmarsh and intertidal zones.

Saltmarshes act as critical carbon sinks and coastal flood defences, but once damaged, they can take decades to recover — if recovery is possible at all. Allowing construction on this site without thorough investigation and remediation planning would risk **irreversible environmental degradation** and the potential spread of contamination into one of Thanet's most sensitive and important natural areas.

In addition:

- The consultation period is unacceptably short and poorly publicised.
- Local residents and businesses have not been properly notified.

- The hoverport's accessible paths make it one of the few coastal sites that people with limited mobility can enjoy — this community benefit would be lost.

Given the scale of environmental and community impact, this proposal requires a full, transparent consultation and rigorous environmental review.

Yours sincerely

[redacted]

[redacted]

Subject: [EXTERNAL] Hoverport Consultation

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear National Grid,

I've lived in Thanet all of my life and naturally there have been changes. A great many of these changes I have been in support of as progress is inevitable and in many cases needed. However the national grid's plan to use the Hoverport at Cliffsend to construct operate and maintain their Sea Link pipeline is an unacceptable and an unnecessary change given that there are suitable alternatives. Thanet is one of the countries most nature depleted communities, while we have wonderful coastline that brings tourism and well-being benefits to the location the the amount of tree coverage for example, woodland and green spaces et cetera is among the lowest in the country. Thanet is also suffering from a huge overdevelopment of new houses, with a significant number of existing wildlife habitats being removed for modern homes. Again while there is a need for more housing, the lack of care and understanding of the impact of removing precious wildlife resources on climate change at a global, national and local level Is significant.

[redacted] in wildlife and biodiversity has hugely helped my condition. So on a global scale with habitat loss being directly related to climate change, on a local level with this area of Cliffsend, Pegwell being low lying marshland and a complex area of SSSI scientific interest as it is alongside the beautiful Pegwell nature reserve, and on a very personal level for my own well-being the decision by national grid to target this area to construct operate and maintain their Sea Link is unacceptable. I would also like you to consider an alternative the points below:

• The consultation period is very short (one month) and hasn't been publicised • Affected parties (local residents and businesses) have not been made aware of this consultation and they should have been • This is a significant change – they haven't made it clear in their application that they're using the hoverport as their main point of construction; meaning it will be out of action for 4+ years. This needs a proper open consultation process • The hoverport is very fragile – putting heavy machinery on it will inevitably damage the saltmarsh • The hoverport is a unique mosaic habitat which they haven't carried out any ecological surveys on • It's a special place because it's accessible to people with limited mobility – wheelchair uses can get right by the water's edge to see bird life • Thanet is very nature depleted, and this is one of the few truly wild spaces. Access to wild space is critical to local communities

Yours Sincerely,

[redacted]

[redacted]

Sent: 26 October 2023 09:28
To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] Meetings at Snape and Benhall 5th and 27th November

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Hi I wish to attend both of these meetings even though I don't wish to speak- do I just turn up - I have lifts arranged
Regard [redacted]

Sent from my iPhone

[redacted]

Subject: [EXTERNAL] NO to destruction of Hoverport !

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Sir / Madam ,

I'm writing to express the strongest possible opposition to this ridiculous project & destruction of this vital area of biodiversity .

The devastation and pollution this project will create is completely absurd and unacceptable .

This project cannot go ahead.

I look forward to your prompt reply.

Kind Regard

[redacted]

[redacted]

Sent: 26 October 2023 08:55
To: contact@sealink.nationalgrid.com
Cc: SouthEastPlanningLink@planninginspectorate.gov.uk
Subject: [EXTERNAL] Minster Marshes

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Proposals to destroy this biodiverse habitat are ill-advised ,disturbing and go against all current ethical approaches to the preservation of fragile eco- systems .
Bearing in mind that this area has been in a period of recovery for decades , the idea that this construction would not only kill and cancel that period of healing but would also expose those elements presently contained beneath the previous concrete surface is a disturbing one .
This wildlife haven is a success story; in a world dominated by headlines of ecological wilfulness and destruction , I ask you to be the Hero of the Day . Be the Change . Let this miracle of the natural world continue to flourish and allow the residents to continue their appreciation of i[redacted]nt from my iPhone

[redacted]

Subject: [EXTERNAL] OBJECTION Proposed Sealink Project – Pegwell Bay Hoverport

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

To whom it may concern

We object strongly to National Grid's proposed use of Pegwell Bay Hoverport for the Sealink Project. Plans have been changed to now use the hoverport to construct and maintain the pipeline meaning the area will be out of use to the public for at least four years.

Has a thorough ecological survey on the structure of this site and the impact on the wildlife and the local community been carried out? This site is totally unsuitable for heavy lorries and other machinery and plans to use it is utter madness. The land is fragile and the proposed use will damage the Saltmarsh.

This is a unique place with rare access to disabled people. I take my [redacted]year old dad there to show him how nature has overtaken the fragile, concrete land. This has taken 40 years and National Grid's planned use 'destruction' of the area will destroy this. We see rare orchids, butterflies, birds such as Long Tailed Tits, Greenfinch, Cuckoo, and many beautiful seabirds.

The consultation period is very short (one month) and hasn't been publicised.

Have all the affected parties (local residents and businesses) been made aware of this consultation as they should have been?

This is a significant change National Grid haven't made it clear in their application that they're using the hoverport as their main point of construction.

Please reconsider!

Yours sincerely

[redacted]

[redacted]

Subject: [EXTERNAL] Hoverport consultation

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

To whom it may concern,

After becoming aware of the proposed destruction of the abandoned hoverport site, which is going to be used for the Sealink Project, I have the following objections.

National Grid now want to use the hoverport to construct, operate and maintain their Sea Link pipeline. They've said this is a small change to their previous proposals but it isn't. Taking the hoverport to build their cable is a fundamental change to their plans - they previously said they only wanted the hoverport for maintenance once the cable was constructed.

Firstly, the consultation period is very short (one month) and hasn't been publicised. Affected parties (local residents and businesses) have not been made aware of this consultation and they should have been.

Secondly, the proposals are a significant change – they haven't made it clear in their application that they're using the hoverport as their main point of construction; meaning it will be out of action for 4+ years. This needs a proper open consultation process.
In addition, the hoverport site is very fragile – putting heavy machinery on it will inevitably damage the saltmarsh.
The hoverport is also a unique mosaic of habitat and no ecological surveys have been carried out on the site.

It's a special place for many reasons, not just for the benefits to nature, but because it's accessible to people with limited mobility – wheelchair uses can get right by the water's edge to see bird life. In today's world of growth and building, it is crucial that nature is accessible to ALL. It has been proven that being in nature improves people's mental and physical health. Denying people this access would be devastating for many.
Thanet is very nature depleted, and this is one of the few truly wild spaces. Access to wild space is critical to good mental health.

This is a place that has significant benefits for locals as well as being a haven for a range of wildlife, from slo-worms to kestrels. To destroy it, and to disturb the SSSI site next to it while work is taking place, would be a great loss in today's nature and climate crisis.

I urge you in the strongest possible way to halt this proposal and subsequent works.

Kind regards

[redacted]

[redacted]

Subject: [EXTERNAL] Objection to Sea Link's Revised Use of Minster Hoverport

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Sea Link Consultation Team,

I am writing to express my strong objection to National Grid's revised proposal to use the Minster Hoverport as a base for the construction, operation and maintenance of the Sea Link cable.

This is not a minor change to the original plans – it is a fundamental alteration that has major environmental, community and accessibility impacts. The hoverport was previously identified only for limited maintenance access once the cable was installed, not as a main construction site. Using it in this way would have serious consequences:

- The consultation has not been properly publicised. Local residents, businesses and community groups were not made aware of this significant change, and the consultation period is unreasonably short. This fails to provide a fair opportunity for public engagement.
- The hoverport sits on fragile saltmarsh habitat, part of a unique coastal ecosystem that has not been adequately surveyed. The introduction of heavy machinery and construction traffic would inevitably cause irreversible damage to this sensitive environment.
- The area is one of the few truly wild spaces in Thanet, providing vital habitat for wildlife and an important refuge for people. It is also one of the only coastal locations accessible to wheelchair users and those with limited mobility, offering rare and inclusive access to nature and birdlife.
- Access to natural green and blue spaces is crucial for mental health and wellbeing. The loss or degradation of this site would be deeply felt by the community and would further contribute to the area's ongoing nature depletion.

Given these points, I urge National Grid and the Planning Inspectorate to pause this consultation, extend the timeline, and undertake a proper open and transparent review of the environmental and community impacts of this new proposal.

The hoverport and Minster Marshes are too important to sacrifice.

Please rethink the Sea Link plan and protect this special place for future generations.

Yours sincerely,



[redacted]

Sent: 26 October 2025 08:01
To: Contact Sealink
Cc: SouthEastAngliaLink@planninginspectorate.gov.uk; Save Minster Marshes
Subject: [EXTERNAL] Proposed sea link, Minster Marshes/Hoverport site

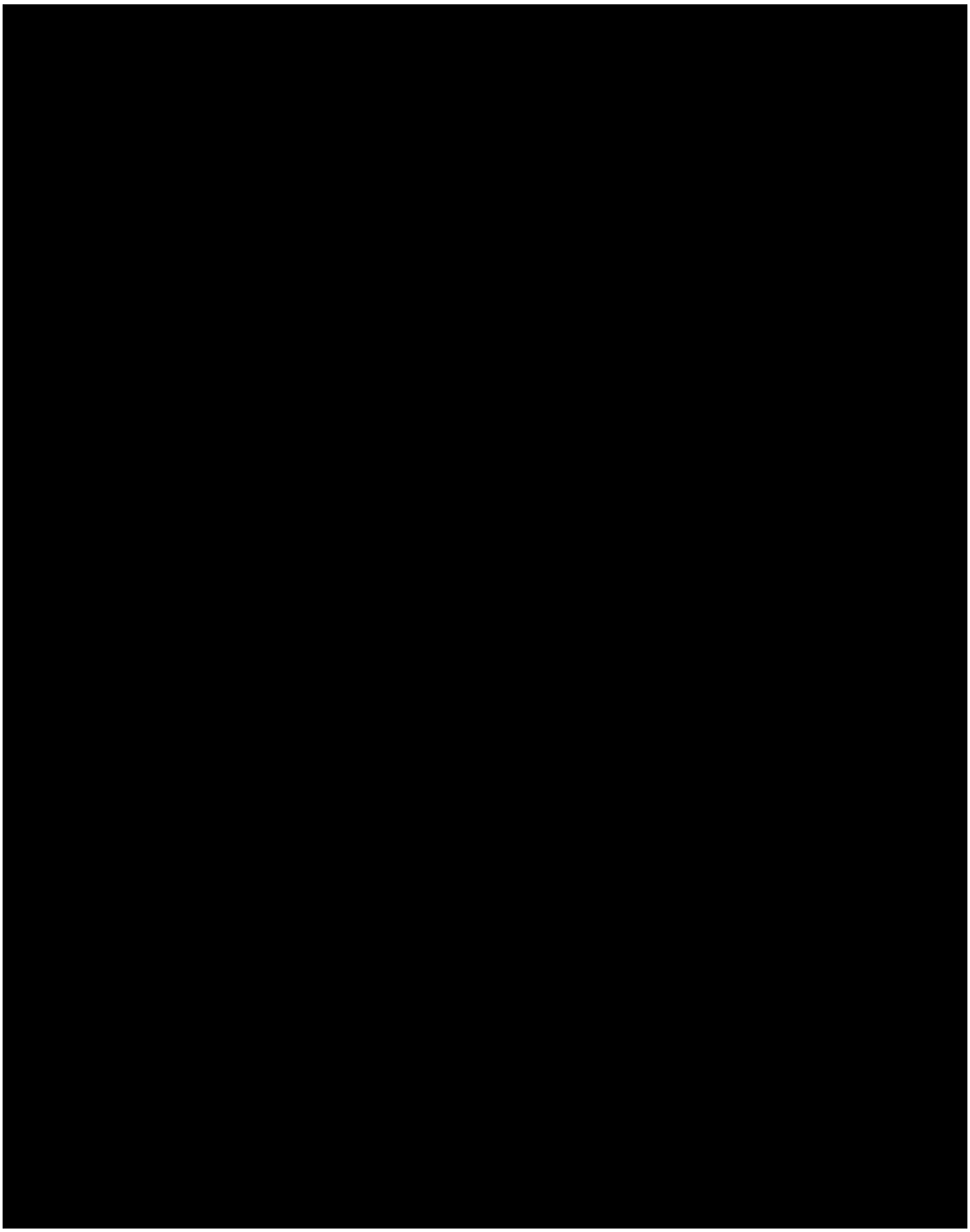
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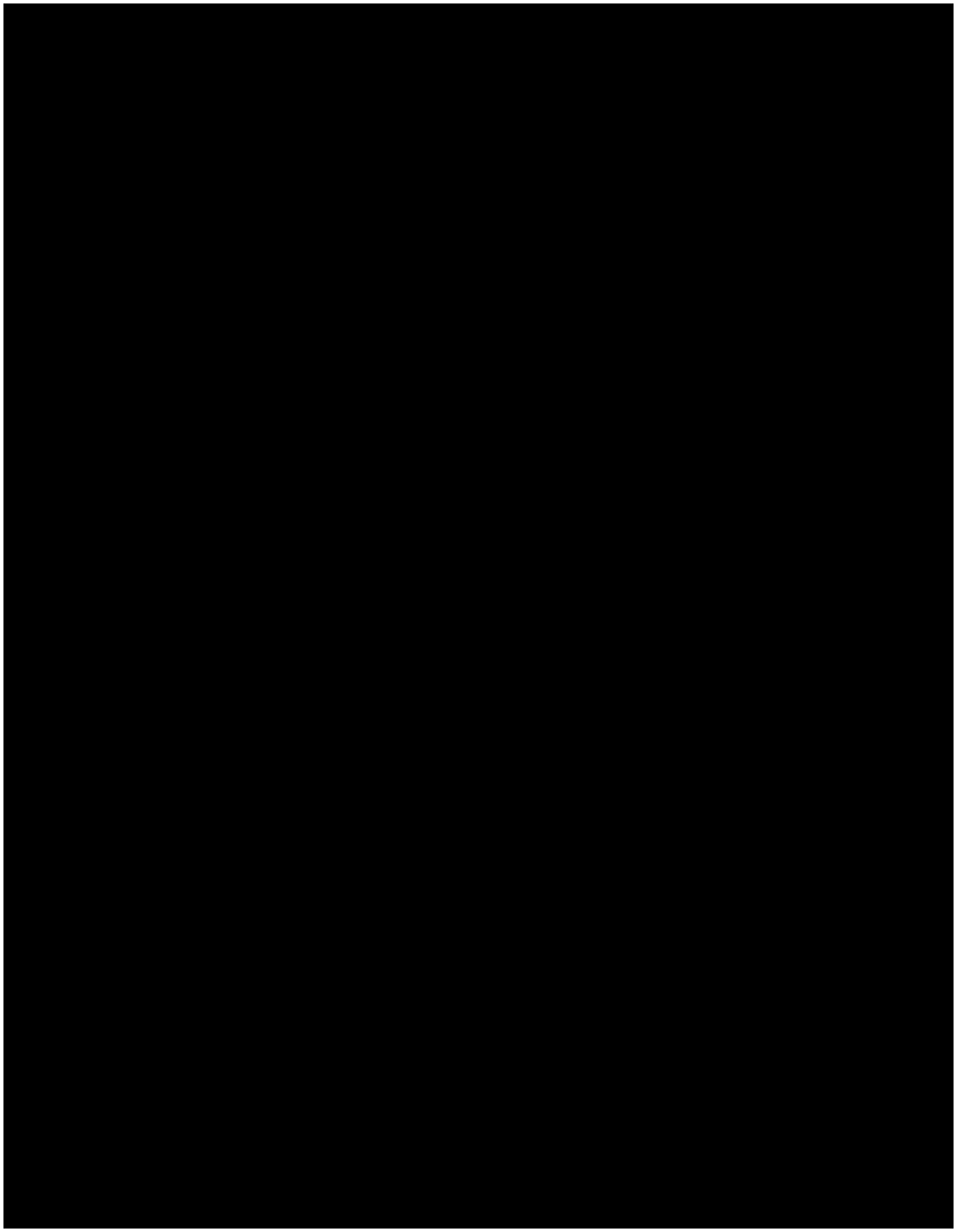
To all parties,
I have already made my position clear about National Grid's proposal to use this site for their converter station; I am now contacting you regarding your proposed use of the old Hoverport site as part of this plan.
Firstly, you have allowed very little time for any response to these additional works/plans: one month is hardly enough time to prepare. Also, local residents and businesses have not been made aware directly of such a significant change to the plan. This is a huge change to an area of outstanding natural beauty and wildlife haven. The old hoverport - right next to the marshes - has developed over four decades into a sanctuary for wildlife and humans alike, and an extra layer of protection for the Marshes.
As far as I am aware you consider this so insignificant as to not even carried out any ecological surveys on it at all. The ground underneath the layer of concrete is highly contaminated with sulphur which, if exposed, could cause untold damage to the marshes and would cost an enormous amount of money to be cleared safely.
This old site is accessible to all - including people of limited mobility - and is unique here in our area as being a truly wild space. Nature has reclaimed this and we are so fortunate as to share in this reclamation.
I close with some photos of my grandchildren enjoying this wonderful space in August this year. So very important for our health and well-being, connecting us with a natural world that is fast disappearing. If this is destroyed we've all lost.

With hope

[redacted]











[redacted]

Sent: 26 October 2025 07:18
To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] OBJECTION TO NATIONAL GRID'S PROPOSAL TO USE THE FORMER PEGWELL HOVERPORT FOR THE SEALINK PROJECT

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Good morning,

I am writing to formally object to National Grid's proposal to use the former Pegwell Hoverport as a compound for the Sealink project. This site is an exceptionally special and ecologically important area, situated immediately beside the Sandwich and Pegwell Bay Nature Reserve. Over many years, it has been left for nature to reclaim, becoming a haven for wildlife in its own right.

Kestrels and Sparrowhawks regularly nest and hunt here, and it remains one of the few remaining strongholds for breeding Greenfinches in the area. The site also provides vital resting and feeding grounds for migratory birds before and after their Channel crossings, including species such as Wryneck and Hoopoe. Kingfishers are often seen here during their autumn and winter coastal movements.

The old hoverport is also renowned for its diverse wild orchids, including Man and Bee Orchids, and more recently, the rare Lizard Orchid. In addition, it supports a population of reptiles such as Common Lizards, Slow-worms, and Grass Snakes. Its ecological significance has been recognised through numerous appearances in BBC wildlife programmes, including Springwatch and Countryfile, in recent years.

The prospect of this remarkable area being taken over by heavy machinery for a four-year period is deeply concerning. Such disruption would not only harm its precious wildlife but also deprive local residents and visitors of a peaceful and much-loved natural space. National Grid must show greater sensitivity in the siting of its projects to ensure that they do not cause unnecessary damage to the environment and local biodiversity.

For myself it is one of the reasons I moved to the local area, the peacefulness of being in nature. A weekend walk to the hoverport with the family. Showing friends from afar what a hidden treasure we have down there. It would be an embarrassment to destroy such a wonderful thing.

Please accept this email as my formal objection to the national grid using the old Pegwell Hoverport as a compound for the sealink project.

Regards,

[redacted]

[redacted]

Subject: [redacted]

Attachments: Objection Letter Viking Ship Cafe.pdf

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To Whom it may concern

Please find attached a letter regarding the Hoverport on Sandwich Road.
We look forward to your response

[redacted]

[redacted]

Subject: [EXTERNAL] Sea Link consultation

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Madam

I am hugely concerned that National Grid is making changes to their application without publicising them. Were it not for the folk at Save Minster Marshes, I would have no idea I had supposedly been consulted. I live next door, practically, to the hoverport and had no idea the damage they plan to do is now on my doorstep. Having said that, it's not clear that the hoverport is going to be their main construction point. Is it? If it is, does this mean my neighbours and I can no longer enjoy our regular walks enjoying the sea bird life along Pegwell Bay beach - in an area of Site of Special Scientific Interest?

I understand that heavy machinery on the very fragile hoverport area will damage the saltmarsh. Without any ecological surveys, can anyone honestly say our wildlife in the sea and on land will not be badly affected? Is National Grid not required to demonstrate the effect of their plans on the local ecology?

One of my friends is in a [redacted] She [redacted] So Pegwell Bay is one of the only places where she can be up close with the bird life there. I worry about her mental health ... and that of so many of the young and older people in Thanet. Ours is definitely an area of financial deprivation so mental health is a particular issue. Damaging or destroying one of the last wild spaces we have will be devastating to **all** the inhabitants of Thanet ... human and other species, indigenous and visiting.

I trust you will be rigorous in your examination of the case that National Grid is putting in front of you.

All my best wishes to make a 'good' decision that future generations will value

[redacted]

--
If you don't hear back, please assume my thanks /agreement. I'll do the same for you!
https://www.linkedin.com/pulse/stop-saying-thank-you-emails-hidden-environmental-impact-bhandari-gahse

[redacted]

To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] Hoverport consultation

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I am writing to object to the development of the old hoverlloyd site at Pegwell bay, this area has become an area extremely important to the local flora and fauna of the area and should be left untouched. If development takes place there are large quantities of spoil used to previously develop the site which will have to be removed and desposed of safely costing a huge amount of money and causing possible [redacted]sensitive area.

[redacted]

From: [redacted]
Sent: 24 October 2025 08:57
To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] Fwd: National Grids plans for our hoverport site

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

---------- [redacted]
From
Date: Fri, 24 Oct 2025, 08:54
Subject: National Grids plans for our hoverport site
To: <SouthEastAngliaLink@planninginspectorate.gov.uk>

- To whom it may concern, I have serious issues with this latest plan for the following reasons and just cannot fathom out why this has been put forward.
- The consultation period of 1 month is very short and it hasn't been publicised. This is not a proper consultation process
- Local residents, landowners and businesses have not been made aware of this consultation and this is very wrong.
- This is a significant change, It wasn't made clear in the application to use the hoverport as the main point of construction; meaning it will be out of action for more than 4 years. Surely this needs a proper open consultation process ?
- The hoverport is very fragile, putting heavy machinery on it will inevitably damage the saltmarsh,which is what everyone wants to avoid.
- The hoverport is a unique mosaic habitat which will need ecological surveys on carried out on it.
- It is a special place because it's accessible to people with limited mobility and wheelchair uses can get right by the water's edge to see the beautiful birds that come here and to be within nature. And a special place that everyone can go to too.
- Thanet has had so much of its green spaces and nature areas taken from it,through thoughtless and excessive building developments.
- This is one of the few truly wild spaces left,it is truly heartbreaking to think this could be taken from us. Access to wild space is critical to good mental health for all local residents.
- Please rethink your plans as this is incredible and unviable on so many levels. Regards [redacted]

[redacted]

Sent: 24 October 2025 07:57
To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] Sealink, Pegwell Hoverport

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

I'm writing to object to National Grid using the old Pegwell Hoverport for its Sealink project.

I live ir[redacted]nd myself and my husband take walks around the old hoverport and the Nature Reserve. Thanet is quite a built up area and we have far less trees and green areas than the rest of Kent. What we do have is the beaches, the cliffs and a very unique habitat left behind after the hovercraft stopped sailing from Pegwell.

We often see kestrels in the hoverport area, and all sorts of birds. We have spotted lizards there, and kingfishers. Living in the town, we can take the short journey to Pegwell and the old hoverport and enjoy the peace and quiet, and see what nature we can spot.

Why pick this location when the compound could be built offshore?

We don't have that many green spaces that are open to the public. There's nowhere else that has all the unusual flowers and plants and birds and reptiles around here. Why risk this fragile habitat?

You're taking away a place for residents of Ramsgate and the Thanet towns to spend time in nature. Natural environments shouldn't be sacrificed when there are other options.

[redacted]

[redacted]

Sent: 23 October 2023 19:34
To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] Pegwell and minster

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

To whom it my concern,

I'm writing to object to National Grid using the old Pegwell Hoverport as a compound for the Sealink project. This is a very special area that is located right next to the Sandwich and Pegwell Bay Nature Reserve. It is itself a sensitive area for wildlife as it has been left to nature to reclaim it over many years. Kestrels and Sparrowhawks use it to nest and hunt. It is one of the last remaining strongholds for breeding Greenfinch in the area. Migrant birds use it to rest and feed before and after crossing the channel including Wryneck and Hoopoe. Kingfishers also use this site as they pass along the coast in autumn and winter. The hoverport is famous for its wild orchids that grow there, including Man, Bee and more recently rare Lizard Orchids. It also has a population of reptiles including Common Lizards, Slow worms and Grass snakes. This area is so special that it has featured in numerous wildlife films made for BBC Springwatch and BBC Countryfile over the past few years.
The idea that this area would be taken over by heavy machinery for 4 years, depriving the local population and visitors of such a tranquil place to walk around would be appalling. National Grid needs to be more sensitive where it develops it projects so that it doesn't cause damage to wildlife and the environment.

[redacted]ards

[redacted]

[redacted]

Sent: 23 October 2023 16:56
To: contact@sealink.nationalgrid.com; South East Anglia Link
Subject: [EXTERNAL] Minster Marshes and Hoverport

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Sealink and Planning Inspectorate,
I am writing to you to protest in the strongest terms about the proposed expansion of the Sealink project.
The project itself is a non-starter due to all the factors previously mentioned such as the government's own predictions that Minster Marshes will be under water by 2050 and the fact that this is a unique and heavily protected (for good reason) natural site.
Knowing this, allowing the further, senseless destruction of another part of this coastline is costly, damaging and ultimately pointless.
The damage that the Sealink project has already caused in the area is totally unacceptable when the necessary environmental impact surveys have not been carried out with any degree of competency.
I urge you to reconsider this proposal and insist that the correct procedures are followed.
Yours sincerely,
[redacted]

[redacted]

Sent: 23 October 2025 16:43
To: SEALINK
Subject: [EXTERNAL] Changes to draft order limits at Pegwell Hoverport.

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Hi

I'm writing to object to National Grid using the old Pegwell Hoverport as a compound for the Sealink project. This is a very special area that is located right next to the Sandwich and Pegwell Bay Nature Reserve. It is itself a sensitive area for wildlife as it has been left to nature to reclaim it over many years. Kestrels and Sparrowhawks use it to nest and hunt. It is one of the last remaining strongholds for breeding Greenfinch in the area. Migrant birds use it to rest and feed before and after crossing the channel including Wryneck and Hoopoe. Kingfishers also use this site as they pass along the coast in autumn and winter. The hoverport is famous for its wild orchids that grow there, including Man, Bee and more recently rare Lizard Orchids. It also has a population of reptiles including Common Lizards, Slow worms and Grass snakes. This area is so special that it has featured in numerous wildlife films made for BBC Springwatch and BBC Countryfile over the past few years.
The idea that this area would be taken over by heavy machinery for 4 years, depriving the local population and visitors of such a tranquil place to walk around would be appalling. National Grid needs to be more sensitive where it develops it projects so that it doesn't cause damage to wildlife and the environment.

Yours sincerely

[redacted]

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are not the named recipient please notify the sender immediately and
do not disclose the contents to another person or take copies.
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[redacted]

Subject: [EXTERNAL] Hoverport Consultation

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To Whom It May Concern

I have recently become aware that National Grid have made changes to their plans and now want to use the Hoverport as the main location to construct , operate and maintain the Sealink Pipeline.

To my knowledge National Grid have not carried out any environmental studies at the Hoverport and arrogantly say the construction site will have little impact on the environment,what a disgustingly arrogant attitude!
If no studies have been actioned how do National Grid know how much of an impact this construction will have !

Kent Wildlife Trust have advised National Grid that there are 2 RARE and PROTECTED species of moth and 2 Rare species of Orchid,not to mention the many birds and bats that inhabit the Hoverport area, it is a truly thriving wild open space,one of the few remaining spaces left in Thanet !
Clearly National Grid have chosen to ignore this information .

The Hoverport was constructed on a coal base and any digging underneath will result in coal deposits leaking outinto the saltmarsh which will then make its way into the streams ,again damaging the environment.
The apron around the area is already breaking up and will not be able to hold heavy machinery .

The saltmarsh is a protected area for a reason and is totally unsuitable for any construction ;any interference by heavy machinery etc will cause irreparable damage.

Although the company state that they do ,National Grid do not respect the environment and this arrogance was clearly displayed during the construction of the Nemo Link.
The Barn Owl boxes on Minster Marshes were blocked up and irreparable damage was caused to the Garage Pool in Sandwich Bay and Pegwell Bay Nature reserve. The environment has still not recovered 6 years on from completion.
\
National Grid are already damaging fields and collapsing drainage holes in the area , this is even before they have gained planning permission to commence work for the Sea Link Project,again complete arrogance!

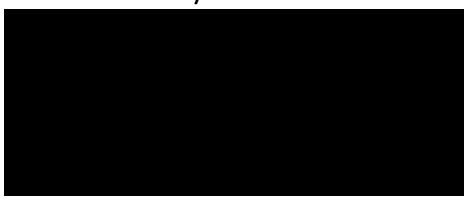
Iam all for green energy but not at such a cost ?

Surely major alterations to a plan such as stated by National Grid requires a proper and open consultation process.

To my knowledge this has not happened with local residents and businesses very much in the dark ;the "consultation" period has not been widley advertised and there are only a couple of weeks to go until 7th November, for local residents to make comments and raise concerns.

Perhaps this is National Grid's intention, for the plans to slide in through the back door without any one being made aware ??

From a very concerned resident.



[redacted]

Subject: [EXTERNAL] Hoverport Consultation

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Perhaps this is National Grid's intention, for the plans to slide in through the back door without any one being made aware ??

From a very concerned resident.



[redacted]

To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] Change Application Consultation to the Hoverport 'Pegwell Bay'

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

To whom it may concern,

I have read the consultation regarding 'Change to consultation' for Pegwell Bay Hoverport.

It may seem that by avoiding the 'Salt Marsh' area habitats and using the HOverport as an access area for works is a step in the right direction.

HOwever, I am still opposed to the whole plan. Disruption to an area 'the HOverport site', it is still an area of wildlife and used by locals and visitors for leisure and enjoying the beautiful peace and quiet of the Pegwell Bay area. A place for mental well being. To turn it into a construction site is not of benefit to our community nor the wildlife that it will uproot.

I understand the point of this is to increase the cleaner power supply we will be needing in future years. But as stated before, we should be tackling this from another angle. Newly built houses and businesses to be built in an eco friendly way eg solar panels, air/ground source heat pumps where possible. The best insultation and breathability for buildings. I don't see this happening.

We should be curbing our use of electricity not increasing it!!!

I am in opposition to any use of Pegwell Bay for such a project on the grounds of

- Destruction of the natural habitat of all wildlife in the area
- The disruption to the peace and quiet for the local community

- Disruption to an area of outstanding natural beauty that is somewhere the community and visitors enjoy for it's nature and beauty
- Disruption of the access to the area, we walk in the area, I take my [redacted]ear old Grand-daughter to the Pegwell bay area to explore and play, she asks to go there as many other children do. People walk their dogs in the area.
- There are other ways of improving the net zero race that would avoid this project and destruction/disruption to our beautiful Pegwell Bay

Yours sincerely,

[redacted]

[redacted]

Sent: 23 October 2025 14:01
To: contact; SouthEastAngliaLink; smm
Subject: [EXTERNAL] Re national grid sealink and the hoverport

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Sirs,

The consultation period is very short (one month) and hasn't been publicised. This isn't a proper consultation process.

Affected parties (local residents, landowners and businesses) have not been made aware of this consultation and they should have been

This is a significant change – they haven't made it clear in their application that they're using the hoverport as their main point of construction; meaning it will be out of action for 4+ years. This needs a proper open consultation process

The hoverport is very fragile – putting heavy machinery on it will inevitably damage the saltmarsh

The hoverport is a unique mosaic habitat which they haven't carried out any ecological surveys on

It's a special place because it's accessible to people with limited mobility – wheelchair uses can get right by the water's edge to see bird life
Thanet is very nature depleted, and this is one of the few truly wild spaces.

Access to wild space is critical to good mental health.

It is a place i visit regularly, and it should not become restricted from public use.

Faithfully

[redacted]

[redacted]

Sent: 23 October 2025 12:25
To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL] National grid sea link Kent Hoverport consultation

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Sir or Madam, I wish to respond to the above and make clear my strong objections.

- This proposal is a significant change as it means using the Hoverport for four plus years for heavy machinery and changing the access route. The consultation period you suggest of one month is totally inadequate and hasn't been publicised.
- No environmental assessment has been carried out, you blithely state that this change will have very little impact. Kent Wildlife Trust have shown that there are two very rare and protected moths on the site and two very rare orchids. There is also a wealth of birds who this area.
- The Saltmarsh at Pegwell Bay will, without doubt, be effected. It should be protected because it is a Site of Special Scientific Interest, a Special Protection Area and a RAMSAR Wetland of International Importance. The Hoverport is a wholly unsuitable location for construction traffic and any associated infrastructure which will undoubtably irreparably damage the saltmarsh and surrounding environment.
- The Hoverport concrete is already starting to break up and is built on coal deposits. It simply won't be strong and stable enough to withstand heavy machinery. It is already very fragile and any break up will leach the coal deposits into the surrounding saltmarsh with devasting effect on wildlife and the environment.
- The Hoverport will be out of bounds to locals for at least four years. This is used by many local people for recreation, dog exercising , walking, running and birdwatching. It is a uniquely beautiful and peaceful wild place which I use often. It is very important for my mental health to have an area like this on my doorstep to visit. I visit often. Open wild spaces are being eroded in Thanet and I do not want to see yet another wild open space disappear and at the same time cause so much damage to the environment, birdlife, flora and fauna.
- It is unusual that it an accessible natural wild space for e.g. wheelchair users as it is possible to get right down to the waters edge. This must be very special and important for disabled visitors.

Please take seriously these objections

Yours Faithfully,

[redacted]

Sent from my iPad

[redacted]

Sent: 23 October 2023 09:50
To: contact@sealink.nationalgrid.com
Subject: [EXTERNAL]

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

I write in response to your Change Application Consultation Document and in particular 'Change 4' - Benhall Railway Bridge.

As an interested party (Interested Part[redacted] find myself completely dumbfounded as to how NGET can have drawn up such an ill thought out proposed scheme that has very clearly not considered the implications involved in carrying out the converter stations' southern access proposal in the first place.

In order to attempt to get around the obvious error in proposal in design it now necessitates revisions that form a fudged attempt at making the ludicrous proposal work.

Please can NGET explain how they managed to previously reject a northern access route on the grounds that building a bridge over the railway would be too disruptive and complex, yet the current proposal at Benhall involves similar issues and is being presented as a minor amendment rather than a major change?

Furthermore, can NGET explain, how the traffic will be connecting from the A12 to the B1121? For safe operation of the construction of Sizewell C and EA2 / Friston sub-station there is a new roundabout being built at the junction with the B1078. Where in the plans is there an allowance for a similar traffic management system?

The proposed southern access to the converter stations is ill thought out on many counts and the disruption and reduced quality of life for those living in the wake of this further new amendment is immeasurable.

[redacted]

[redacted]

Subject: [EXTERNAL] Objection notice - Scalink - Expanded use of Hoverport site

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Sir or Madam, I wish to respond to the above and make clear my strong objections.

- This proposal is a significant change as it means using the Hoverport for four plus years for heavy machinery and changing the access route. The consultation period you suggest of one month is totally inadequate and hasn't been publicised.
- No environmental assessment has been carried out, you blithely state that this change will have very little impact. Kent Wildlife Trust have shown that there are two very rare and protected moths on the site and two very rare orchids. There is also a wealth of birds who this area.
- The Saltmarsh at Pegwell Bay will, without doubt, be effected. It should be protected because it is a Site of Special Scientific Interest, a Special Protection Area and a RAMSAR Wetland of International Importance. The Hoverport is a wholly unsuitable location for construction traffic and any associated infrastructure which will undoubtably irreparably damage the saltmarsh and surrounding environment.
- The Hoverport concrete is already starting to break up and is built on coal deposits. It simply won't be strong and stable enough to withstand heavy machinery. It is already very fragile and any break up will leach the coal deposits into the surrounding saltmarsh with devasting effect on wildlife and the environment.
- The Hoverport will be out of bounds to locals for at least four years. This is used by many local people for recreation, dog exercising , walking, running and birdwatching. It is a uniquely beautiful and peaceful wild place which I use often. It is very important for my mental health to have an area like this on my doorstep to visit. I visit often. Open wild spaces are being eroded in Thanet and I do not want to see yet another wild open space disappear and at the same time cause so much damage to the environment, birdlife, flora and fauna.
- It is unusual that it an accessible natural wild space for e.g. wheelchair users as it is possible to get right down to the waters edge. This must be very special and important for disabled visitors.

Please take seriously these objections that I am making. I am sure I am not alone.

Yours faithfully,

[redacted]

Subject: [EXTERNAL] Formal Objection to the Proposed Hoverport Site Development

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

I am writing to express my profound and absolute disagreement with your plans to use and destroy the abandoned Hoverport site as an access compound for the bay. The current proposal represents a catastrophic misjudgement of a vital ecological sanctuary and a dangerous disregard for a significant environmental hazard.

To dismiss the Hoverport site as a "derelict wasteland" is to fundamentally misunderstand its value. For four decades, nature has fought back and won, transforming this abandoned hoverport into a dynamic, living ecosystem. Located directly adjacent to the Pegwell Bay SSSI, this is a critical, breathing sanctuary for an extraordinary range of wildlife, including:

- **Rare and Protected Birds:** Kestrels, Cuckoos, ravens, wryneck and even the very rare Hoopoe find refuge here.

- **Reptiles and Mammals:** The site supports the shy slither of slow worms and lizards, along with stoats, foxes, and hedgehogs. Critically, the cliffs and their dense ivy are home to significant populations of bats.

- **Exceptional Flora:** Beyond providing vital cover and berries, the site boasts an impressive variety of plants, including a great amount of *Buddleia* that provides tons of pollen for pollinators. Cudweed, sedum and most importantly, it is a haven for orchids, including the Bee Orchid, Man Orchid, and the nationally rare Lizard Orchid.

This site, alongside the bay and marshes, is one of the most important biodiversity sites in all of Thanet. It also offers a precious, unmanaged space for the community to walk and enjoy nature.

The ecological value is only half the story. The concrete pad of the Hoverport site is not merely a surface; it is a lid on a toxic Pandora's Box of contaminated colliery waste lying beneath.

Your plan involves four years of heavy machinery, seven days a week, that will inevitably crack and break up that protective pad. This work will:

1. **Unleash Pollutants:** The mechanical disturbance will expose the contamination and move it around the site.

2. **Ensure Leaching:** Rough seas and heavy rain will then directly drag these pollutants into the adjacent Pegwell Bay.

This contamination risk is not just "large"; it is an environmental disaster in the making. I must remind you that Pegwell Bay is designated as a SSSI, Ramsar, SAC, and SPA of International Importance. Your failure to adequately address this known, catastrophic risk demonstrates an unacceptable level of neglect and carelessness.

The light pollution from the compound at night will also cause big problems for migrating birds, birds feeding at the bay and also affect the predator prey dynamics of bats and other creatures that call the Hoverport site home

Your rushed approach and clear intent to "cash in" has already been met with resistance. Thanet Council, the legal owners of this land, have already refused this proposal—a decision largely driven by overwhelming public pressure to protect the site. Your efforts to push this forward despite this clear rejection further highlight a disregard for both local democracy and public sentiment.

While I fully support the move to Net Zero as the only viable future, carelessly bulldozing irreplaceable, protected habitats and risking an international environmental contamination is not the way to achieve it. It is a short-sighted, destructive path that is completely at odds with sustainable development.

I strongly disagree with your reckless desire to cause irreversible damage to this all-important place. I demand that you abandon this plan immediately and fundamentally rethink your strategy from day one. Leave this vital sanctuary alone.



[redacted]

Subject: [redacted] Construction

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To whom it may concern,

I am writing to formally object to the recently proposed change to your plans regarding the use of former hoverport as the core location for the construction, operation, and maintenance of the Sea Link pipeline in Kent.

While you describe this as a "small change," the relocation of core construction activities to the hoverport site is a significant revision that warrants a full, transparent, and public consultation, which has not been provided.

1. Inadequate Consultation Process

The current one-month consultation period, which ends on November 7th, is wholly insufficient for a change of this magnitude and has been inadequately publicised.
Understated Significance: Your application fails to clearly communicate that the hoverport will be effectively out of action for four or more years, impacting local community access and land use.
Lack of Outreach: Key affected parties, including local residents and businesses, have not been sufficiently informed, making this an improper consultation process.

2. Environmental Damage to a Unique Mosaic Habitat

My primary concern is the potential for irreparable damage to a critical and unique local habitat. The hoverport is a unique mosaic habitat that serves as one of the few truly wild, accessible open spaces in nature-depleted Thanet.
Absence of Surveys: It is appalling that National Grid has proceeded with this proposed change without carrying out any environmental surveys of the hoverport site itself.
Known Species at Risk: This habitat is known to support rare and protected species, including two rare species of moth, at least two rare species of orchid, as well as significant bat and bird populations. Proceeding without a full ecological assessment demonstrates a profound lack of respect for environmental protection.
Protection of Adjoining Saltmarsh: The proposed use of the hoverport—a site adjacent to a Site of Special Scientific Interest (SSSI), Special Protection Area (SPA), and Ramsar Wetland—reinforces the view that this entire area is unsuitable for heavy industrial infrastructure construction. The use of heavy

machinery on the fragile hoverport apron will inevitably increase the risk of damaging the protected saltmarsh.

3. Structural and Contamination Risks

Furthermore, the change documents fail to address critical structural and contamination risks associated with the site:
Structural Integrity: The hoverport apron is known to be breaking up and is not structurally capable of sustaining the weight and activity of heavy construction machinery without causing instability and damage to surrounding land.
Contamination Risk: There is a significant risk that digging under the hoverport, which is built on coal deposits, will cause these deposits to leach into the adjacent protected saltmarsh, causing long-term environmental disaster.

In conclusion, National Grid's proposal is fundamentally flawed due to a cavalier approach to protected habitats and a wholly inadequate public consultation process. I urge you to withdraw this proposed change and engage in a proper, open, and transparent process that fully assesses the environmental impact before any further action is taken.

I formally object to the use of the former hoverport for the Sea Link development.

[redacted]

[redacted]

Importance: High

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Dear Sir or Madam, I wish to respond to the above and make clear my strong objections.

- This proposal is a significant change as it means using the Hoverport for four plus years for heavy machinery and changing the access route. The consultation period you suggest of one month is totally inadequate and hasn't been publicised.
- No environmental assessment has been carried out, you blithely state that this change will have very little impact. Kent Wildlife Trust have shown that there are two very rare and protected moths on the site and two very rare orchids. There is also a wealth of birds who this area.
- The Saltmarsh at Pegwell Bay will, without doubt, be effected. It should be protected because it is a Site of Special Scientific Interest, a Special Protection Area and a RAMSAR Wetland of International Importance. The Hoverport is a wholly unsuitable location for construction traffic and any associated infrastructure which will undoubtably irreparably damage the saltmarsh and surrounding environment.
- The Hoverport concrete is already starting to break up and is built on coal deposits. It simply won't be strong and stable enough to withstand heavy machinery. It is already very fragile and any break up will leach the coal deposits into the surrounding saltmarsh with devasting effect on wildlife and the environment.
- The Hoverport will be out of bounds to locals for at least four years. This is used by many local people for recreation, dog exercising , walking, running and birdwatching. It is a uniquely beautiful and peaceful wild place which I use often. It is very important for my mental health to have an area like this on my doorstep to visit. I visit often. Open wild spaces are being eroded in Thanet and I do not want to see yet another wild open space disappear and at the same time cause so much damage to the environment, birdlife, flora and fauna.
- It is unusual that it an accessible natural wild space for e.g. wheelchair users as it is possible to get right down to the waters edge. This must be very special and important for disabled visitors.

Please take seriously these objections that I am making. I am sure I am not alone.

[redacted]

[redacted]

Sent: 22 October 2025 17:40
To: Contact Sealink
Subject: [EXTERNAL] Hoverport

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Purely by chance I learned of the consultation to make a slight change to avoid vehicles driving on the salt marsh habitat and use the Hoverport instead. You gave a deadline of 7th November 2025. Speaking to people in the area, not many are aware of the consultation and, in fact, local businesses and land owners have not been made aware of the consultation. What people are very aware of is the refusal of the District Council to let you use the Hoverport, so, unsurprisingly, no one is happy - including me.

The slight change you are proposing is not slight at all when you consider you propose to use the Hoverport as the main point of construction. It will be out of use by the public for four plus years. You are not conducting a proper consultation and you should.

The Hoverport is of a fragile construction, so putting heavy machinery on it will damage it and the saltmarsh on which it perches. It contains a unique habitat - not that you would know as you have not undertaken an ecological survey. The Hoverport is also special because it allows people with limited mobility to access a place where they can observe the rich and varied bird life. The Hoverport is very special to the people of Thanet. Thanet is nature depleted and the Hoverport is one of the truly wild spaces.

[redacted]

[redacted]

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To: Sea Link Project Team

Please find below my response to the consultation on the proposed Change of Order Limits relating to the Benhall Railway Bridge (Change 4), published 7 October 2025.

As a resident of Benhall I am deeply concerned about the timing, scope, and implications of these late-stage proposals. The consultation has been poorly publicised, and many fellow residents in Benhall are only now learning about these plans, despite never having had the opportunity to register as Interested Parties during the original DCO process. This shows a fundamental lack of respect for the most impacted parties and a denial of meaningful public participation.

The proposals, whether for a temporary mini-bridge, semi-permanent overbridge, or permanent strengthening, represent significant infrastructure works with serious consequences for road users, rail services, and nearby communities. The bridge is located on a bend and slope, near to Whitearch Park, Shotts Meadow, and a primary school route, and close to several difficult junctions on the B1121. These complexities have been consistently downplayed, and the consultation materials offer little technical detail or clarity on mitigation.

Each of the three options presents serious challenges:

Option 1 would require repeated road closures, potentially dozens of times, causing cumulative disruption.

Option 2 would involve months of noisy construction and full road closures, with no mention of a footbridge to maintain access for pedestrians, cyclists, or wheelchair users.

Option 3 could block the entrance to Whitearch Park entirely, requiring a new access route and offering no safe provision for vulnerable road users.

In addition to road disruption, any overbridge installation or AIL movement would likely require restrictions on the railway line beneath, posing further risks to public transport and freight access, including rail upgrades linked to Sizewell C. These impacts have not been fully addressed.

This situation also highlights a deeper flaw in the Sea Link project's access strategy. The Saxmundham converter station site was always going to require complex logistics, yet National Grid chose to build the western access route and a large bridge over the River Fromus without resolving how AILs would cross the Benhall Railway Bridge. The bridge's reduced weight limit has been known from the outset, yet no proper surveys or mitigation plans were presented until now. This reactive approach undermines confidence in the project's planning integrity and raises serious questions about the adequacy of the original application.

It is also important to note that National Grid previously ruled out the Northern Access route in favour of the Western route, citing the engineering complexity of building a bridge(s) over the railway line and the disruption it would cause to residential properties at Oak Close. In your own words from the July 2024 Project Update:

“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.”

Yet now, similar bridge-related works are being proposed at Benhall, framed as a non-material change. This contradiction undermines the credibility of the change classification and demands scrutiny.

Taken together, these issues point to a fundamental problem: the Saxmundham converter station site was wrongly chosen. The cumulative access challenges, engineering complexity, and disruption to local communities make it clear that this location is not fit for purpose. National Grid should not be attempting to retrofit solutions to a flawed site selection. Instead, it must re-evaluate the entire Sea Link project and consider alternative locations that are genuinely viable, safe, and less harmful to surrounding communities.

I therefore urge National Grid to:

Extend the consultation period and provide detailed, accessible information on all three proposed options.
Ensure all affected residents, including those previously excluded from the DCO process, are formally recognised and consulted.
Provide clear assessments of traffic, rail, and community impact, including emergency access and safe routes for non-motorised users.
Justify the classification of this change as non-material given its scale, disruption, and inconsistency with earlier planning decisions.
Reassess the suitability of the Saxmundham converter station site and consider alternative locations as part of a broader



[redacted]

Subject: [EXTERNAL] Objection to Use of Hoverport for Sea Link Construction

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Dear Sea Link Team,

I am writing to express my strong objection to the proposal to use the hoverport for the construction, operation, and maintenance of the Sea Link pipeline. I urge National Grid to stop and reconsider this plan.

This proposal represents a significant change from the original application, which stated that the hoverport would only be used for maintenance once the cable was built. Using it as a main construction base is not a small alteration — it is a major shift that requires a full, transparent consultation process.

The consultation period itself is very short and has not been properly publicised, meaning many local residents and affected parties have not been made aware or given a fair opportunity to respond.

The hoverport is a fragile and unique mosaic habitat that supports important wildlife and saltmarsh ecology. No proper ecological assessments appear to have been conducted to understand the damage that heavy construction traffic and machinery will cause.

It is also an area valued by the local community for its accessibility and tranquillity. It provides one of the few places where people with limited mobility can experience nature and birdlife up close. Thanet already suffers from a lack of natural, wild spaces, and the loss or disruption of this one would be deeply harmful to both wildlife and community wellbeing.

For these reasons, I ask that National Grid withdraw this proposal and instead engage in a proper, open consultation process that genuinely considers environmental, community, and accessibility impacts.

Yours sincerely,

[redacted]

Sent from Outlook for Android

[redacted]

Subject: [EXTERNAL] Objection to Sea Link Proposal – Destruction of Vital Wildlife Habitat at the Hoverport

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Sea Link Consultation Team,

I am writing to express my strong objection to the proposal to use the Hoverport as a construction site for the Sea Link project. I am deeply dismayed by this plan, which represents a *fundamental and damaging change* from your previous commitments.

In your DCO application, you stated that the Hoverport would only be used for maintenance **after** construction was completed. Now, it appears you intend to use it as a *primary construction site* — a complete reversal that will devastate a fragile and ecologically vital area.

This consultation has been poorly publicised and allows only a month for responses, leaving local residents and businesses unaware of a decision that will have profound and lasting consequences for our environment and community.

The Hoverport is not an expendable patch of land — it is a unique mosaic habitat that supports a rich diversity of wildlife. It provides one of the few accessible wild spaces in Thanet, where people, including wheelchair users, can experience nature up close. Placing heavy machinery and construction equipment on this delicate saltmarsh will cause irreversible damage.

Residents live very close to the Hoverport and use this area daily for walking, cycling, and dog walking. It is a peaceful, natural route that offers rare access to open wild space — something that is already severely lacking locally. Its loss would significantly affect quality of life and wellbeing for those who rely on it for recreation and connection to nature.

There is also a local business situated on the cliff above, near the Viking Ship, which benefits from visitors who stop for a drink before or after walking along the seafront. The impact on this business, and others dependent on local tourism and recreation, cannot be overlooked.

Thanet is already severely nature-depleted, and the loss of this space would be another blow to both wildlife and local people. Access to wild spaces like this is essential not only for biodiversity but also for the wellbeing and mental health of the community.

I urge National Grid to *rethink this plan*, carry out proper ecological surveys, and reopen a transparent and fully accessible consultation process.

Please reconsider this destructive change and protect this vital area for both wildlife and people.

Sincerely

[redacted]

[redacted]

Subject: EXTERNAL, Hoverport

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Sir / Madam

I am writing this email to show my concern that you are hoping to use the former Hoverport at Pegwell Bay during the building process of the Converter Station on Minster Marshes. Which I also am opposing. Over the years the Hoverport has rewilded and has been used by numerous breeds of birds including Peregrine falcons, Herons and wading sea birds. We often go to the Hoverport to escape the increasingly houses built in Thanet .so we can enjoy the wild spaces of the rewilded Hoverport. I have seen Lizard Orchids and Bee Orchids growing on the Hoverport site. It is a piece of wild land which we need to preserve.

The hoverport is breaking up and the surface of the hoverport is now very fragile. Putting heavy vehicles on it will increase the escape of the Coal which has been buried underneath.

Thanet is a really nature depleted area and we need to fight for every piece of green site that is left. For our wildlife and our mental health. It is also assessable to wheelchair uses, so this is an important consideration too. As a wheelchair user can get right up to the waters edge, without being stuck in sandy mud.

I'm also concerned that using the former Hoverport will damage the fragile saltmarsh. With run off from the construction storage site and vehicle movement ,the breaking up of the ports surface and disused coal waste escaping, all have the potential of polluting the Bay.

The Hoverport is home to numerous birds, animals and plants and full ecological surveys should be carried out before it is touched.

Please send me a receipt acknowledging receiving my email.

Kind regards,

[redacted]

Sent from Outlook for Android

[redacted]

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

To the National Grid
I oppose the the extra grab of land at Sandwhich hover port for the proposed grid at Minster marshes . This port is in poor condition, the concrete is breaking apart and is built on coal slurry , actual proper surveys have not been carried out by the grid and a change of planning at a last minute once again shows a total inappropriate understanding of proper planning . The port is of scientific interest and right next door to a national trust site . The damage to wild life and tourism is ten fold as the area is being built apon already with housing . There are several points I want also to list below which are matters of concern , the majority of Thanet to do want this project , we don't even want the housing which in turn will cause a increase in surface water flooding areas . The points are listed as follows

Hoverport consultation open until 7th November

National Grid now want to use the hoverport to construct, operate and maintain their Sea Link pipeline. They've said this is a small change to their previous proposals but it isn't. Taking the hoverport to build their cable is a fundamental change to their plans - they previously said they only wanted the hoverport for maintenance once the cable was constructed.
• The consultation period is very short (one month) and hasn't been publicised • Affected parties (local residents and businesses) have not been made aware of this consultation and they should have been • This is a significant change – they haven't made it clear in their application that they're using the hoverport as their main point of construction; meaning it will be out of action for 4+ years. This needs a proper open consultation process • The hoverport is very fragile – putting heavy machinery on it will inevitably damage the saltmarsh • The hoverport is a unique mosaic habitat which they haven't carried out any ecological surveys on • It's a special place because it's accessible to people with limited mobility – wheelchair uses can get right by the water's edge to see bird life • Thanet is very nature depleted, and this is one of the few truly wild spaces. Access to wild space is critical to good for the community, we now have practically none left .

[redacted]

[redacted]

Subject: [redacted] EXTERNAL] Pegwell Bay former Hoverport site.

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Dear Sir / Madam

I am writing this email to show my concern that you are hoping to use the former Hoverport at Pegwell Bay during the building process of the Converter Station on Minster Marshes. Which I also am opposing.

Over the years the Hoverport has rewilded and has been used by numerous breeds of birds including Peregrine falcons,Herons and wading sea birds. We often go to the Hoverport to escape the increasingly built on Thanet and enjoy the wild spaces of the rewilded Hoverport. We have seen Lizzard Orchids and Bee Orchids growing on the Hoverport site. It is a precious piece of wild land which we need to preserve.

The hoverport is breaking up and the surface of the hoverport is now very fragile. Putting heavy vehicles on it will increase the escape of the Coal which has been buried underneath, (the waste from local mining).

Thanet is a really nature depleted area and we need to fight for every piece of green site that is left. For our wildlife and our mental health. It is also assessable to wheelchair uses, so this is an important consideration too. As a wheelchair user can get right up to the waters edge, without being stuck in sandy mud.

I'm also concerned that using the former Hoverport will damage the fragile saltmarsh. With run off from the construction storage site and vehicle movement ,the breaking up of the ports surface and disused coal waste escaping,all have the potential of polluting the Bay.

The Hoverport is home to numerous birds, animals and plants and full ecological surveys should be carried out before it is touched.

Please send me a receipt acknowledging receiving my email.

Kind regards

[redacted]

Sent from Outlook for Android

[redacted]

Subject: EXTERNAL, Exth of Sealink to the Hoverport

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

I strongly object to this.

The convertor station would be better sited at Dover to avoid the wilful destruction of the natural habitat at Peg well Bay and Minster Marshes.

You are supposedly looking for a cost effective solution but then wasting money by not listening and considering the solutions proposed by Joe Public.

Please add this objection and suggestion to which ever file is appropriate.

[redacted]

[redacted]

Subject: EXTERNAL] Pegwell Bay / Minster Marshes

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

I am actually horrified that you have not only extended expectations at Pegwell Bay, but have not informed any locals in this area.

Trodden on by conglomerate of share holders who clearly have no idea whatsoever of the devastation to the wildlife and more. This area is totally unsuitable. How dare you. Minster Marshes is precious. Its a Marsh!!!!!!! You are going to destroy the ecology of years, many, many years.

Utterly disgusted

[redacted]

[redacted]

Subject: EXTERNAL] Sea Link Change of Order Limits Consultation

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Change 4 - Benhall Railway Bridge, Suffolk

We respond to your consultation as follows.

You include this change as though it's minor, having little effect on either very local residents or those of us who live further afield. You haven't widely advertised the fact that you're making this change to your application suggesting duplicity. You hadn't specifically informed Benhall residents at all. How can they now participate as Interested Parties in the Planning Inspectorates examination of your DCO? You've known about the weight limit of the bridge from the start of the Sea Link project so why are you only now advising that you need a Change of Order Limit? The change ought to have been included in your original application for a DCO. Your behaviour and attitude towards those of us affected by Sea Link is deplorable and contemptuous.

All three possible changes you describe will create significantly lengthy periods of disruption, particularly to those who live in Benhall and to everyone who uses the junction of the B1121 and the A12 as we do. Any of your potential changes will mean long road closures while work is undertaken on the bridge. Your additional land grab will have a significant detrimental effect on nearby local residents or those staying at Whitearch Park bringing the nuisances of your work closer to them. All of your changes will create significant long term noise to the detriment of everyone nearby.

The junction provides access to Benhall Church and other parts of the village on the west side of the A12 as well as being part of a cycle route between Ipswich and Southwold. The junction is difficult to manage at the best of times by motor vehicle, cycle, on foot or wheelchair. Any work you do will have a detrimental effect on motorists, cyclists and pedestrians, likely at times in all scenarios to prevent access to the junction. You make no safe provision for those not in a motor vehicle. Contemptuous.

Whatever you do regarding the bridge will cause disruption on the railway, possibly interfering with Sizewell C upgrades or their use of the railway to deliver materials to the site. It will also disrupt passenger travel. Contemptuous.

Why did you reject a northern access route for Sealink on the grounds that bridge building over the railway would be too disruptive and complex when you now wish to include this similar change treating it as minor? Contemptuous treatment of us all.

This is not a minor change to your DCO. It should have been included in your original application and ought to be examined in the same way.

[redacted]

[redacted]

Subject: [EXTERNAL] Concerns regarding Sea Link Hoverport Change Proposal

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Sea Link consultation team and Planning Inspectorate,

I am writing to express my deep concern about National Grid's proposed change to use the former hoverport site at Minster Marshes as the main construction and maintenance base for the Sea Link project.

This area is an ecologically sensitive and legally protected landscape, designated as a Site of Special Scientific Interest, Special Protection Area, and Ramsar Wetland. The hoverport itself has become a valuable mosaic habitat supporting rare species of moths, orchids, bats, and numerous birds. It is also one of the few remaining wild open spaces in Thanet, much loved and used by the local community.

From what I have read, no proper environmental surveys have been carried out to assess the impacts of this proposal. It is very difficult to see how a project of this scale could take place on fragile land without causing lasting damage. The fact that the consultation period is so short, and has not been widely publicised, is also very concerning. Local residents and landowners should have been properly informed and given adequate time to respond.

I urge the Planning Inspectorate to require a full, transparent environmental assessment and a proper public consultation before any decisions are made. The hoverport and surrounding marshes are unique, and we cannot afford to lose them through rushed or incomplete planning.

Thank you for considering my views.

[redacted]

[redacted]

Subject: EXTERNAL]

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

I write to voice my objection to proposed construction on the former hoverport site.

My concerns include:

- The consultation period is very short (one month) and hasn't been publicised
- Affected parties (local residents and businesses) have not been made aware of this consultation and they should have been
- This is a significant change to original plan – it is not made it clear the site will be out of action for 4+ years. This needs a proper open consultation process
- The hoverport is very fragile – putting heavy machinery on it will likely damage the saltmarsh
- The hoverport is a unique mosaic habitat which i do not believe sufficient ecological surverys have been conducted
- It's a special place because it's accessible to people with limited mobility – wheelchair uses can get right by the water's edge to see bird life
- Thanet is very nature depleted, and this is one of the few truly wild spaces. Access to wild space is critical to good mental health.

Yours faithfully

[redacted]

[redacted]

Subject: [EXTERNAL] Save the Marshes at Pegwell Bay and the Hoverport

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

I want to bring your attention to my objection as a resident o[redacted]o the use of the reclaimed hoverport.

The hoverport is one of the few truly wild places left in Thanet — a rare refuge in an increasingly nature-depleted area. Access to such wild spaces is vital for people's mental health and wellbeing. It's also one of the few coastal areas that can be easily reached by people with limited mobility, allowing wheelchair users to get right to the water's edge and enjoy the birdlife.

Yet this fragile and unique mosaic habitat is under threat. There has not been any ecological surveys of the hoverport, despite its environmental importance. The plan to use it as the main construction base — something not made clear in the application — would put it out of action for more than four years.

Heavy machinery on such sensitive ground would inevitably damage the saltmarsh. This is a major change that demands full transparency and a proper public consultation process.

This is a protected area and should remain so without disruption ad infinitum.

Regards

[redacted]

[redacted]

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I write to voice my objection to proposed construction on the former hoverport site.

My concerns include:

- The consultation period is very short (one month) and hasn't been publicised
- Affected parties (local residents and businesses) have not been made aware of this consultation and they should have been
- This is a significant change to original plan – it is not made it clear the site will be out of action for 4+ years. This needs a proper open consultation process
- The hoverport is very fragile – putting heavy machinery on it will likely damage the saltmarsh
- The hoverport is a unique mosaic habitat which i do not believe sufficient ecological surverys have been conducted
- It's a special place because it's accessible to people with limited mobility – wheelchair uses can get right by the water's edge to see bird life
- Thanet is very nature depleted, and this is one of the few truly wild spaces. Access to wild space is critical to good mental health.

Yours faithfully

[redacted]

[redacted]

Cc: South East Anglia Link
Subject: [EXTERNAL] Change of Order Limits relating to the Benhall Railway Bridge

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

Dear Sir/Madam,

As a resident [redacted] I am deeply concerned about this late-stage proposal.

We as residents have only just been informed of what would be a massive impact to our community; residents' homes being affected, road access bloc[redacted]pacted, and many safety implications not even considered. My neighbours [redacted] ave never been contacted or consulted or given the opportunity to register as In[redacted]ng the original DCO process. You have displayed no transparency or regard for our community to be fairly informed or listened to. I find this a disgrace and a manipulation of the planning process by your corporate multinational greed, all at the expense of us ordinary local folk under the disguise of Net Zero.

You must be well aware that bridge option 1 would require repeated road closures, potentially dozens of times, causing cumulative disruption.
Bridge option 2 would involve months of noisy construction and full road closures, with no mention of a footbridge to maintain access for pedestrians, cyclists, or wheelchair users. Bridge option 3 blocking the entrance to Whitearch Park entirely, requiring a new access route and offering no safe provision for vulnerable road users. How can such an impact on a community be referred to as a 'non-material change'.

And what happens when there is an emergency situation, as the converter station fires at Heathrow and Maide Vale – if you remove a temporary bridge there would be no access for fire tenders! Your proposed solutions to your problems must be deemed unsafe.

This whole project of placing a converter station, (with the p total of 4 converter stations on this site), right within the heart of a community is ludicrous.

You are sneaking these changes through to trojan horse the way forward for the remaining converter stations, which are sitting and waiting patiently to drop their plans on our community once you have done the scouting and dirty work in obtaining planning approval.

The Saxmundham converter station site has been wrongly chosen. The cumulative access challenges, engineering complexity, and disruption to local communities make it clear that this location is not fit for purpose. National Grid should not be attempting to retrofit solutions to a flawed

site selection. Instead, it must re-evaluate the entire Sea Link project and consider alternative locations that are genuinely viable, safe, and less harmful to surrounding communities.

I urge National Grid to extend the consultation period and provide detailed, accessible information on all three proposed options.
National Grid must ensure all affected residents, including those previously excluded from the DCO process, are formally recognised and consulted.
Clear assessments of traffic, rail, and community impact, including emergency access and safe routes for non-motorised users must be made.
National Grid must justify the classification of this change as non-material given its scale, disruption, and inconsistency with earlier planning decisions.
The Saxmundham converter station site should be reassessed and alternative locations considered as part of the Sea Link project.

Regards [redacted]

[redacted]

Subject: [redacted]

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I do not consider 1 month an adequate consulation period for the proposed changed nor havd these changes been properly-widely-reasonably publicised. As a stakeholder affected by the proposals, I feel deliberately blocked from bing able to cknsider and comment constructively.

The information that I can glean in a very unclear report is that you intend the hoverport as the main point of construction causing years of [redacted] to day to day ops and threatening the unique habitat of the hovercraft site. A[redacted]m specifically affected as its my only point of access by wheelchair to the water's edge.

Where are the eco surveys on this habitat that you have undertaken?

We need protect-cherish this unique wild area both as an essential haven for nature but also as a unique reason to attract visitors to this beautiful coastline.

[redacted]

Cliffsend, Kent

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For the attention of Sealink - National Grid

We are astounded that you have plans to compulsory purchase the above site.

Since the hoverport closed in 1987 nature has taken over the whole area.
The saltmarsh at the site is dynamic in everyway and is a protected place and we must say is totally not suitable for your proposals which will considerably destroy the saltmarsh.

The area is one of very few wild open spaces in Thanet. So many species of wildlife are thriving in the area, once there environment is destroyed they will not return.

There are coal spoils under the hoverport site, and digging under the site is out of the question as this will leak into the saltmarsh. The apron is already breaking up as us locals know and cannot sustain the weight of heavy machinery.

This open space is not only loved by us locals, but visitors to the bay, dog walkers and bird watchers etc. It's easy access, is ideal for people with mobility issues and those in wheelchairs are able to be near the water to see the bird life.

You will just ruin it all for everyone.

s

[redacted]

[redacted]

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Sent from my iPhone

To whom it may concern ,

The development and use of the hoverport is not acceptable due to the following reasons .
The consultation period is very short (one month) and hasn't been publicised • Affected parties (local residents and businesses) have not been made aware of this consultation and they should have been • This is a significant change – it has not been made clear in the application that you are using the hoverport as your main point of construction; meaning it will be out of action for 4+ years. This needs a proper open consultation process • The hoverport is very fragile – putting heavy machinery on it will inevitably damage the saltmarsh • The hoverport is a unique mosaic habitat which you haven't carried out any ecological surveys on • It's a special place because it's accessible to people with limited mobility – wheelchair users can get right by the water's edge to see bird life • Thanet is very nature depleted, and this is one of the few truly wild spaces. Access to wild space is critical to good mental health.
This would all be taken away . This is not acceptable .

Regards,

[redacted]

[redacted]

Subject: [EXTERNAL] Proposal to purchase & use Cliffsend/Pegwell Hoverport for Sealink

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To Sealink/National Grid

I am extremely disturbed to read the new proposal to use the hoverport for Sealink.
It seems that all our local concerns & explanations of the importance of this site to locals, to wild life, to rare orchids, to rare moths, kingfishers, bats, kestrels, peregrines. over wintering wading birds, migrating passerines on their twice yearly migration route has all completely been ignored, mis-understood or over looked.
This diverse mosaic site is a treasured haven for wild life.
With the continued loss of green space in Thanet due to housing developments, our coast & particularly the hoverport & Pegwell Bay has been under severe pressure from intense & varied human activities. Those of us who care for wild life in the area are constantly negotiating with dog walkers, paddle boarders, sea kite users, bird spotters, families etc to balance their needs for recreation space with the needs of wildlife to be un disturbed.
This site is & remains extremely essential as a wild life nature reserve with its crucial role and buffer for the salt marsh.
Please change the plans. Stop Sealink, it is not wanted on this coast.

[redacted]

[redacted]

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[redacted]

I am emailing to strongly object to National Grid proposing to take over the Old Rewilded Hoverport site for their proposed Sealink plans! This proposed Sealink project is continuing to get worse for the public and our wildlife, and it hasn't been approved yet! Thanet District Council realises how vital and precious the old rewilded hoverport site is and has already strongly objected to it being used! National Grid did not do its research work well enough; otherwise, they would also have realised what an important area this is! The Old rewilded Hoverport site is a lovely area, which I use and also so many other people use as a place to get away from the everyday stresses and strains of life.
To have somewhere you can go to enjoy Nature, Wildlife, and all the special flora and fauna that exist in this area is a real treasure! If National Grid had properly researched and studied this area, they would have known about the Saltmarsh not staying totally static! They would be aware that rare plant life exists in this area, that people value it for recreation, and that wildlife use the area and live here too. Where are the surveys of this area? To me, this just reinforces what I feel about this proposed Sealink project being planned for the easiest, cheapest option, with no real regard to what they will be destroying in the process! (This route option now, will probably not be the most affordable/easiest option either!)

The Nemo link caused irreversible damage when that was installed. The old Hoverport site is a unique fragile habitat that will no doubt be irreversibly damaged if National Grid is allowed to use it for their heavy equipment and vehicles, and precious Saltmarsh will be damaged.

The old Hoverport site is also easily accessible by people with limited mobility and wheelchair users, one of the very few truly wild spaces that they can access. This area being denied to this group of people, amongst others, will seriously have a detrimental and harmful effect on people's sense of well-being and mental health.

National Grid wanting to take over the Old rewilded Hoverport site at this stage, I state it is very unfair and underhand! They have had years to survey and properly study the area, but it is only now mentioned at this late stage! I therefore feel that this whole process has been flawed and is not a fair consultation at all! We only have a very short time frame to raise our concerns and objections about this and to try to make the general public aware of this. National Grid is trying to get this through in a very underhanded way without the public's knowledge!

Has National Grid considered the detrimental effects it will have on the local businesses? The Viking ship cafe, The Nord cafe, to name just a couple. and the tourism to the area, many people come to look at the Hugin Viking Ship and to Bird watch etc... the impacts of the noise, pollution and disturbances has not been mentioned, but also must be considered.

I have always stated that the proposed Sealink project is being put in the wrong place for so many reasons that should not be ignored, and this just continues to reinforce my views.



[redacted]

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Dear Sirs

I am utterly appalled at the suggestions made in this document.
To expect a reasonable consultation when the time-scale for consultation is only one month is both arrogant and short-sighted, and does not represent a reasonable Consulatation Process.
This is especially worrying, as it seems that this proposed change has not been publicised, and many people who may have an opinion are therefore excluded from responding as they are totally unaware of the change.

I can see nothing in the document which indicates that a proper environmental assessment has been made. To my knowledge there are several rare species which inhabit this area which are likely to be disturbed detrimentally.

Anybody with an ounce of common sense who has visited the site would be aware that the Hoverport itself is fragile and that the use of heavy equipment is likely to further damage the surface.

If you have at last recognised that protection of the saltmarsh is in line with "national and local planning policies", perhaps you should review the national and international protection afforded to the whole of Pegwell Bay (including the inter-tidal area) as a Site of Special Scientific Interest (SSSI), a Ramsar site, a Special Area of Conservation (SAC), a Special Protection Area (SPA), part of the North East Kent Protected Area (NEKMPA), a National Nature Reserve (NNR), part of the Thanet Coast Marine Conservation Zone.
The site could not be more protected, and yet you seem to be able to ride rough-shod over all of this to meet your objectives!!!!

I have no doubt that this note will be ignored along with all the protection detailed above

[redacted]

[redacted]

Subject: EXTERNAL: Re: FDE 45D457 Sealink Project (Thanet/ Minster Marshes)

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

To whom it may concern,

I am writing to raise a number of concerns about the current consultation process for the proposed works at the hoverport in Cliffsend, Thanet.

Firstly, the consultation period is extremely short and has been poorly publicised which suggests that the process is neither proper nor transparent. In my view, affected stakeholders have not been made aware as they should have been.

From a nature perspective, Thanet is already very depleted, and the hoverport represents one of the few truly wild spaces left in the area. Access to wild spaces is critical to support mental wellbeing. This site is particularly important because it is accessible to people with limited mobility; wheelchair users can reach the water's edge and observe bird life.

Despite the hoverport itself being a unique habitat, no ecological surveys appear to have been carried out. The fragility of the site is a concern and the use of heavy machinery risks inevitable damage to the saltmarsh.

The latest proposal represents a significant change, particularly if the hoverport is to be used as the main point of construction for over four years. The application lacks the required detail in this regard.

Given the importance of this site and the potential impact of the proposed works, I urge you to extend the consultation period, ensure adequate publicity, and conduct thorough ecological assessments before proceeding further.

Yours faithfully,

[redacted]

[redacted]

Subject: [EXTERNAL] Concerns Regarding Consultation Process and Environmental Impact Minster Marshes

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Dear Sealink Consultation Team,
I am writing to raise concerns about the current consultation process for the proposed development on Minster Marshes.
The consultation period is extremely short—just one month—and has not been publicised. Has everyone who needs to be informed been notified?

While significant change can be positive, key issues would likely have been identified earlier had an ecological survey been conducted. I am not convinced this proposal addresses the fundamental concerns of building within a Site of Special Scientific Interest, a Special Protection Area, and a Ramsar Wetland of International Importance. In fact, it appears to introduce new extended issues.

I understand the hoverport is now intended as the main construction site, which would render it unusable for at least four years. This is a major impact that warrants a transparent and inclusive consultation process.
The hoverport is also a fragile and ecologically important site. A full ecological survey is essential before any development proceeds.

Thanet has very limited natural space remaining. Preserving access to wild areas is essential for biodiversity and for the mental well-being of the community. Many, including myself, rely on this space as a rare escape from urban life. Removing it would be devastating not only for the environment but for all that use it and future generations.
I urge you to extend the consultation period, publicise it widely, and carry out full and proper environmental assessments.

Sincerely,
[redacted]

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[redacted]

Subject: [EXTERNAL] Proposal to change works/areas at the Hoverport at Sandwich Bay for the Sealink project

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National Grid people,

I am writing to you to compline and object to your latest proposals to use the old hoverport site at Sandwich Bay as a construction, operational and maintenance site for the "Sealink" project pipeline and to the changes you are currently making to your plans.

1. The timeline to object to these changes is wholly inadequate giving just a few weeks' notice, with very little information provide.
2. The hoverport apron is home to various rare species, including moths and plants. Your plans are lacking in the necessary environmental impact studies required by law, any disturbance of the fragile nature of the hoverport apron will only cause damage to the adjacent salt marsh.
3. To extend the area of the apron out into the marsh will cause pollution, possibly from the exposure of the coal dust waste that was used in the foundations. This is going to contaminate the feeding grounds of all the various species that feed on the marsh including migratory bird birds, with the Bay an essential stop over feeding area for many red listed species'
4. To lose this important recreational area for over 4 years will cause great distress and mental agony not only to myself but to the people of Thanet and the wider nature loving public.
5. The access to site is restricted with the roads into the site not able to support the amount of heavy traffic foreseen.

Please take note of these points

[redacted]

PS This whole Sealink project is coming ashore at the wrong place! Sandwich Bay is still recovering from the effects of the Nemo project!!! Give the area a chance to recover instead of destroying the area again.

[redacted]

Subject: EXTERNAL] National Grid's Non-Existent "Hoverport consultation and Unsuitable Planning Application for the Sea link pipeline

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Hello
I am writing to express my very deep concern (again) regarding the National Grid Planning Application to destroy our beautiful Minster Marshes and surrounding areas with their pipeline, converter station and now, their proposed construction site

Their "small" change of plan, to use the old hoverport site has been a surprise to most locals, as there has been NO consultation and is most certainly not a small change. People apparently only have one month to now respond. They are already damaging fields and the area with their cavalier attitude to site surveying on the marsh and farmland when they don't have planning permission yet

How do they know that using the hoverport site will not have any environmental impact when they have not carried out any surveys?. Have they even been there? Please let us tell you that the area is abundant with local wildlife and home to rare species of orchid and moth. Curlews are often seen in the shallows (right next to the saltmarsh) It is a beautiful area with a thriving café community on the cliff top.
The hoverport site is also very fragile and how can they guarantee that no damage will be done with their heavy machinery. They have a very poor record of correcting any damage they have previously caused. This has been documented many times previously.

Please, please reconsider this whole proposal. We need our green spaces. Once they are destroyed, they can never be replaced

[redacted]

[redacted]

Subject: EXTERNAL, Minster Marshes

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I am horrified and angry at the new proposal to use Pegwell Bay Hoverport as the main point of construction for the National Grid Sealink Works.

I walk this area every day of the year and am very familiar with the landscape and the wildlife that inhabit it. I find this a great help in terms of my own mental well-being.

In the last couple of days I have seen the following birds: Oyster catcher, Chaffinch, Jackdaw, Skylark, Grey Plover, Linnet, Water Pipit, Pied Wagtail, Redshank, Robin, Goldcrest, Wren and Curlew - the latter are now classified as extinct!

Obviously the new proposals would severely disturb this wildlife in a way that is deleterious.The mud flats and marshes will no longer be able to support this diversity of wildlife.

This unique area is suitable for walking but not for heavy traffic: The concrete is broken-up in numerous places.

Thanet in general, has been subject to considerable development in recent years and there are now very few places for wildlife.

I therefore protest most strongly at these recent proposals.

[redacted]

--

[redacted]

Subject: EXTERNAL] Sealink national grid proposal

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To Sealink Consultation Team,

I am very unhappy about your proposal to use the hoverport as your main port of construction. It is not adequate to meet the demands of your heavy machinery and like the salt marshes it holds a lot of wildlife interest to us local residents and to the wildlife itself. Inevitably anything to disrupt the delicate ecosystem will have a long and lasting effect on us all.
The consultation has not been extended to me although I was asked to give feedback on the previous consultation.
The hoverport is a unique mosaic habitat which would need an extensive ecological survey, as I believe there are orchids, rare moths and bats that live there. Thanet is already very nature depleted, and this is one of the few truly wild spaces. Access to wild space is critical to good mental health.
This entire project has been badly thought out and I, along with countless other residents are opposed to its continuation in our area.
Yours sincerely,

[redacted]

Ser[redacted]or iOS.

[redacted]

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As [redacted]sident of more than 50 years I am appalled that the hoverport is going to be developed as part of your pla[redacted]not been an official consultation to my knowledge. It is a treasured site of scientific interest and home to many different species of sea birds.it is one of the very few site of untouched nature in the area and as such should be treasured and nurtured not destroyed in the name of progress. It proves peace and sanctuary to many people as well as to wildlife.

[redacted]

[redacted]

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Keeping it brief I object to your proposal to compulsory purchase or in any take ownership of this area . Since the hover port closed the site was returned as best as could be to a natural environment, this process has been remarkably successful and should be left to further evolve on its own. It is also used by many locals as a walking area for dogs an observation area for wildlife both flora and fauna. To destroy this area in the pursuit of net zero and corporate greed or Ed milibands ego would in my view be criminal to the environment and public that use this area as a recreational space or for peace and quiet. So I will finish by saying have a heart and deface some other area preferably elsewhere

Sent from m[redacted]

[redacted]

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To home it may concern, I put forward my opposition to develop on the old hover port at pegwell bay. This is a very delicate site that's thriving with wildlife and wild plants.

Any disruption to this area will be extremely detrimental to the habitat and the species that live amongst it!

I urge you not to go ahead with this plan as it will cause no end of disruption and devastation, this land is used not only by wildlife but all of us locals too. I for one visit regularly to walk my dog as its a safe space and calming environment for my mental health. If we lose this land it will be catastrophic! I could list many reasons why this is a terrible idea but for now these are my concerns. Regard[redacted]

[redacted]

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Hi

Hoverlloyd moved the Hoverport from Ramsgate harbour to Pegwell Bay in 1969 and it closed in 1982.

I worked there during my summer holidays and my father was the Hoverport General Manager.

It has taken nature over 40 years for the hoverport to revert back to a nature rich habitat and now SeaLink are planning to roll back all those years to destroy this as part of their more extensive development in the area of salt marsh and Minster Marshes.

The whole Sealink plan should be reviewed with a view to minimise disturbance to the increasingly rare natural environment and the seemingly small incremental changes to the Hoverport area and other parts of the scheme should be reviewed as part of the whole.

Any further expansion of the scheme into the natural environment including enlarging the hoverport access area should be rejected.

Regards

[redacted]

[redacted]

Subject: EXTERNAL, Pegwell bay

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe. If you suspect this email is malicious, please use the 'Report Phish' button.

To whom it may concern,

I would like to show my disapproval for the use of the Hoverport at Pegwell bay as part of the land needed for the Sea Link pipeline. You have said this is a small change to the previous proposals but it isn't. Taking the hoverport to build the cable is a fundamental change to their plans - you previously said you only wanted the hoverport for maintenance once the cable was constructed.

Other reasons why I disagree with your proposal:

- The consultation period is very short (one month) and hasn't been publicised
- Affected parties (local residents and businesses) have not been made aware of this consultation and they should have been
- This is a significant change – they haven't made it clear in their application that they're using the hoverport as their main point of construction; meaning it will be out of action for 4+ years. This needs a proper open consultation process
- The hoverport is very fragile – putting heavy machinery on it will inevitably damage the saltmarsh
- The hoverport is a unique mosaic habitat which they haven't carried out any ecological surveys on
- It's a special place because it's accessible to people with limited mobility – wheelchair uses can get right by the water's edge to see bird life
- Thanet is very nature depleted, and this is one of the few truly wild spaces. Access to wild space is critical to good mental health.

I am very much against this development and the destruction of Minster Marshes. It is an absolute disgrace.

Yours Sincerely

[redacted]

Yahoo Mail: Search, organise, conquer

[redacted]

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I am concerned about many thing for this taking the minster marsh land to be build on this included the following

- The consultation period is very short (one month) and hasn't been publicised. This isn't a proper consultation process
- Affected parties (local residents, landowners and businesses) have not been made aware of this consultation and they should have been
- This is a significant change – they haven't made it clear in their application that they're using the hoverport as their main point of construction; meaning it will be out of action for 4+ years. This needs a proper open consultation process
- The hoverport is very fragile – putting heavy machinery on it will inevitably damage the saltmarsh
- The hoverport is a unique mosaic habitat which they haven't carried out any ecological surveys on
- It's a special place because it's accessible to people with limited mobility – wheelchair uses can get right by the water's edge to see bird life
- Thanet is very nature depleted, and this is one of the few truly wild spaces. Access to wild space is critical to good mental health.
- The consultation period is very short (one month) and hasn't been publicised. This isn't a proper consultation process
- Affected parties (local residents, landowners and businesses) have not been made aware of this consultation and they should have been
- This is a significant change – they haven't made it clear in their application that they're using the hoverport as their main point of construction; meaning it will be out of action for 4+ years. This needs a proper open consultation process
- The hoverport is very fragile – putting heavy machinery on it will inevitably damage the saltmarsh
- The hoverport is a unique mosaic habitat which they haven't carried out any ecological surveys on
- It's a special place because it's accessible to people with limited mobility – wheelchair uses can get right by the water's edge to see bird life
- Thanet is very nature depleted, and this is one of the few truly wild spaces. Access to wild space is critical to good mental health.
- The low hum the site will give out if completed will bedly effect the neighbour and their mental health as this noise will be ever lasting.

Regard[redacted]

[redacted]

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Dear sirs
It's been brought to my attention that NG are planning to use the Hoverport Ramsgate for construction. This doesn't appear in NG's original Minster marshes application and I had thought that Thanet District Council had opposed any use of the hoverport. I live in [redacted] and I haven't received any communication of this fundamental change! Have environmental surveys been carried out for this area which is an important natural wildlife environment?
I strongly object to the NG's proposed use of the Hoverport which would prohibit the public's use of it for years and ruin the wildlife. It doesn't seem to me that any proper process is being followed and that NG are trying to slip this under the radar.
Please lodge this email as an objection.

[redacted]

Sent from my iPhone

[redacted]

Subject: EXTERNAL]

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- The consultation period is very short (one month) and hasn't been publicised. This isn't a proper consultation process
- Affected parties (local residents, landowners and businesses) have not been made aware of this consultation and they should have been
- This is a significant change – they haven't made it clear in their application that they're using the hoverport as their main point of construction; meaning it will be out of action for 4+ years. This needs a proper open consultation process
- The hoverport is very fragile – putting heavy machinery on it will inevitably damage the saltmarsh
- The hoverport is a unique mosaic habitat which they haven't carried out any ecological surveys on
- It's a special place because it's accessible to people with limited mobility – wheelchair uses can get right by the water's edge to see bird life
- Thanet is very nature depleted, and this is one of the few truly wild spaces. Access to wild space is critical to good mental health.

[redacted]

Subject: EXTERNAL, Change 4 Benhall Railway Bridge, Suffolk

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Dear Sea Link Project Team,

Please find below my personal concerns to the consultation on the proposed Change of Order Limits relating to the Benhall Railway Bridge (Change 4), published 7 October 2025.

As a resident [redacted] nd a user of the vital access route from the A12 from Ipswich, Melton and Woodbridge which I use daily, and an active participant in the Sea Link examination process, I am deeply concerned about the timing, scope, and implications of these late-stage proposals and the continued disregard of any residents that will be impacted by the constant changes at short notice which have a massive impact on our daily lives.

The consultation was not publicised in Sternfield at all and only made aware of by the dedicated work of the team at SANDS, the many residents in Benhall are finally being made aware of the impact this will now have on them, not just Saxmundham and Sternfield. This is a late addition, when all IP's have already completed their feedback so any chance to comment is being swept under the carpet so National Grid can forge ahead with impunity for the local communities, traffic management, the environment, and many other factors.

I understand the 3 proposals, 1) for a temporary mini-bridge, 2) semi-permanent overbridge, or 3) permanent strengthening, represent significant infrastructure works with serious implications for road users, rail services (commuter and Sizewell C), and nearby communities.

The bridge is located on a bend off the A12 crossing, and slope, near to Whitearch Park, Shotts Meadow, and a primary school route, it is close to several difficult and busy junctions on the B1121, this being the main arterial route into Saxmundham for many of the 5,500 residents of the market town. These poorly researched, or validated issues have been ignored , and the consultation materials offer little technical detail or clarity on mitigation.

Each of the three options presents challenges on cost and the ability to really deliver for SeaLink:

Option 1 would require repeated road closures, potentially dozens of times, causing cumulative disruption. From my understanding, a temporary bridge will require a storage compound to start, then a minimum of 3 days to construct, a day of use and a further 3 days to dismantle. I think there are a minimum of 15 AIL's needed so the total closure time for this is a minimum of 4 months. I can only

assume this will also require The Highways Agency to have traffic controls on the A12 at this busy junction. The recent traffic controls at Marlesford gave weeks of delays up to an hour each way to and from Woodbridge. Add this to the multiple traffic restrictions already blighting any travel from Woodbridge to Yoxford, this will make travel worse for long periods.

Option 2 as above requires service compounds and would require months of noisy construction and full road closures, with no mention of a footbridge to maintain access for pedestrians, cyclists, or wheelchair users. This is a primary route into Saxmundham, Benhall and Sternfield, I can only imagine the impact on the small community of Sternfield when traffic being held by the road works tries to circumnavigate the rural lanes to avoid hours of traffic chaos.

Option 3 would block the entrance to Whitearch Park entirely, requiring a new access route and offering no safe provision for vulnerable road users. I assume it would require a new access from Whitearch park directly onto the A12, which is a safety hazard not considered. The disruption road and rail travel is not insignificant as implied by the change; this is a huge impact on the road and rail network, and the people who use them daily which has not been fully understood by SeaLink. I would question is any structural survey in depth has been completed as many of these bridges used asbestos in the construction, this will add time and cost to any suggestion of replacing or permanent strengthening of this bridge.

In addition to road disruption, any overbridge installation or AIL movement would likely require restrictions on the railway line beneath, posing further risks to public transport and freight access, including rail upgrades linked to Sizewell C. These impacts have not been fully addressed.

Sea Link project's access strategy is flawed from the start. The Saxmundham converter station site is logistically in a poor position, yet National Grid chose to build the western access route and a large bridge over the River Fromus without resolving how AILs would cross the Benhall Railway Bridge. The bridge's reduced weight limit has been known from the outset, yet no proper surveys or mitigation plans were presented until now.

This aggressive and reactive approach undermines confidence in the project's planning integrity and raises serious questions about the adequacy of the original application. It shows the feeling that National Grid are operating with immunity of any issues under a cloak of Net Zero invincibility allowing them to add highly impactful changes on a whim, while being given extensions allowing them to do this. From a community view, we are being given little or no notice with badly communicated changes, which I feel are in the hope of changes through the back door.

National Grid previously ruled out the Northern Access route in favour of the Western route, citing the engineering complexity of building a bridge(s) over the railway line and the disruption it would cause to residential properties at Oak Close. In their own words from the July 2024 Project Update:

"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."

If the Northern access was not suitable, how can the similar bridge-related works being proposed at Benhall, be suitable, yet they are proposed as a non-material change. This is not a non-material change as I hope to have shown in the earlier comments. This is a massive change on transport and communities using any route around this site.

I would like to quote from another SANDS contributor, who sums the situation up perfectly.

"Taken together, these issues point to a fundamental problem: the Saxmundham converter station site was wrongly chosen. The cumulative access challenges, engineering complexity, and disruption to local communities make it clear that this location is not fit for purpose. National Grid should not be attempting to retrofit solutions to a flawed site selection. Instead, it must re-evaluate the entire Sea Link project and consider alternative locations that are genuinely viable, safe, and less harmful to surrounding communities."

For National Grid to look to progress this proposal, and I hope the inspectors will note the size and impacts of these changes, not just in Suffolk, also in Ket with more land grab and large changes. I would like Nation Grid to:

Extend the consultation period and provide detailed, accessible information on all three proposed options in a timely manner and allow for time to respond.

Ensure all affected residents, including those previously excluded from the DCO process, are formally recognised and consulted. Saxmundham residents in full should be included as the bridge works will impact many of them.

Provide clear assessments of traffic, rail, environmental and community impacts, including emergency services access and safe routes for non-motorised users.

Justify the classification of this change as non-material given its scale, disruption, and inconsistency with earlier planning decisions in both Suffolk and Kent.

Reassess the suitability of the Saxmundham converter station site and consider alternative locations as part of a broader re-evaluation of the Sea Link project.

I am copying the Planning Inspectorate [redacted] transparency, given the significance of [redacted].

Regards.

[redacted]

[redacted]

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To who It concerns,
I would like to object in the strongest manner to the proposed change to the Hoverport where the National Grid would like to now occupy the majority of that wild space & natural habitat.
It is simply not appropriate and highly detrimental to an area that I know firsthand.
I also despite living 200 yards away [redacted] had not received a notification about Change 1 and am only aware due to the Save Minster Marshes communications.

Thanks

[redacted]

[redacted]

Subject: EXTERNAL] Change 4, Benhall Railway Bridge

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Dear Sea Link Project Team,

I wish to register my concern about the plan, submitted late in the day, for the Benhall Railway Bridge. This is not a minor adjustment to the Sea Link plan but a significant development that will have huge implications for the residents of Benhall, Saxmundham and the surrounding area. A material change of plan such as this should be advertised properly to local residents and to the local authorities, , not slipped in at the last minute just before the DCO hearings commences. The consultation period needs to be extended so that due process can be followed.

National Grid previously rejected another cable route because it would involve building a bridge over the railway, so why is this option now being considered?

I trust that the planning inspectors, copied here, will have something to say about this sloppy approach to a major infrastructure development hearing and insist on an extension to the process so that it can be examined properly and with input from communities and businesses affected.

[redacted]

[redacted]

Subject: [redacted] Benhall Railway Bridge, Suffolk

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Change 4 Benhall Railway Bridge, Suffolk

Dear Sea Link Project Team,

Please find below my personal response to the consultation on the proposed Change of Order Limits relating to the Benhall Railway Bridge (Change 4), published 7 October 2025.

As a resident o[redacted]nd an active participant in the Sea Link examination process, I am deeply concerned abo[redacted]ope, and implications of these late-stage proposals. The consultation has been poorly publicised, and many residents in Benhall are only now learning about these plans, despite never having had the opportunity to register as Interested Parties during the original DCO process. This risks disenfranchising those most directly affected and undermines the principle of meaningful public participation.

The proposals, whether for a temporary mini-bridge, semi-permanent overbridge, or permanent strengthening, represent significant infrastructure works with serious consequences for road users, rail services, and nearby communities. The bridge is located on a bend and slope, near to Whitearch Park, Shotts Meadow, and a primary school route, and close to several difficult junctions on the B1121. These complexities have been consistently downplayed, and the consultation materials offer little technical detail or clarity on mitigation.

Each of the three options presents serious challenges:

Option 1 would require repeated road closures, potentially dozens of times, causing cumulative disruption.

Option 2 would involve months of noisy construction and full road closures, with no mention of a footbridge to maintain access for pedestrians, cyclists, or wheelchair users.

Option 3 could block the entrance to Whitearch Park entirely, requiring a new access route and offering no safe provision for vulnerable road users.

In addition to road disruption, any overbridge installation or AIL movement would likely require restrictions on the railway line beneath, posing further risks to public transport and freight access, including rail upgrades linked to Sizewell C. These impacts have not been fully addressed.

This situation also highlights a deeper flaw in the Sea Link project's access strategy. The Saxmundham converter station site was always going to require complex logistics, yet National Grid chose to build the western access route and a large bridge over the River Fromus without resolving how AILs would cross the Benhall Railway Bridge. The bridge's reduced weight limit has been known from the outset, yet no proper surveys or mitigation plans were presented until now. This reactive approach undermines confidence in the project's planning integrity and raises serious questions about the adequacy of the original application.

It is also important to note that National Grid previously ruled out the Northern Access route in favour of the Western route, citing the engineering complexity of building a bridge(s) over the railway line and the disruption it would cause to residential properties at Oak Close. In your own words from the July 2024 Project Update:

> *"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."*

Yet now, similar bridge-related works are being proposed at Benhall, framed as a non-material change. This contradiction undermines the credibility of the change classification and demands scrutiny.

Taken together, these issues point to a fundamental problem: the Saxmundham converter station site was wrongly chosen. The cumulative access challenges, engineering complexity, and disruption to local communities make it clear that this location is not fit for purpose. National Grid should not be attempting to retrofit solutions to a flawed site selection. Instead, it must re-evaluate the entire Sea Link project and consider alternative locations that are genuinely viable, safe, and less harmful to surrounding communities.

I therefore urge National Grid to:

- Extend the consultation period and provide detailed, accessible information on all three proposed options.
- Ensure all affected residents, including those previously excluded from the DCO process, are formally recognised and consulted.
- Provide clear assessments of traffic, rail, and community impact, including emergency access and safe routes for non-motorised users.
- Justify the classification of this change as non-material given its scale, disruption, and inconsistency with earlier planning decisions.

- Reassess the suitability of the Saxmundham converter station site and consider alternative locations as part of a broader re-evaluation of the Sea Link project.

I am copying the Planning Inspectora [redacted] transparency, given the significance o

Kind regards,

[redacted]

[redacted]

Subject: EXTERNAL, Sea link

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I moved here just a couple of years ago to be by the sea. I've walked here and enjoyed the wildlife every day since. The rabbits, the birds and even the rats. If you could at least promise access to dog walkers. I've known this site since it was a working hoverport and it holds a lot of memories. You are about to destroy all that and yet you don't seem to care. At least promise access to the walkers who love this space, for the quiet and their mental health. At least a part of it. I'm slowly losing my sight and this is the final place for me. To smell the sea air and to walk in the lapping waves. Don't take that away from me, please.

Regards

[redacted]

Sent via BT Email App

[redacted]

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To whom it may concern at National Grid.

I am writing to object to change 1 to take additional land from the protected hoverport land.
This is a completely unacceptable project full stop, never mind this particular change to your already horrific proposals. The land is protected and of great significance from an environmental point of view with many endangered species reliant on the space as well as being a historical & cultural landmark of archeological importance. Our open spaces in Thanet create peaceful and naturally beautiful spots that attract tourist, bird watchers and many others. Your proposal will destroy this area and have a profound effect for many, businesses communities and families here in a Thanet forever. We do not want the project here and you have not chosen a suitable site. Under the rules of protected land you must be adding value to local people and this is the complete opposite. You do not have the right to profit from destroying protected spaces for money and to have the audacity to do this in the name of the environment.

We all know this project needs to be scrapped and the whole thing should be off shore. As per usual [redacted] f this was on the doorstep of the CEO of National Grids home I bet they would object to it too!

[redacted]

[redacted]

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Dear Sir or Madam,
I'm writing to object to the plan (which wasn't in the original plan) for the proposed disruption which would be caused by Sealink building extra bridges , stronger bridges or temporary bridges at Benhall railway bridge because you want to [redacted]or your project.
[redacted]d I don't want this to happen , I don't want your project to happen either ! There's enough well roundabout happening and causing traffic jams and destroying the countryside just as your Sealink project would do. You didn't have this in your original plan , very sneaky to now suddenly propose this. You need to take your heavy objects the long way round and not try and take the shortcut over a weak bridge. I also object to you trying to take over a large field next to the bridge for all your equipment and further ruining my countryside views! This probably won't make a difference as your big company will just rail road through everything in spite of objections. But I want my objections noted and made public and a reply. Your people obviously don't live in nice countryside so you don't care but we do.
[redacted]gry)

Sent from my iPad

[redacted]

Subject: [redacted] [EXTERNAL] Comment on proposal

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Dea[redacted],

With reference to your latest communication concerning the railway bridge at Benhall, I have the following comment:

I live in a dwelli[redacted]nd have concerns about proposals to provide a 'mini bridge' when required. The noise factor would be significantly detrimental to the reason we moved here some 12 years+ ago (for the peace and quiet that being surrounded by fields give us). I understand the need for adjustments to the bridge, but any work should be carried out in reasonable working hours and would expect some if not all of this work that would be needed for a mini bridge would be out of hours? I would also suggest a permanent solution would be more agreeable, as this work could be carried out during normal hours and would provide a solution if a transformer needed changing in future years. A temporary solution does seem very short sighted.
I would also expect any inconvenience (noise or access) would be discussed in detail with us before any decision is made.

Kind regards,

[redacted]

[redacted]

Subject: [redacted]

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Dear [redacted]

Re: Proposed Sea Link Project. Consultation on proposed changes to the Sea Link development consent order. Your Ref: CON_475

We received your letter regarding your proposed change to the Order limits at Benhall Railway Bridge, Suffolk, to now include additional land and bridge repairs to facilitate your construction traffic and AIL's. Thank you for the update.

We live a[redacted]which is on your construction traffic route to the proposed [redacted]

Our house [redacted]ff the [redacted]nd dates from 1600, so is likely on relatively shallow footings. We are wondering what mitigation measures or monitoring proposals you will have in place regarding the impact of increased traffic and heavy loads during the construction period of the proposed project on existing properties along the proposed access route?

Hope to hear fro you soon.

Best Regards

[redacted]

[redacted]

Subject: [EXTERNAL] Proposed changes to Kent NSIP

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Hello, please could you explain how moving the boundary avoids the saltmarsh and also could you please tell me if the cables are to be trenched or HDD across the Hoverport? Also is there to be any storage on the Hoverport and if so where and the exact intended rout of any vehicles.

Many thanks for your help.

[redacted]

The countryside charity
Kent

To join us To donate

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The Kent Branch of the Campaign to Protect Rural England is a registered charity (number 1092012), and is also a company limited by guarantee, registered in England (number 4335730).

[redacted]

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[redacted]

Subject: EXTERNAL] Proposed works to Benhall Railway Bridge, Suffolk

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Good morning

I received a letter through the door yesterday regarding the proposed works to Benhall Railway Bridge, Suffolk. From the map provided, it looks as though the access drive to our residential park is going to be closed. This is the only access road to our homes and we also have many elderly people living there and so access is imperative and I strongly object to this proposed works.

Please can you contact me as soon as possible regarding this matter as we are all very concerned. Also, when is this work likely to happen?

Kind regards

[redacted]

[redacted]

From: [redacted]
Sent: 07 October 2025 12:10
To: [redacted]
Subject: [EXTERNAL] Benhall Railway Bridge Saxmundham Suffolk

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Dear Sir /Madam

I am writing to you as an Interested Party [redacted] to the proposed changes to the Benhall Railway Bridge.

I live o[redacted]nd the entrance to this park will be effected by the proposed changes to the Bridge. There are 20 plus residents on this site who require access and egress 24/7.

I would like to request that you visit the site to see how this will affect the residents. Our google map r[redacted]

[redacted]

I await your response.

Kind regards

[redacted]

Benhall and Sternfield Parish Council's response to the Benhall Railway Bridge Proposals as outlined by NGET in the Rule 9 Letter of the Sea Link Development Consent Order (DCO)

The Benhall and Sternfield Parish Council (the PC) would like to state in no uncertain terms that the announcement regarding the Benhall Railway Bridge Proposals, as outlined in the Rule 9 letter recently published by NGET, has caused considerable consternation; not only amongst local residents living in the immediate vicinity of the railway bridge, but also amongst our wider community and beyond.

The proposals for the Benhall Railway Bridge highlight a problem previously addressed by the PC. The identification of the Saxmundham Converter Stations site as the preferred option at the statutory consultation stage of the Sea Link DCO was fundamentally flawed because the site is basically inaccessible without causing unreasonable and disproportionate disruption to the local community and is way too close to the local population.

NGET has been aware about the mismatch between the 46 tonnes weight limit of the Benhall Railway Bridge and the requirement to transport 300 tonne loads such as transformers over this bridge in order to access the Saxmundham Converter Stations Site ever since the site was first identified; despite this and in spite of repeated enquiries about it from local authorities, the problem has not been formally addressed until now.

NGET states the reason for this delay is that this sort of issue is usually left until after consent for development has been awarded and the contractor has been appointed, but the PC does not accept this approach because:

1) Had the problem of transporting Abnormal Indivisible Loads (AILs) over the Benhall Railway Bridge been openly addressed at the statutory consultation stage, the PC and local residents would have been looking at a very different adverse impact profile with respect to assessing the access routes to the Saxmundham Converter Stations Site. This would have altered their understanding of what was being proposed and how they responded, but as it was, lack of transparency and inadequate information meant that it was not possible to make a proper assessment of the situation.
2) When the potential sites for location of the converter stations were originally being investigated, the Saxmundham site was not one of them. Had the Saxmundham site been considered at an earlier stage and the problems with transporting AILs over the Benhall Railway Bridge been raised, it is entirely possible that the Saxmundham site might have been excluded at that stage and a more suitable site such as the Leiston Airfield accessed by the Sizewell Link Road could have emerged as the preferred option instead.
3) NGET has not adhered to the principles of the Rochdale envelope with this delayed approach because a 'no scenario' approach has been applied to transporting AILs over

the Benhall Railway Bridge, rather than a 'worst-case scenario' approach. This contravenes important planning principles that NGET should have adhered to.

4) Leaving this sort of issue until after consent for development has been awarded, as suggested by NGET as a reason for not dealing with the issue sooner, would mean that the developer would be able to impose the project on us without any community engagement and the PC strongly objects to this approach.

The Benhall Railway Bridge lies on the B1121 which for many local people, is the main access road to their market town of Saxmundham. All three of the proposed options for transporting AILs over the bridge will involve closures of the B1121 and the PC is very concerned that these will completely cut communities off from Saxmundham and drive local traffic onto other routes that are both unsuitable and dangerous. The PC also holds significant safety concerns that the increase in vehicle movements – especially HGVs – that construction of Sea Link will bring about on this road as it runs through Benhall have not been properly addressed in the DCO and fears that these concerns are now augmented by the information regarding the proposals for the Benhall Railway Bridge. These safety concerns are particularly applicable to walking, wheeling, cycling (the bridge forms part of a signed cycle route from Ipswich to Southwold) and horse-riding road users for whom no provision has been included in any of the proposals for the bridge. These issues need to be properly reviewed during the DCO examinations and all options for mitigation carefully considered.

Considering each option in turn:

Option 1 – to position a temporary structure over the bridge every time an AIL needs to be transported to site will result in repeated complete road closures, the frequency of which would obviously be increased if Lion Link follows Sea Link and if Lion Link is in turn followed by a project to replace Nautilus (which is still in the Sea Link plans) as well as Sea Link 2 (which was of course on the original plans). Option 1 would be very disruptive and would significantly worsen the problem we are already seeing with so much construction work in one small area driving road users onto local side roads – some of which are completely inappropriate for two-way traffic. (The official "A road for A road" diversion recommended for closure of the A12 at the Friday Street roundabout junction is more than 100 miles which is clearly not going to be used by most people who will opt for the local road network instead).

Option 2 – to permanently strengthen the bridge would require the road to be closed for a lengthy period and would also require periods of closure of the railway as well. This would not only be disruptive to road and rail users, but could also pose a potential problem to construction materials being transported to Sizewell C using the "Green Rail Route" which could invalidate this option altogether. In addition, unless a footbridge suitable to cater for walking, wheeling, cycling and horse-riding road users was installed, Option 2 could isolate people who want to use a non-vehicular method of accessing Saxmundham – especially those residents living at Whitearch Park (which hosts 21 fully residential and 18 holiday static

caravans) whose very existence only seems to have been taken into consideration at the last minute.

Option 3 – to install a semi-permanent structure over the bridge for the duration of construction at the Saxmundham Converter Stations Site could actually be logistically impossible because of the challenging geometry of the bridge which is on a slope and a bend and could potentially completely block access to Whitearch Park. In addition, since this structure would require a long ramp and the bridge is so close to the junction with the A12, this option may be further complicated by leading to traffic jams backing up onto the A12.

The PC would like to know more about how the Lion Link Project will access the Saxmundham site. It has been assumed that it will use the same access route as Sea Link, but apparently, because the cable route will be coming down to the site from Walberswick in the North, a Northern approach route might be considered more suitable for the project. If this is the case, the question is, should the Northern approach for Sea Link be reconsidered, especially since information regarding the Benhall Railway Bridge was withheld when the access routes were being considered that could have made a material difference to how the options were assessed? In other words, should the Northern access route that was considered at the statutory consultation stage be put back on the table now, especially since this route could deliver some community benefit after construction in the form of a Northern bypass of Saxmundham keeping traffic away from the town centre?

Finally, should an extension of the Sizewell Link Road (SLR) to the North of the site be considered as a potential access route to the Saxmundham site? When site location was originally being considered, it had not been confirmed that the SLR would proceed, but now that construction is in progress, this throws a very different light, not only on extending it to access the Saxmundham site, but also potentially making the Leiston Airfield a much more attractive option than it was before the status of the link road had been confirmed.

In conclusion, the PC is extremely concerned that information relating to the problem with transporting AILs over the Benhall Railway Bridge was not addressed in a clear and transparent fashion at the statutory consultation stage. Indeed, the PC considers that the problem is significant enough and serious enough to cast significant doubt on the viability of the access route along the B1121 through Benhall to the Saxmundham Converter Stations Site and would go so far as to say that it even puts the choice of the Saxmundham site into question. The PC would suggest that alternative sites such as Leiston Airfield that were excluded at an earlier stage of the site evolution process should be reevaluated, especially since the status of construction of the Sizewell Link Road has changed since the Airfield was initially considered meaning that, although excluded before, it could now turn out to be a more suitable option.

The countryside charity
Kent

November 2025

CPRE Kent is an independent charity that works closely alongside other CPRE branches, as well as the national CPRE organisation. As such, the geographic focus of our comments is the Kent element of the project.

We make the following comments regarding National Grid's November 2025 project update that we have only recently been made aware of.

1) **Fundamental unsuitability of Pegwell Bay as a landfall location.**

From the outset of this project CPRE Kent has been clear that the choice of Pegwell Bay as landfall and the associated converter station site at Minster Marshes is wholly unsuitable. It is self-evident that the need to constantly "amend" and "clarify" how the scheme might avoid further damage to the saltmarsh underscores both the unsoundness of the original site choice and the fact that the application was never ready for submission. This goes to the heart of our overarching objection to the scheme, the fact that the selection of Pegwell Bay as the landfall location represents a fundamental failure to apply the mitigation hierarchy and to consider reasonable alternatives.

2) **Unclear details of the proposed change at the Hoverport**

The Kent-side change relates to an amendment to the Order Limits around the former Hoverport at Pegwell Bay. Although presented as a minor adjustment to avoid the saltmarsh, the change appears to involve a material expansion of the area and a far more intensive use of the site than was originally envisaged. It also remains the case that the saltmarsh itself remains within the order limit. Under the submitted DCO, the applicant's own Planning Statement makes clear that access through the Hoverport would be limited to occasional light-vehicle maintenance visits using existing hardstanding on an annual basis. The current documentation, however, suggests the Hoverport could now serve as the principal point of access for construction, operation and maintenance activities and therefore a significant departure from what was previously assessed.

The Rule 9 letter issued by the Examining Authority on 25 September 2025 confirms that National Grid plans to submit extensive revised documentation with the change request, including updated plans, supporting statements and an Environmental Statement Addendum. It is therefore clear that far more detailed information will be provided once the formal change application is made. Until full details are provided to confirm the scale, frequency and purpose of this revised access, CPRE Kent must reserve its position.

As such and as for this consultation, without this rather essential information, it's our view that the present exercise amounts to little more than a procedural "tick-box" consultation rather than a genuine opportunity for meaningful public engagement. Accordingly, we will therefore reserve our position pending submission of the full change application and accompanying Environmental Statement Addendum.

[redacted]

This situation does however reinforces our long-standing view that the Sea Link application was premature and not supported by adequate environmental evidence at the point of submission. It also again highlights the fundamental procedural and substantive weaknesses in bringing forward a project of this scale in so environmentally constrained a location. These are therefore points that we will be re-iterating within our representations to the Examining Authority.

3) Potential Effects on Saltmarsh and Designated Sites

Notwithstanding the above comment, we have considered Natural England's relevant representation which highlighted serious concerns regarding the current access route and in particularly the potential for damage to designated habitats because of unclear access arrangements. In particular, and with respect to Horizontal Directional Drilling (HDD), they have stated:

"The Applicant has not considered all potential impacts to designated sites as a result of HDD installation, including impacts to designated saltmarsh habitats and hydrology. The access route used by contractors to facilitate HDD installation remains unclear. … Further assessment would be required post-consent to determine the viability of HDD installation."

"Natural England advises that the Applicant commits to an access route which avoids designated site features in the first instance … and that all HDD site access across the designated sites should be on foot unless otherwise agreed with Natural England."

Natural England's concerns remain unresolved as we fail to see how modest changes on the ground will make any practical difference. Clearly this impact will also be amplified if the change does involve a far more intensive use of the site than was originally envisaged as per our comments above. It is therefore impossible to conclude that the proposed change will avoid harm to the saltmarsh and associated hydrological features of the Thanet Coast and Sandwich Bay SPA and Sandwich Bay SAC, and CPRE Kent must accordingly reserve its position until the Applicant clearly demonstrates how these risks will be prevented or mitigated.

4) Lack of Notification and Consultation Process

CPRE Kent is extremely concerned that we and other stakeholders have once again only become aware of this latest change consultation by chance rather than by direct notification. This is despite having previously raised precisely the same issue in our submission to National Grid's November 2024 project update consultation (see CPRE Kent comments dated January 2025).

That earlier response made clear that it was unacceptable for only a narrow circle of stakeholders to be contacted. It appears that no lesson has been learned. Once again, organisations such as ours – which have submitted formal relevant representations and participated throughout – have not been formally informed of this consultation. This approach does little to restore confidence in the Applicant's commitment to transparent and inclusive engagement with the local community and environmental organisations.

Conclusion

Overall, this latest "consultation" yet again reinforces our view that the Sea Link project remains fundamentally flawed in both principle and process. The continuing uncertainty surrounding the Hoverport access, the absence of key environmental information, and the inadequate consultation arrangements all highlight the unsuitability of Pegwell Bay as a landfall location.

We will therefore reserve our position until the full change application and accompanying Environmental Statement Addendum are submitted, while continuing to press the Examining Authority to ensure that sufficient time and scrutiny are afforded to this issue.

Yours faithfully,

The countryside charity Kent

CPRE Kent - The Countryside Charity

[redacted]

The Planning Act 2008

Application by National Grid Electricity Transmission for the Sea Link Project

East Suffolk Council's response to the Applicant's consultation on proposed changes to the Sea Link Development Consent Order

Consultation Letter Issued: 07 October 2025

Application: EN020026

East Suffolk Council: FA3A16664

1. Introduction

1.1 East Suffolk Council (ESC) has reviewed the changes proposed by the Applicant to its Sea Link DCO application, as summarised in the consultation letter dated 7 October 2025 **[CR1-004]** and detailed in the Applicant's Change Application Consultation Document (October 2025) **[CR1-003]** with accompanying Figures **[CR1-006]** and plans **[CR1-007]** and its response is provided below. ESC has also reviewed the Applicant's *'Additional Submission accepted at the discretion of the Examining Authority - Applicant's response to the ExA's s89(3) letter of 5 September 2025 - 9.19 Sea Link DCO notification of change to DCO application'* **[AS-138]** which provides additional context related to the proposed change request.

1.2 ESC's comments in respect of each of the proposed changes – insofar as they affect that part of the Sea Link Project that lies within the administrative boundary of East Suffolk – are addressed in the Table below.

1.3 The Applicant has acknowledged that the submitted application contains a number of defects which has forced it, at this very late stage in the application process, to seek approval for a number of changes. This is a process which, incidentally, could largely have been avoided if the Applicant had been prepared genuinely to engage with ESC and Suffolk County Council (SCC). Even now, however, the Applicant's Consultation Document is less than comprehensive, providing options without expressing any preference, little detail and in many places indicating that the actual environmental effects/impacts of the changes will not be provided until the change application is submitted, being included presumably in environmental addendums and/or amended chapters in the environmental statement. Such an admission raises the question as to how much reliance can be placed on the information provided in this consultation exercise. As a consequence, and with no wish to be unhelpful in that ESC has nevertheless attempted to provide below its initial responses on all of the proposed changes (within its administrative boundary), ESC has, however, no choice but to reserve its position until the additional environmental information which is not currently available is provided with the formal application for the changes.

	Proposed Change	ESC Response
1	**Change to access at the Hoverport, Kent** Extension of the Order limits to re-route the access to the intertidal area from the hoverport at Pegwell Bay to avoid encroaching on the saltmarsh. The location of the saltmarsh in August 2025 surveys has changed since previous surveys necessitating the proposed change.	ESC defers to the Kent Local Planning Authorities.
2	**Change 2: Change to works plans at Friston (Kiln Lane) substation, Suffolk** Proposal to expand the area within which the substation can be constructed to align with the approved two Scottish Power Renewables wind farm projects, EA1N and EA2.	ESC notes the intention to adjust the limits of deviation for the proposed new substation at Friston (Kiln Lane) in line with the area consented for the East Anglia ONE (North) ('EA1N') and East Anglia TWO ('EA2') offshore wind farm projects ('the SPR Consents') to "provide consistency". In this regard, ESC had previously expressed its concerns that there were discrepancies between the Project's Order Limits around the Friston substation when compared to the Order Limits consented by the SPR Consents. However, ESC now understands that despite the discrepancy, the NGET order limits encompass SPR's proposed areas for landscape mitigation, permanent PRoW diversions and drainage in the vicinity of the substation. Any attempt to achieve a degree of clarity and consistency around the proposals for the substation at Friston is, of course, welcomed – although it is queried whether the change does actually add consistency as the Limits of Deviation do not entirely align. It is also noted that the Consultation Document is somewhat vague in detail with statements such as –"*From an*

		ecological perspective, shifting the location would mean the same ecological features are impacted as reported within the ES, just potentially in a slightly different location." The fact that further detail will be provided at the time of the submission of the change application negates the value of the Consultation Document. ESC is still awaiting clarification as to how the Applicant intends to connect into and use the Friston Substation if that sub-station has already been constructed under the SPR Consents. ESC would again stress that the SPR consents should be taken as the starting point for the Project's proposed embedded mitigation under a Scenario 2 connection, especially given the sensitivity of the location and its very clear impact on local communities.
3	**Change 3: The Henge, Suffolk - Archaeology findings east of Friston, Suffolk** Proposal to exclude the Neolithic henge feature from the Order Limits and extend the area of the Order Limits to enable the underground cable to be routed either side of the henge – subject to further detailed design.	The proposal to adjust the Order Limits in order to ensure that the newly discovered Neolithic Henge in the parish of Friston is avoided, is supported by ESC. However, whilst ESC shares the concerns of SCC in relation to the potential significance of this archaeological find, it defers to SCC Archaeological Services on such matters. It is noted that the Applicant states that it is *'unlikely that any new or different significant environmental effects would result from the proposed change for any topic other than heritage'.* ESC, however, does stress the need for the Applicant to assess the potential for the introduction of any new or materially different significant effects or pathways on other assessed issues including the potential for ecological and/or arboricultural effects as a result of Change 3, and if required, to secure suitable mitigation. Although supporting the principle of the change, ESC does query whether the proposed 30m buffer zone from the Henge to the underground cable and temporary haul route will be sufficient to ensure that no harm will be caused to this heritage asset given that further survey works in the area is still being undertaken. ESC asks that the results of the survey work are reported during the course of examination – and in any case must be reported prior to the end of the examination period – to demonstrate that the proposed 30m buffer zone is indeed sufficient to avoid potential new and unassessed environmental effects. This is particularly important given that the area surrounding the Henge has yet to be investigated and the '*area requiring*

		Preservation in Situ has the potential to be increased' as SCC stated in their representations to PINS dated 18 August 2025 **[AS-074]**. ESC supports the proposal that the Applicant only exercise the necessary Compulsory Acquisition powers over the land required for the cable route and not the full extent of the additional land. Finally, in the context of all of the above comments, it is disappointing that ESC and indeed all consultees are not being given a full account of the proposed change, the Applicant again indicating that further detail will be provided when the change application is submitted.
4	**Change 4: Benhall Railway Bridge, Suffolk** Proposal to add additional land around the Benhall Railway Bridge (B1121) and an adjacent section of land to the east of the B1121 into the Order limits. Additional land locations: (i) an area adjacent to the bridge for materials storage and a compound when the bridge is being installed and removed; and (ii) land along the railway line near to the bridge to	ESC is encouraged to see that the Applicant is engaging with the concerns expressed by both ESC and SCC to the effect that the bridge "may need strengthening" to take the anticipated heavy loads. In fact, there is no doubt that the bridge will need strengthening, a point that ESC and SCC as the responsible Highways Authority have been making for some time and it is disappointing that at this late stage in the process, only now has the Applicant come forward with proposals – and even then, it does not have a selected preferred option. It appears this change proposes that additional land would allow the Applicant 'to consider a wider range of possible ways of strengthening the bridge' later when they 'come to reviewing this in detail during the construction phase'. Whilst noting for the record the lack of clarity as to the preferred option ESC nevertheless welcomes the fact that the Applicant is attempting to resolve a long standing and an obvious problem, ESC defers on questions of design to SCC as Highways Authority, ESC's principal concerns being, in relation specifically to the bridge, lack of certainty as to design and the consequent impact, and whichever option is chosen, the works and disruption they will have on the local community. The Applicant in proposing this change is effectively accepting that the application cannot demonstrate that it is deliverable, this being the route required to deliver necessary equipment that the bridge cannot in fact accommodate. It is surprising to say the least that an application could be made with such a basic error and rather indicates that it has been made prematurely.

	allow for surveys to be carried out.	Document 9.19 **[AS-138]** states in section 2.1.45 that 'The area of land to the east of the B1121 is allocated for housing in the Suffolk Coastal Local Plan (Adopted September 2020); it is the site known as *'Land South of Forge Close between Main Road and Ayden, Benhall' (SCLP12.43). The land proposed for temporary construction and storage would include the majority of this allocated land. The temporary use of the site by the Applicant would not affect the long term development of the site for housing'.* ESC notes that this refers to the *'Outline Application with Some Matters Reserved - Erection of up to 41 dwellings (with details of access to be considered)*' ESC application reference: DC/21/2503/OUT. This application was recently considered at South Planning Committee on 28th October 2025 with a recommendation for approval, and was indeed approved as per that recommendation. It will be for NGET to liaise with the land owner to seek an appropriate solution regarding any proposed use of that land and the timing of doing so.
5	**Change 5: Increase in area for maintenance of a new hedge to south of B1119, Suffolk** Proposal to include additional land around new hedgerow.	The Applicant intends to widen the strip of land south of the B1119 (near Fristonmoor Lane) to give more space both to plant and thereafter maintain the proposed new hedgerow as well as similarly enabling maintenance of the existing ditch along the B1119. ESC notes that the change is sought to '[*address] a concern that there is insufficient space… for the drain and hedge to be maintained from the field side'* and it would *'provide flexibility of access for maintenance requirements for the drain'*. ESC had previously raised concern about the size of the Order Limits to the north of the converter station site and whether they were sufficiently sized to accommodate the necessary mitigation planting along the B1119 for screening views of the converter station from the north/north east. This would achieve more effective screening than would be achieved by the roadside hedge with trees being proposed. It was hoped that the proposed change would resolve that issue, however it does not go far enough and instead would only achieve better hedgerow and ditch maintenance access. ESC is proposing wholesale revisions to the B1119 and Fristonmoor Lane planting such that it goes beyond hedgerows and becomes multi-species tree belts to achieve more effective screening. Such tree belts need to be at least 15m, if not 20m, wide to be fully effective. ESC is concerned that the Applicant is addressing only half of the problem. This part of the Project is located at a relatively high elevation in the District and the new development will be

		both very visible and intrusive. This location demands comprehensive landscaping which it is suggested should comprise intensive tree cover. Indeed this proposed change could have provided the Applicant with the opportunity now properly to address this important issue of making provision for suitable, comprehensive mitigation planting for successful screening at this location, but it falls short. The area should be increased to accommodate further landscape mitigation when the change request is made. The Sea Link project is a Nationally Significant Infrastructure Project, yet the impacts are focussed on the local communities set to host or neighbour the project if consented. It is therefore critical that adequate landscape mitigation planting is provided where this would help to reduce the landscape visual impacts. Such planting should be a mix of native tree and shrub species to create a multi-tiered tree belt, ideally at least 10m wide. Tree and shrub species should reflect local landscape character and growing conditions. As noted, the B1119 sits at an elevated location when looking south and east across the proposed co-located converter station site on land east of Saxmundham. ESC request that the Applicant takes the opportunity to provide additional early landscape planting as part of the change request, as this presents a prime opportunity to do so whilst enhancing the visual shielding effect for receptors using the road as well as strengthening green corridors.

6 November 2025

creating a better place
for people and wildlife

Environment Agency

National Grid

Our ref: XA/2025/100472/01-L01
Your ref: EN020026

Date: 03 November 2025

Dear National Grid,

Change Application

Sea Link, East Anglia and Kent

Thank you for consulting us on the changes below. We have reviewed the Change Application Consultation Document (dated: October 2025) sent to us on 7 October 2025.

Environment Agency position
We have no issues with the changes you have proposed, but please see our comments below.

We have no comments to make regarding Change 3, the archaeology findings east of Friston, or Change 5, the maintenance area for new hedgerow south of the B1119, both in Suffolk, as neither fall within our remit.

Please refer to the following sections for our full response:

- Section 1: Change to access at the former hoverport near Cliffsend, Kent
- Section 2: Change to works plans at Friston (Kiln Lane) substation, Suffolk
- Section 3: Benhall Railway Bridge

Yours sincerely,

[redacted]

Section 1: Change 1 Change to access at the former hoverport near Cliffsend, Kent

We see this as an environmentally beneficial change and are in support of this. However, we still wish to see the hover pad itself protected, particularly the eroding sea wall edge of the pad. Furthermore, we request that any potential negative impacts on protected species on the pad itself are mitigated.

We request that a survey to be carried out prior to any works, to help design the appropriate protection. This detail can be included in the outline Construction Environmental Management Plan (CEMP) or outline Offshore CEMP.

We would also like to bring your attention to issue EA039 within our Relevant Representation Response (ref: XA/2025/100350/01-L01, dated: 23 June 2025).

There is still a lack of clarity regarding how large plant and equipment will arrive to the HDD exit point in the intertidal environment, vehicular access across the shore may cause damage to saltmarsh habitat

Please specify how equipment will be transported to the HDD entry/exit point, so that the activity can be assessed for risk. Ideally equipment would arrive by sea, or failing that, by an existing track. If a new access route is required, it should not cross saltmarsh. This detail can be provided in the outline CEMP or outline Offshore CEMP.

Section 2: Change 2 Change to works plans at Friston (Kiln Lane) substation, Suffolk

The proposed expanded area for the Friston (Kiln Lane) substation is still within Flood Zone 1 and so we have no issues with this change.

Section 3: Change 4 Benhall Railway Bridge

The proposed location for the bridge works is of moderate groundwater sensitivity being located on the Lowestoft Sands and Gravels (Secondary A) and Lowestoft Diamicton (Undifferentiated) superficials over the Crag Group Sand (Principal aquifer). The site is not located within a Source Protection Zone and there are no licensed groundwater abstractions in the vicinity of the updated Order Limits.

We have no issues with this proposed change provided the Construction Environment Management Plan and Decommissioning Environmental Management Plan (if applicable) are updated to include the works to the bridge. This should include the pollution prevention measures for the storage of materials and equipment that have the potential to release contaminants into the controlled water environment.

We do not hold records of small, unlicenced private water abstractions. These are held by the Local Planning Authority. We would expect the applicant to check whether there are any private water supplies close to the proposed updated order

limits. If any are identified they should be included in the Environmental Statement, risks to them should be assessed and mitigation proposed if required.

Land contamination matter, either unsuspected or caused by the construction/placement of the bridge, are already covered by site-wide requirements, so no amendments are needed in relation to this aspect.

FRISTON PARISH COUNCIL

NATIONAL GRID ELECTRICITY TRANSMISSION - SEA LINK PROJECT

FRISTON PARISH COUNCIL - IP NO F4DB2AC56 & SASES - IP NO - FD73070EF

Date: 7 November 2025

RESPONSE TO CONSULTATION ON PROPOSED CHANGES TO THE SEA LINK DEVELOPMENT CONSENT ORDER

1. Thank you for your letter of 7 October 2025 concerning the consultation National Grid is conducting with regard to the proposed changes referred to above. FPC has considered this letter and National Grid's letter of 16 September 2025 to the ExA which sets out the proposed changes. FPC notes there is further documentation on the National Grid website concerning these changes but FPC has assumed that this is consistent with the letter of 16 September. Bearing in mind this is a consultation only our comments are relatively brief not least because this is yet another piece of unwelcome work which requires the goodwill of volunteers to examine. Accordingly the comments below cannot be regarded as exhaustive and are initial thoughts only.

2. Given our limited resources we have focused on change 2 for the moment but clearly there are serious issues in relation to the Benhall railway bridge which is the subject of change 4. In relation to change 3 we would not want this expansion of the order limits to adversely affect residents near this part of the cable route.

   Change 2

3. This change is unnecessary as National Grid already has the consent that it needs as the Scottish Power EA2 project is going ahead. It would be helpful if the language National Grid uses in its documents could be made consistent with its reasoning with regard to scenario two in that the additional consent is only necessary if neither of the Scottish Power projects goes ahead. Accordingly the wording in your letter *"National Grid would only deliver the substation under the Sea Link DCO if it was not built under the SPR DCO"* should be changed so that it is consistent with that reasoning. In other words you will deliver the National Grid connection hub under the SPR consents if either EA2 or EA1N goes ahead. As is well known EA2 is going ahead and it is highly likely that EA1N will as well.

4. National Grid is now seeking to use the limits of deviation under the Scottish Power consent which were put in place for the purposes of the AIS design even though it would have a significantly bigger footprint. FPC considers that there should have been a separate works plan for the GIS design showing a significantly smaller area for work number 41. Therefore FPC does not understand why National Grid needs the <u>entirety</u> of the area shown for the GIS design. National Grid's reasoning is not convincing.

5. Further this requested change highlights one of the areas where the draft DCO is deeply flawed, namely there are no requirements in relation to the size of the National Grid "substation" unlike the Scottish Power DCOs. It is clearly unacceptable for there to be these limits of deviation when there are no such requirements. This must be corrected as well as reinstating all the requirements and mitigation secured in the Scottish Power DCOs which are required.

6. This also creates a concern that National Grid through this change will effectively be able to expand the National Grid "substation" for other projects without needing planning consent. FPC will require there to be a specific undertaking that National Grid will not expand the "substation" without seeking planning consent.

7. It would be helpful if FPC could meet with representatives of National Grid to discuss these changes.

END

Historic England

[redacted]

07 November 2025

Dear Sea link Team

National Grid - Sea Link Project

Consultation on proposed changes to the Sea Link development consent order

Thank you for your letter of 07th Oct 2025 consulting Historic England (HE) on the proposed changes to the Sea Link development consent order. The proposed changes are:

- change to the Order limits at the former hoverport near Cliffsend, Kent in response to findings of saltmarsh habitat surveys.
- change to works plans at Friston (Kiln Lane) substation, Suffolk, to align the project with plans of Scottish Power Renewables' (SPR) East Anglia ONE North and East Anglia TWO Offshore Wind Farms.
- change to the Order limits east of Friston, Suffolk in response to archaeology survey findings.
- change to the Order limits at Benhall Railway Bridge, Suffolk in response to consultations with stakeholders.

We have reviewed the documents provided and our response is provided based on this information.

Historic England acknowledges that the proposed changes to the Order limit, and changes to work plans at Friston (Kiln Lane) substation in Suffolk, will provide the project with necessary flexibility to respond to the results of the surveys and to address the stakeholder's feedback.

The heritage assessment as set out in the ES will need to be updated to include these changes.

Historic England do not have any additional comments to make on the proposed changes at this time. We can confirm the changes would be reasonable within the scope of the project to date.

[redacted]

Historic England is subject to the Freedom of Information Act (2000) and Environmental Information Regulations (2004). Any information held by us may therefore become publicly available. For information about our use of your personal data please visit: historicengland.org.uk/terms/privacy

Historic England

Yours sincerely

[redacted]

[redacted]

Historic England is subject to the Freedom of Information Act (2000) and Environmental Information Regulations (2004). Any information held by us may therefore become publicly available. For information about our use of your personal data please visit: historicengland.org.uk/terms/privacy

Date: 6th November 2025
National Grid Electricity Transmission
Sea L
Emai [redacted] email only)

Kent Wildlife Trust

Dear Sir/Madam,

RE: Kent Wildlife Trust Consultation Response: Proposed Changes to the Sea Link Development Consent Order (DCO)

SUMMARY

Kent Wildlife Trust (KWT) welcomes the opportunity to comment on National Grid's proposed changes to the Sea Link Development Consent Order (DCO) application. KWT is the leading conservation charity in Kent, working to protect and restore wildlife and wild places for over 60 years. We manage over 9,000 acres of nature reserves and work across land and sea to tackle the twin crisis of biodiversity loss and climate change. Therefore, our comments will focus on the changes to the Kent side of the scheme only.

KWT is one of several landowners at Sandwich and Pegwell Bay, where we manage the internationally important nature reserve designated for its exceptional ecological value. The reserve encompasses saltmarsh, mudflat, and intertidal habitats that are vital for wildlife, particularly migratory and overwintering bird species. We therefore have a direct and material interest in the proposed change concerning access at the hoverport and the intertidal area.

CONSULTATION AND STAKEHOLDER ENGAGEMENT

Firstly, KWT wishes to place on record that we were not directly contacted by National Grid regarding this Change Application Consultation, despite being both a landowner and a key environmental stakeholder for the affected area in Kent. During the Preliminary Hearing on 5th November 2025, National Grid stated that KWT had been directly contacted on 7th October 2025 via email and a letter had been posted to our office address. This statement is incorrect. Following that claim, we reviewed in detail our internal correspondence records and confirmed that no email or postal correspondence was received in relation to this consultation. As detailed in our email to Sea Link's project team (5th November 2025), our Office Manager has confirmed that:

- No correspondence from National Grid has been received via our [redacted] x or spam folders; dress.

We have requested a copy of the original email National Grid claims to have sent, including timestamp and recipient details, to verify this further. At the time of writing and submitting this consultation response, we have not had a reply to this request.

This lack of engagement from National Grid during this particular consultation aligns with concerns raised by multiple stakeholders at the Preliminary Hearing, where the Examining Authority (ExA) noted that multiple organisations, Interested Parties and landowners had expressed frustration at not being proactively informed about this consultation. This broader pattern suggests a significant shortfall in stakeholder notification and undermines confidence in the robustness of the consultation process. Given our dual role as landowner and environmental manager of a nationally designated site, it is essential that KWT be engaged

directly and fully in all future consultations and site-specific discussions relating to the Sea Link project.

PROPOSED CHANGES TO KENT – ACCESS AT THE HOVERPORT

The proposed change seeks to extend the width of the potential access corridor from the Ramsgate International Hoverport to the intertidal area to reduce potential disturbance to sensitive saltmarsh habitat. KWT supports, in principle, the intention to avoid direct physical impact on saltmarsh and recognises the stated objective of minimising harm to this important Priority Habitat. However, we remain concerned that the saltmarsh area itself has not been removed from the Order Limits, meaning that it technically remains within the boundary of land where construction and maintenance activities could legally take place under the DCO. The continued inclusion of this habitat within the Order Limits leaves open the potential for direct impact, either through inadvertent encroachment, temporary access, or ancillary works. In practical terms, this creates ongoing uncertainty and does not provide sufficient assurance that the saltmarsh will be fully safeguarded. KWT therefore urges National Grid to revise the Order Limits to exclude the mapped extent of the saltmarsh habitat entirely, wherever feasible. This adjustment would provide clarity, prevent ambiguity in enforcement and monitoring, and demonstrate a genuine commitment to avoiding harm to designated and priority habitats.

Outstanding Ecological Concern

In August 2024, KWT raised concerns when the hoverport was first proposed for access during earlier pre-application consultations. From reviewing the Change Application Consultation Document (October 2025), it appears these issues have not been taken into consideration. The pre-DCO application Access and Post-Installation Environmental Information (APEI) document stated that the hoverport "*has no SAC features or habitat supporting SPA birds*" and that new laydown areas are "*unlikely to introduce any new significant adverse effects*." KWT disagrees with this conclusion. The hoverport supports a variety of protected flora and fauna, including man orchid and lizard orchid, both listed as Priority Species under Section 41 of the NERC Act 2006. It is also known to support breeding populations of bright wave moth and restharrow moth, both listed as Section 41 Priority Species. In addition, the Sussex emerald moth and fiery clearwing moth, both fully protected under Schedule 5 of the Wildlife and Countryside Act 1981, have been regularly recorded on and around the hoverport, and both species are confirmed to be breeding within 3km of the hoverport. Any activity that might disturb them or their habitat would require a protected species licence from Natural England. The presence of these species indicates that the hoverport provides ecologically valuable habitat for a variety of protected and priority species. The absence of baseline ecological assessment for the hoverport means it is not currently possible to conclude that there would be no significant adverse effects, and this omission must be addressed within the Change Application.

Potential Effects to Designated Sites and Priority Habitat Saltmarsh

KWT shares the concerns raised by Natural England in their relevant representation, particularly regarding the adequacy of the assessment of potential impacts to designated habitats arising from access arrangements and the installation of Horizontal Directional Drilling (HDD). Natural England has clearly stated that National Grid "*has not considered all potential impacts to designated sites as a result of HDD installation, including impacts to designated saltmarsh habitats and hydrology*", and that "*the access route used by contractors to facilitate HDD installation remains unclear*."

These concerns remain unresolved. It is not clear how the proposed modification to the hoverport access corridor will, in practical terms, ensure that damage to the saltmarsh and associated hydrological features of the Thanet Coast and Sandwich Bay SPA/Ramsar/SAC will

be avoided. This uncertainty is compounded if, as appears possible, the hoverport is to be used more intensively than originally envisaged. Without a clear and detailed ecological baseline for the hoverport and surrounding intertidal areas, it is impossible to conclude that the proposed change will not result in harm to protected habitats and species. KWT therefore reiterates its request for comprehensive, up-to-date ecological surveys and impact assessments of the hoverport area, including surveys for orchids, invertebrates and other protected species, before any change is considered acceptable.

The ExA's Rule 9 letter (25th September 2025) notes that National Grid intends to submit extensive revised documentation within the formal change application, including updated plans, supporting statements and an Environmental Statement Addendum. Until this further information is available, KWT cannot form a final view on the full scale, frequency and purpose of the revised access proposal. Accordingly, we reserve our position pending submission of the full Change Application and Addendum. Given the limited information currently available, this consultation exercise provides insufficient detail for meaningful comment. It therefore risks amounting to a procedural exercise rather than a genuine opportunity for stakeholder engagement. This reinforces KWT's broader concern, as set out in our letter to the Examining Authority (27 August 2025), that the Sea Link application was premature and not supported by adequate environmental evidence at the point of submission.

If you require any further clarification regarding our comments, please do not hesitate to get in touch.

Kind regards,

[redacted]

Kent Wildlife Trust



[redacted]

www.gov.uk/mca

5 November 2025

Via emai [redacted]

Change 1 Change to access at the Hoverport, Kent

Dear Project Team

Thank you for your letter dated 7th October 2025 notifying the Maritime and Coastguard Agency (MCA) that National Grid is carrying out a consultation on five proposed changes to the Sealink project. Representatives of the UK Technical Services Navigation team have considered the proposals and supporting documentation and would like to respond as follows.

The MCA is a statutory consultee and/or primary advisor (depending on the relevant legislation) to the marine licensing and offshore consenting regulators, and we consider the impact of works, deposits, removals, and construction below the Mean High-Water Spring on shipping, safe navigation and emergency response arrangements.

We note the five proposed changes detailed in the letter but would like to comment only on 'Change 1 - Change to access at the Hoverport, Kent' which will extend the width of potential access from the hoverport to the intertidal area within the Order limits.

On this occasion, the MCA notes that the proposed increase in DCO order limits for Change 1 is being undertaken within a Statutory Harbour Authority (SHA) - Sandwich Port and Haven Commissioners - who have relevant powers under the Harbour Act 1964 (or other) and therefore have jurisdiction. The MCA will maintain its regulatory remit with regards to ships and the associated safety functions, however the management of safe navigation and risk within the harbour remains solely with the SHA.

As the applicant states that there are no changes in significance of environmental effects in terms of the Environmental Statement (ES) for Proposed Change 1, the MCA would expect the details of Proposed Change 1 to be included in the Navigation Risk Assessment (NRA) to reflect the current plans and ensure that the worst-case scenario for shipping and navigation remains in line with the original assessment.

INVESTORS IN PEOPLE | Silver

The MCA welcomes further stakeholder consultation on the impact of the proposed changes. The MCA would expect the proposals to be carried out in accordance with the Port and Marine Facilities Safety Code (PMSC) and its Guide to Good Practice.

Yours faithfully,



INVESTORS IN PEOPLE | Silver

Marine Management Organisation

[redacted]

[redacted]

Our ref: DCO/2022/00008

By email

[redacted]

03 November 2025

[redacted]

Consultation on proposed changes to the Sea Link Development Consent Order (DCO)

On 07 October 2025, the Marine Management Organisation (MMO) received correspondence from National Grid that they were intending to make a series of small changes to the Sea Link DCO.

The MMO notes the Planning Inspectorate were notified of this on 18 September 2025, and that the majority of plans for Sea Link remain unchanged.

The MMO has been invited to provide comment on changes relating to access at the former hoverport near Cliffsend, Kent. It is noted that existing plans already include provision for construction, maintenance and operational access to the intertidal area (the area above water level at low tide and underwater at hight tide) via the former hoverport.

Survey work undertaken in August 2025 identified an expansion of the saltmarsh habitat in Pegwell Bay beyond previously recorded extents. To ensure the saltmarsh habitat is avoided when carrying out works it is proposed to include additional areas of the hoverport within the Order limits. This adjustment is intended to prevent vehicles driving on or close to the saltmarsh habitat when accessing the intertidal area.

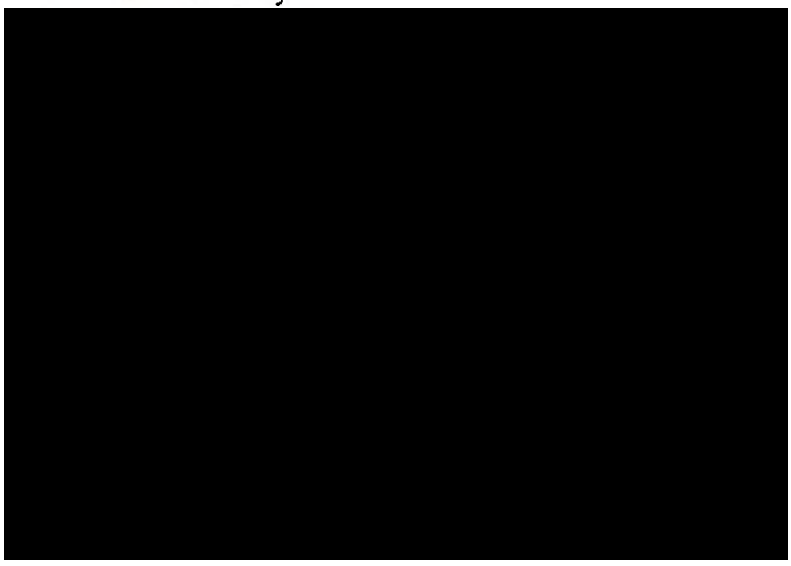
The MMO notes that there are no changes to when the use of the hoverport would be required and that the change is not expected to alter the conclusions of the Environmental Statement including the DCO application.

The MMO has reviewed the updates in consultation with our scientific advisors at the Centre for Environment, Fisheries and Aquaculture Science (Cefas) and considers the proposed change to be acceptable and that the conclusions of the Environmental Statement have not been substantially changed.

The MMO notes that the diagram in section 4.2.2 of the Change Application Consultation Document also includes a small area of the Pegwell Bay protected area which will be added to the order limits. It is difficult to judge from the diagram, in total, how much additional area has been added to the order limit and an estimate of this would be helpful.

The MMO has no further comments to make at this time.

Yours sincerely



Date: 03 November 2025
Our ref: 529521
Your ref: ENO20026

[redacted]

[redacted]

BY EMAIL ONLY

Dear Adrian

Consultation: Consultation on proposed changes to the Sea Link development consent order

Thank you for your consultation on the above dated 07 October 2025 which was received by Natural England on 08 October 2025

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development

Proposed changes to work plans at Suffolk landfall (changes 2-5)
Natural England advise, having reviewed the October 2025 Change Application Consultation Document, that we have no comments to provide for changes 2 – 5 relating to Suffolk. Natural England is content there are no further environmental concerns arising from these proposed changes and our advice on the Sea Link project remains as detailed in our Relevant Representations

Proposed changes to access at the former hoverport near Cliffsend, Kent (change 1)
Natural England are content with the change to access at the former hoverport near Cliffsend, Kent as this change is intended to avoid impacts to saltmarsh habitat, in line with our relevant representation comments.

We acknowledge these changes in the application will be submitted for statutory consultation with an anticipated response time of Deadline 3 (expected 7th January 2026).

For any queries regarding this letter for new consultations, please send your correspondences to

[redacted]

National Grid Sea Link, Document 9.19 Sea Link DCO notification of change to DCO application

Change Application Consultation Document (2).pdf (nationalgrid.com)

4.5 Change 4 – Benhall Railway Bridge, Suffolk

Saxmundham Town Council wishes to comment on the proposed changes relating to the works at Benhall Railway Bridge due to significant concerns regarding the likely impacts on traffic congestion, noise, air quality, and the local economy.

Whatever solution is ultimately adopted, there will be substantial implications for the local community:

1. **Traffic Restrictions** – Vehicular traffic will be unable to exit from the A12 via the Benhall junction while works to install the temporary bridge (up to 15 separate occasions) are undertaken. The Town Council requests further information on the estimated timescales for both installation and removal during each phase.

2. **Rail Disruption** – If the 'bridge fixing' option is selected, delays are likely to affect both passenger and Sizewell C freight rail services.

3. **Alternative Overbridge Option** – The semi-permanent overbridge proposal may reduce road congestion and associated impacts on air quality and noise. However, the Town Council seeks clarification on the applicant's view that this option could result in greater environmental harm overall.

It is essential that closures of the B1121 Benhall Bridge junction are minimised to prevent severe congestion within Saxmundham and additional pressure on the signal-controlled crossroads in the town centre.

Diverted traffic will otherwise be forced onto unsuitable residential roads including Rendham Road, Mill Road, and Chantry Road (which is subject to a 7.5-tonne weight restriction). Vehicles travelling from Leiston to the A12 would also be likely to use this route, creating additional congestion along Church Hill and Church Street.

In addition to the inconvenience caused by longer journey times, residents will experience increased noise and poorer air quality. The closure of the B1121 is also expected to have a detrimental effect on local businesses, as customers and delivery vehicles may avoid the town due to severe congestion and access difficulties.

Saxmundham Town Council therefore urges the applicant to:

- Provide detailed traffic and environmental impact assessments for each proposed construction option;

- Confirm the anticipated duration and timing of any closures; and

- Work proactively with Suffolk County Council's highways team to ensure any diversions are safe, suitable, and properly managed to minimise disruption to Saxmundham residents and businesses.

Suffolk County Council

SEA LINK

EN0200026

Response to Consultation on Proposed Changes to the Sea Link Development Consent Order

November 2025

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Glossary of Acronyms

DCO	*Development Consent Order*
ES	*Environmental Statement*
HVAC	*High Voltage Alternating Current*
HVDC	*High Voltage Direct Current*
LHA	*Local Highways Authority*
NSIP	*Nationally Significant Infrastructure Project*
PIS	*Preservation In Situ*
PPA	*Planning Performance Agreement*
SCCAS	*Suffolk County Council Archaeological Service*
SPR	*Scottish Power Renewables*

"The Council" / "SCC" refers to Suffolk County Council.

Purpose of this Document

The document has been prepared by Suffolk County Council to respond to the consultation on the proposed changes to the Sea Link Development Consent Order with a deadline of 7 November 2025.

1 Introduction

1.1 The Sea Link proposals consist of the construction of a 2 Gigawatt (GW) High Voltage Direct Current (HVDC) undersea electricity link between Suffolk and Kent which will connect to Kiln Lane substation in Friston, which has consent via an existing Development Consent Order (DCO) obtained by a third party, Scottish Power Renewables (SPR), but as yet is unbuilt.

1.2 The offshore scheme consists of a 122 kilometre (km) subsea cable which will run between a Suffolk landfall location between Aldeburgh and Thorpeness and the Kent landfall at Pegwell Bay.

1.3 The onshore scheme consists of the installation of a High Voltage Alternating Current (HVAC) 1.9km underground cable between Kiln Lane substation in Friston, a 2GW HVDC converter station near the town of Saxmundham up to 26 metres (m) in height, and a 10km HVDC underground cable between the converter station and transition joint bay approximately 900m from shore, which will enable the transition from offshore to onshore technology.

2 Proposed Changes to the Sea Link Development Consent Order (DCO)

2.1 The applicant has proposed the following changes to the Sea Link Development Consent Order: -

- Change 1 – Change to access at the Hoverport, Kent
- Change 2 – Change to Works Plans at Friston (Kiln Lane) substation, Suffolk
- Change 3 – The Henge, Suffolk
- Change 4 – Benhall Railway Bridge, Suffolk
- Change 5 – Increase in area for maintenance for a new hedge to the south of B1119, Suffolk

2.2 This response will only focus on those proposed changes (2-5) which are relevant to the Suffolk locations in the DCO.

2.3 The response will detail each proposed change with a summary of the respective comments from the relevant technical service areas, full comments of which can be found in Appendix A.

3 Change 2 – Change to Works Plans at Friston (Kiln Lane) Substation, Suffolk

3.1 The applicant has proposed a change to the works area for the consented Kiln Lane substation in Friston to match the area which was already approved for two Scottish Power Renewables (SPR) wind farm projects, East Anglia ONE (North) and East Anglia TWO (EA1N/2).

General Comments

3.2 The Council wishes to draw to the attention of National Grid, that the Friston substation also appears on the TEC Register as 'South East Anglia Connection Node E' and as such has three connection offers associated with it, including two solar battery projects of 400MW and 600MW respectively.

3.3 These projects have proposed connection dates after 2030 and as such will receive confirmation of their Gate 2 offer (or otherwise) no later than the end of Q3, 2026, in accordance with the National Energy System Operator[1].

Archaeology

3.4 Suffolk County Council Archaeology Service (SCCAS) has no objection to the proposed changes to the limits of deviation within the Kiln Lane (Friston) substation site.

3.5 Construction activity will need to avoid areas of archaeological mitigation which have been defined as Preservation in Situ (PIS) areas of the EA1N/2 project and therefore not be subject to excavations as part of the Sea Link scheme.

3.6 If any ground disturbance is planned within the PIS areas by Sea Link, a programme of archaeological excavation will need to be undertaken.

3.7 Vehicle movements and materials and spoil will also need to take the archaeological PIS areas into account.

Ecology

3.8 The Council considers that the change to work plans does not create any additional potential impacts on ecological features which were assessed in the Environmental Statement.

Landscape

3.9 The Council has concerns that the final location of the substation could result in additional vegetation loss. If the substation were to be moved further north-east, a longer stretch of hedgerow would be affected and if it were moved further south-west, this would require less removal.

[1] https://www.neso.energy/industry-information/connections-reform/connections-reform-timeline

3.10 Any additional vegetation loss will need to be documented and mitigated or compensated as required.

3.11 The impacts of the degree of flexibility and subsequent uncertainty with regards to mitigate planting required as part of the delivery of other projects need to be fully assessed.

Local Lead Flood Authority

3.12 The LLFA acknowledges the change to the works area for the consented Kiln Lane substation in Friston to match the area which was already approved for two Scottish Power Renewables (SPR) wind farm projects, East Anglia ONE (North) and East Anglia TWO (EA1N/2), however concerns remain over a lack of coordination over the drainage strategy for the substation site.

3.13 The LLFA strongly advises that the Sea Link and SPR project teams to engage directly and share relevant ground investigation data, including infiltration results.

3.14 A coordinated approach would enable the development of a unified drainage strategy that is technically robust and publicly coherent.

3.15 The LLFA remains concerned that divergent approaches will lead to confusion and uncase within the Friston community, therefore the LLFA urges the Sea Link team to prioritise alignment with SPR wherever possible, through either collaboration or through equivalent investigation to support a coordinated approach.

4 Change 3 – The Henge, Suffolk

4.1 The applicant has proposed to adjust the boundaries of the project to avoid and protect a Heritage asset, identified in the consultation as a Neolithic Henge, which was found during archaeological survey works in July 2025.

4.2 The change will move the planned underground cable route, including a 30m buffer zone to avoid the Neolithic Henge site.

4.3 To maintain flexibility regarding the rerouting of the underground cable, the applicant proposes including additional land within their Order Limits which will allow the new route to either go north or south of the Neolithic Henge.

4.4 The Council's response to Change 3 is detailed by service area below.

Archaeology

4.5 Further to the completion of further geophysical work, the interpretation of the site has now changed and is no longer thought to be a hengiform monument.

4.6 Based on the evidence including the form and finds, it is believed that the site to be a later Bronze Age D-shaped enclosure.

4.7 Following advice from Natural England, it is no longer believed that the site meets the criteria of a schedulable monument and therefore SCCAS would no longer advise to avoid the site entirely to achieve preservation in situ, therefore mitigation through excavation would now be acceptable.

4.8 However, given the potential of the site to contain settlement evidence and other remains, SCCAS would advise only partial excavation of just the central portion of the feature would not be appropriate or in line with best practice. Therefore, the monument would need to be subject to a programme of enhanced mitigation to enable it to be mitigated in full if it is not going to be completely avoided by the cable route.

4.9 It is noted that the current order limits do not allow for this (and nor does the proposed change to the order limits in Change 3) and therefore SCCAS would advise the need of a slight expansion of the order limits around the monument to accommodate full excavation of the enclosure and any associated internal and external remains. This would only need to be a localised expansion and would remove the requirement for further assessment at this stage.

Ecology

4.10 The Council confirms no further ecological matters arise from this proposed change.

Landscape

4.11 The Council supports change in principle, however, there is a risk that additional roadside trees could be lost as well as some filed boundary hedgerow.

4.12 Any additional vegetation losses will need to be document and mitigated or compensated as required.

Public Health

4.13 The proposed extension of the order limits may result in works being located closer to residential receptors, including Bulls Farm. Although it is acknowledged in the Change Application Consultation Document, it is important that the potential health implications for these receptors are fully considered and addressed.

4.14 The Council recommends that further detail is provided and assessed regarding the possible health impacts associated with the proposed works. Specifically, the applicant should clarify the potential effects of noise, vibration and air quality on nearby residents and workers of the works required to install the underground cabling.

4.15 It is also advised that the applicant outlines the mitigation measures that will be implemented to minimise any adverse impacts, referencing best practice standards and relevant guidance.

5 Change 4 – Benhall Railway Bridge (B1121), Suffolk

5.1 The applicant has proposed to add additional land to their Order Limits around the Benhall Railway Bridge on the B1121. The land includes areas along the road, the bridge itself, nearby areas to the east of the bridge and a small section along the railway.

5.2 The change has been put forward to allow flexibility when considering options to transport large equipment to the new converter station.

5.3 This change has been the result of discussions with Suffolk County Council and East Suffolk Council due to the importance of the Benhall Railway Bridge as part of the access route to the converter station site and the need for clarity on how any works to the bridge would be consulted and consented upon by the Local Highways Authority (LHA).

5.4 The Council's response to Change 4 is detailed by service area below.

General Comments

5.5 The Council notes that the additional land identified for the extended order limits includes areas earmarked for development under Outline Planning Application DC/21/2503/OUT. The Council understands that Outline Planning Permission has now been granted for this application. In addition, the extended order limits will bring works areas closer to existing residential development, both at Shotts Meadow and at the Whitearch Residential Park. Although this is principally a matter for the district, East Suffolk Council, the Council considers this issue still needs to be acknowledged in this response.

5.6 The Council also continues to have concerns about the feasibility and acceptability of using the B1121 and in particular the Benhall Bridge as an access route for construction traffic (in particular AIL movements). If an acceptable solution cannot be identified, the applicant will be unable to construct the project. Consequently, the Council urges the applicant to consider (in addition to or as alternatives to Change 4) further changes to the project (including potentially increasing the Order limits elsewhere) in order that an alternative construction access route is available should the route via the B1121 not be deliverable. Such an alternative route could utilise, in part, the proposed Sizewell Link Road to provide access to the converter station site from the north (instead of via the B1121 from the south).

5.7 The option of constructing a new bridge should also be explored by the Applicant and provision should be considered in the revision of the Order

Limits to allow for this option should it be required. It is possible that constructing a new bridge may be more feasible than repairing the existing bridge and a more resilient solution than temporary overbridging when considering the need of Lion Link and any future projects requiring access to the converter station site.

5.8 The Council cannot comment at this stage on the feasibility of any options for bridge repair or replacement on account of a lack of detail. Likewise, the Council considers that the potential adverse impacts of overbridging have not been satisfactorily assessed.

5.9 The Council has provided information on the structure for review by the Applicant. Further investigation of the structure is likely to be required including physical examination and testing. This would then inform a review of the condition and load capacity of the structure. This process will require approval in principle by the Council.

5.10 The environmental impacts of any works, including investigations into the condition of the bridge, will need to be sufficiently assessed.

Archaeology

5.11 SCCAS has no objection to the proposed changes to the order limits, however any new scheme areas will need to subject to a programme of archaeological assessment, in this instance trial trenched evaluation, followed by mitigation as appropriate, prior to any pre-commencement or construction works.

Ecology

5.12 The Council has concerns regarding the proposed change due to the potential impacts on bats, birds and badgers that could result from any works from the additional land included within the order limits.

5.13 It is essential that new areas of habitat which will be impacted by the works are assessed for bird, bat and badger interest and appropriate mitigation measures drafted.

5.14 The proposed works should also be assessed in terms of their potential impacts on the nearly Benhall Green Meadows County Wildlife Site, which is designated for its marsh grassland habitat.

Highways

5.15 The Council does not agree with the statement at para 4.5.5 of the Consultation Document that it asked for the inclusion of the additional land - In discussions with the applicant, the Council expressed concern that the Order limits did not include the Benhall Bridge notwithstanding that the applicant envisaged some works to the Bridge may be necessary, and the Council recognised that additional land would likely to be needed to strengthen or provide the

temporary improvements required to allow loads greater than 46 tonnes to traverse Benhall Rail Bridge, but this was not a recommendation, and Suffolk County Council did not request for the additional land to be included in the DCO.

5.16 If works are proposed at the Benhall Bridge, the Council concurs that the Order limits would need to be extended to include the necessary land, but it does have concerns as to whether suitable works to improve the Bridge are feasible within the revised Order limits as currently proposed.

5.17 4.5.6 - The Council has raised concerns for each option presented related to: -

- delays or disruption to public and contractor's traffic on B1119
- the geometry of the site, making implementation of a solution challenging with respect to the length of any temporary structure, due to the skew of the bridge
- traffic management, such as temporary traffic signals, causing potential backups onto the A12
- maintaining safe access for non-motorised users
- access to Whitearch Residential Park
- access to public utilities for maintenance
- impact of delays due to diverted traffic, emergency services and impacts on communities situated on diversion routes

5.18 4.5.8 - If the bridge is to revert to its existing state, no loads greater than 46 tonnes would be able to access the Fromus River Bridge and the converter station site during the operational phase. Consideration must be given to projects such as LionLink where if developers were to also use this route, the impact would be greater and still not offer a permanent solution.

5.19 The Council has yet to receive an environmental assessment or traffic study to evaluate potential impacts.

5.20 4.5.12 – The Council considers that all potential solutions proposed by the Applicant will increase the volume of construction traffic, although without the necessary information, the Council cannot determine how significant impacts could be. Abnormal loads such as cranes will need to access the site via Saxmundham otherwise a temporary bridge would be needed to cross the bridge to construct the temporary solution.

5.21 The Council is unclear how the developer proposes to access the land to the south of the B1121. The proposed access forming part of the DC/21/2503/OUT application would not be acceptable noting the highway authorities comment on suitability for residential traffic. Consideration must

be given to achieving suitable visibility noting the crest on the bridge to the south and the no overtaking road markings for southbound traffic.

Landscape

5.22 Any additional vegetation losses, including along the railway line will need to be documented and mitigated or compensated as required.

Public Health

5.23 There is potential for health impacts affecting current and future residential receptors during the bridge works due to the close proximity of the proposed extension order limits to existing dwellings, residential park homes as well as sites referenced in current planning applications. Residential park homes are particularly vulnerable to the impacts of noise, vibration and dust given the nature of their construction.

5.24 The Council recommends that further detail regarding the type, duration and timing of works is provided to affected residential receptors and stakeholders and that appropriate mitigation measures are identified and implemented.

5.25 The potential temporary closure and diversion of a Public Right of Way may impact health and wellbeing particularly for those who rely on these routes for daily exercise, commuting or recreation. The Council advises that robust mitigations are in place to minimise disruption.

Public Rights of Way (PRoW)

5.26 4.5.11 - The Council raises concerns about the impact on the Benhall Footpath 26 (PRoW E-137/026/0) and 34 (PRoW E-137/034/0) during the construction, operation, and decommissioning of any temporary bridge. More detailed assessment and information is required before detailed comment can be made.

6 Change 5 – Increase in Area for Maintenance of a New Hedge to South of B1119, Suffolk

6.1 The applicant has proposed to widen a strip of land to the south of the B1119, near Fristonmoor Lane to allow more space to plant the proposed new hedge and the ditch. The proposal includes changing the type of access rights to this area to allow long term maintenance of the drain from the field.

6.2 The new hedge is part of landscape and visual mitigation to screen views of the converter station from the north/northeast and help reinstate historic hedgerow planting.

6.3 The Council's response to Change 4 is detailed by service area below.

Archaeology

6.4 SCCAS have no objection to the planting of the proposed hedgerow at the converter station site, however, no ground disturbance should take place within areas defined as requiring archaeological mitigation as part of the proposed Lion Link scheme, during associated works, prior to the completion of mitigation work as part of the Sea Link project.

Highways

6.5 Planting of the proposed hedge adjacent to the B1119 should not adversely impact forward visibility for traffic using this road.

Landscape

6.6 The Council is unpersuaded that this change goes far enough and proposes that along the B119, a sufficient corridor should be established to allow space for the hedge and a generous route corridor for a public right of way.

6.7 More detailed information is required regarding landscape, visual effects and vegetation loss before detailed comments can be provided.

Public Rights of Way (PRoW)

6.8 The Council is unpersuaded that this change goes far enough and proposes that along the B119, a sufficient corridor should be established to allow space for the hedge, watercourse, and a generous route corridor for a public right of way.

Appendix A – Detailed Technical Comments

7 Archaeology

Change 2

7.1 Suffolk County Council Archaeological Service (SCCAS) have no objection to the proposed changes to the limits of deviation within the Friston substation site.

7.2 Any construction activity will need to avoid areas of archaeological mitigation which have been defined as Preservation in Situ (PIS) areas as part of the EA1N/2 project and have therefore not been subject to excavation as part of this scheme (a document is in production which sets out the safeguards and requirements for these areas). Should any works involving ground disturbance be planned within these PIS areas as part of the SEA Link project then SEA Link will need to undertake a programme of archaeological excavation. Vehicle movements and spoil and materials storage etc will also need to take archaeological PIS areas and their associated restrictions into account.

Change 3: The Henge Site

7.3 Further to the completion of additional geophysical survey work, the interpretation of this monument has now changed and is no longer thought to be a hengiform monument. It is believed, based upon the form and finds evidence from the evaluation, to be a later Bronze Age D-shaped enclosure. Although still a significant monument, following advice from Historic England it is no longer believed that this would meet the criteria for scheduling and therefore we would not continue to advise the need to avoid this monument entirely to achieve preservation in situ and mitigation through excavation would now be acceptable. However, given the potential to contain settlement evidence and other remains, we would advise that a partial excavation of just the central portion of this feature would not be appropriate or in line with best practice and this monument would therefore need to be subject to a programme of enhanced mitigation to enable it to be mitigated in full if not going to be completely avoided by the route. The original order limits would not allow for this and therefore we would advise the need for a slight expansion of the scheme order limits around this monument to facilitate full excavation of the enclosure and any associated internal and external remains. This would, however, only need to be a fairly localised expansion and remove the need for further assessment work at this stage.

7.4 If the applicant decides that they still wish to avoid this monument entirely to remove the need for excavation, we do not object to the proposed expansion of the order limits which has been proposed in the recent additional submission. We are pleased that geophysical survey has now been completed for these new

areas, however, further anomalies of likely archaeological interest have been defined, along with the potential for further unknown archaeological remains which have not been able to be detected. As such, any changes to the route beyond a small increase around the D-Shaped enclosure, would require a programme of trial trenched archaeological evaluation prior to the determination of the DCO, in order for the nature, extent and significance of any archaeological remains to be defined and to allow appropriate mitigation strategies to be determined and also informed design and planning decisions to be made.

Change 4 - Benhall Railway Bridge

7.5 SCCAS have no objection to the proposed changes to the order limits at Benhall, however, any new additional scheme areas will need to be subject to a scheme of archaeological assessment (in this instance trial trenched evaluation), followed by mitigation as appropriate, prior to any pre-commencement or construction works.

Change 5 - Increase in maintenance of a new hedge to south of B1119, Suffolk

7.6 SCCAS have no objection to the planting of the proposed hedgerow at the Saxmundham converter station site, however, no ground disturbance should take place within areas defined as requiring archaeological mitigation as part of the Lion Link scheme during associated works, prior to the completion of mitigation work as part of this project.

8 Ecology

Change 4 – Benhall Railway Bridge

8.1 The Council is concerned about this proposed change in terms of the potential impacts on bats, birds and badgers that may result from any works in this area. It is essential these new areas of habitat that will be impacted by the works are assessed for their bird, bat and badger interest and appropriate mitigation measures drawn up of required. The proposed works should also be assessed in terms of their potential impacts on the nearby Benhall Green Meadows County Wildlife Site, which is designated for its marsh grassland habitat.

8.2 Have the hedges earmarked to be removed been assessed in terms of the Hedgerow Regulations and possible bat migration routes? When would the proposed hedges be removed – this should be timed to avoid potential impacts on nesting birds. Should there be a new bridge built at this location, this construction needs to be assessed in terms of potential impacts on any bats that are/will be using the railway line as a migration corridor.

8.3 Maintenance of the new hedge: more land for the hedge and ditch are welcomed. Gives space for the new hedge to develop and areas of habitat such

as neutral grassland or scrub could be allowed to develop, enhancing the wildlife value of this area.

9 Highways

Change 4 – Benhall Railway Bridge

9.1 4.5.6 Very limited details for these options have been provided. SCC has raised concerns for each option such as:

- Delays or disruption to public and the contractor's traffic on the B1119,
- the geometry of the site making implementation of a solution challenging particularly with respect to the length of any temporary structure sue to the skew of the bridge,
- traffic management, such as temporary traffic signals, causing backups onto A12 due to the bridge's proximity to the junction of B1121/A12,
- safety of and access for non-motorised users,
- access to Whitearch Residential Park,
- access to public utilities for maintenance
- impact of delays due to diverted traffic, emergency services and impacts on communities along diversion routes.
- impact on Benhall Footpath 26 both during construction and operation of any temporary bridge and also

9.2 4.5.8 If work is temporary the bridge will revert to its existing state and therefore no loads greater than 46 tonnes could access the Fromus River Bridge and hence the convertor station site from this direction during the operational phase. If any other project, for example LionLink were to also use this route the impacts would be greater, over a longer period and still not result in a permanent solution.

9.3 4.5.10 SCC has yet to receive any environmental assessment or traffic study to comment on the severity or otherwise of the impacts.

9.4 4.5.12 All potential solutions will increase the volume of construction traffic, albeit without information SCC cannot say whether in our view it is significant. At least some abnormal loads such as cranes will need to access the site via Saxmundham as if greater than 46 tonnes, for example cranes, they would otherwise need a temporary bridge to get across the bridge to build the temporary bridge.

9.5 It is unclear how the developer proposes to access the land to the south of the B1121. The proposed access forming part of the DC/21/2503/OUT application would not be acceptable noting the highway authorities comment on suitability

for residential traffic. Consideration must be given to achieving suitable visibility noting the crest on the bridge to the south and the no overtaking road markings for southbound traffic.

10 Landscape

Change 2 – Changes to Works Plans at consented but unbuilt Kiln Lane (Friston) substation

10.1 Depending on where the substation will be finally located this could result in additional vegetation loss, as the boundary hedge to the north of the site is not parallel to the existing powerline. So, if the substation were to be moved further north-east, a longer stretch of hedgerow would be affected. If the substation were to be moved further south-west this would require less hedge to be removed.

10.2 Any additional vegetation losses will need to be documented and mitigated or compensated as required.

10.3 The desired degree of flexibility could also create greater uncertainty with regards to mitigative planting required as part of the delivery of other projects. The impacts and effects on this need to be fully assessed and explained.

Change 3 – Avoidance of the Henge Site

10.4 SCC (Landscape) supports this change in principle. However, there is a risk that additional roadside trees could be lost, as well as well as some filed boundary hedgerow.

10.5 Any additional vegetation losses will need to be documented and mitigated or compensated as required.

Change 4 – Benhall Railway Bridge

10.6 Any additional vegetation losses, including along the railway line, will need to be documented and mitigated or compensated as required.

Change 5 – Increase in maintenance of a new hedge to south of B1119, Suffolk

10.7 SCC (Landscape) is unpersuaded that this change does go far enough and considers that along the B1119, a sufficiently wide corridor should be established to allow space for the hedge and a generous route corridor for a public right of way, to improve access to the countryside and provide a connection with other PRoW in the area, as benefit to the local communities.

10.8 In summary, SCC (Landscape) considers that more detailed information is required with regards to landscape and visual effects and vegetation loss, before detailed comments can be provided.

10.9 These comments are therefore provided without prejudice to any comments that may be made once greater detail for proposals in these areas becomes available.

11 Local Lead Flood Authority (LLFA)

Change 2 – Changes to Works Plans at consented but unbuilt Kiln Lane (Friston) substation

11.1 The LLFA acknowledges the change to the works area for the consented Kiln Lane substation in Friston to match the area which was already approved for two Scottish Power Renewables (SPR) wind farm projects, East Anglia ONE (North) and East Anglia TWO (EA1N/2), however concerns remain over a lack of coordination over the drainage strategy for the substation site.

11.2 The LLFA strongly advises that the Sea Link and SPR project teams to engage directly and share relevant ground investigation data, including infiltration results.

11.3 A coordinated approach would enable the development of a unified drainage strategy that is technically robust and publicly coherent.

11.4 The LLFA remains concerned that divergent approaches will lead to confusion and uncase within the Friston community, therefore the LLFA urges the Sea Link team to prioritise alignment with SPR wherever possible, through either collaboration or through equivalent investigation to support a coordinated approach.

12 Public Health

Change 3 - The Henge Site

12.1 The proposed extension of the order limits may result in works being located closer to residential receptors, notably Bulls Farm. Whilst Section 4.4.7 of the Change Application Consultation Document acknowledges that the revised cable route could bring construction activities nearer to certain residences, it is important that the potential health implications for these receptors are fully considered and addressed.

12.2 Public Health recommends that further detail is provided and assessed regarding the possible health impacts associated with the proposed works. Specifically, the applicant should clarify the work required to install the underground cabling, duration, and timing of construction activities within the newly included areas and provide a thorough assessment of potential effects on noise, vibration, and air quality for nearby residents and workers.

12.3 It is also advised that the applicant outlines the mitigation measures that will be implemented to minimise any adverse impacts, referencing best practice

standards and relevant guidance. This should include clear commitments to monitoring and managing environmental factors throughout the construction period, with particular attention to those receptors now situated closer to the works as a result of the change.

Change 4 - Benhall Railway Bridge, Suffolk

12.4 The proposed extension of the order limits around Benhall Railway Bridge is situated in close proximity to what appear to be existing dwellings and residential park homes, as well as sites referenced in current planning applications. Should the promoter be permitted to utilise some or all of the additional area, there is potential for health impacts affecting both current and future residential receptors during the indicated bridge works.

12.5 Whilst Section 4.5.10 states that no significant archaeological or long-term environmental effects are expected, and that construction noise impacts are anticipated to be mitigated through best practicable means, Public Health recommends that further detail is provided regarding the type, duration, and timing of works in the newly included areas as soon as possible to affected nearby residential receptors and stakeholders and that appropriate mitigation measures are identified and implemented. This should include a comprehensive assessment of potential health impacts on nearby residential receptors and those associated with planning applications, specifically in relation to noise, vibration, air quality, and access.

12.6 Additionally, Section 4.5.11 notes the potential temporary closure and diversion of a Public Right of Way. Temporary closures or diversions may impact health and wellbeing, particularly for those who rely on these routes for daily exercise, commuting, or recreation. Public Health therefore advises that the promoter ensures robust mitigation is in place to minimise disruption, maintain safe and convenient access for all users, and actively consider the potential health impacts arising from any loss or alteration of access during the construction period.

13 Public Rights of Way (PRoW)

Change 4 – Benhall Railway Bridge, Suffolk

13.1 4.5.11 SCC (PRoW) would also raise concerns about the impact on Benhall Footpath 26 (Public Right of Way E-137/026/0) and Benhall Footpath 034 (Public Right of Way E-137/034/0) During construction/ decommissioning and operating of any temporary bridge. More detailed information and assessment with regards to PRoW is required before detailed comments can be made.

Change 5 – Increase in maintenance of a new hedge to south of B1119, Suffolk

13.2 SCC (PRoW) is unpersuaded that this change goes go far enough with consideration that along the B1119, a sufficiently wide corridor should be established to allow space for the hedge, watercourse and a generous route corridor for a public right of way to improve access to the countryside and provide a connection with other PRoWs in the area and as benefit to the local communities.

These comments are therefore provided without prejudice to any comments that may be made once greater detail for proposals in these areas becomes available.

[redacted]

Dear National Grid,

SEA LINK DEVELOPMENT CONSENT ORDER (DCO)

PROPOSAL: INSTALLATION OF 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

LOCATION: RICHBOROUGH, KENT

Consultation on Proposed Changes to the Sea Link Development Consent Order

Thank you for consulting Thanet District Council on the proposed changes to the Sea Link Development Consent Order.

The Council notes that National Grid is proposing 5 changes to the application. One of these changes relates to the Kent element of the Project and therefore whilst the other four changes are noted, we will only comment on proposed Change 1: Change to access at the Hoverport, Kent.

National Grid is intending to extend the width of potential access from the Hoverport to the intertidal area within the Order Limits. The intention is to minimise the impact on the saltmarsh habitat when carrying out works and the Applicant states that the proposed change will mean that there will be no significant impact on saltmarsh from driving vehicles on or close to the saltmarsh habitat when accessing the intertidal area during construction, operation and maintenance.

The Change Application Document highlights that the area where the access route will be widened is predominantly existing concrete and whilst the change provides more flexibility over the route, it does not indicate use of a greater area. The Applicant states that not all of the new area will be used for access purposes and as such impacts on recreational receptors using this area will be minimised, whilst the proposed change does not bring the works significantly closer to any other environmental receptors and therefore does not result in any new or different significant environmental effects.

Having regards to the Change Application Document, accompanying figures and plans it remains unclear how the Applicant proposes to use the Hoverport at each stage of the Project, namely construction, operation and maintenance. The Council notes that the Applicant intends to undertake surveys to assess the environmental implications of refining the route of the Sea Link Project and the Council will help to facilitate this. In order to make

detailed comments on the proposed change, the Council awaits the outcome of the planned surveys and review of aerial imagery to identify the historic extent of the saltmash and migration trends. The Outline Construction Environmental Management Plans do not make reference to the Hoverport and as such the Council asks for clarification as to whether these documents will be updated in due course.

Once a definitive proposal has been determined and the expected Environmental Addendum reviewed, the Council will be able to make informed comments with regards to both the environmental and recreational impacts of the proposed change. We note that National Grid is consulting with the owners of Manston Airport and will review any feedback received.

The Council also notes that the proposed change to access at the Hoverport may result in National Grid seeking to gain right of access to more land via the compulsory acquisition process. Discussions concerning the potential acquisition of land within the Thanet District are ongoing and it is noted that the Council will have further opportunities to respond to the proposed changes and also engage in the planned compulsory acquisition and issue specific hearings in January 2026, as necessary (indicated within the Rule 9 Letter issued by the Planning Inspectorate dated 25th September 2025).

The above comments are made without prejudice to the Council's written representation submissions and Local Impact Report on the Development Consent Order application.

Yours faithfully



Planning Applications Manager

Dear Sir/Madam,

To: Sealink/National Grid

Date: 07/11/25, sent via e-mail

I would like to express my concerns regarding the proposed development of the old Thanet Hoverport, as part of the overall plan for Minster Marshes and the catastrophic wider proposals regarding the power substation works.

Specifically related to proposals for the former hoverport, I would make the following comments:

- The consultation period is very short (one month) and hasn't been publicised. This isn't a proper consultation process.
- Affected parties (local residents, landowners and businesses) have not been made aware of this consultation and they should have been.
- This is a significant change – they haven't made it clear in their application that they're using the hoverport as their main point of construction; meaning it will be out of action for 4+ years. This needs a proper open consultation process.
- The hoverport is very fragile – putting heavy machinery on it will inevitably damage the saltmarsh.
- The hoverport is a unique mosaic habitat which they haven't carried out any ecological surveys on.
- It's a special place because it's accessible to people with limited mobility – wheelchair uses can get right by the water's edge to see bird life.
- Thanet is very nature depleted, and this is one of the few truly wild spaces. Access to wild space is critical to good mental health.

Furthermore, I would state that:

National Grid have said that their proposed changes will have very little impact on the environment. But they have no idea of the impact on the mosaic habitat of the hoverport because they haven't carried out any environmental surveys. Kent Wildlife Trust told them that there two rare and protected species of moth at the hoverport and I know there are at least two rare species of orchid, as well as bats and many species of bird thriving there. It is also unique in Thanet as one of the very few truly wild open spaces.

It is appalling that National Grid have carried out no environmental surveys.

I am also concerned that National Grid will not be able to dig under the hoverport without the coal deposits that that the hoverport has been built on leaching into the salt marsh. And as anyone has been there knows, the apron is breaking up and will not sustain the weight of heavy machinery.

National Grid haven't mentioned any of this in their change documents.

I therefore think their consultation is wholly inadequate. Please take these views into account as part of the consultation process.

Sincerely,

[redacted]

Change 4 Benhall Rail Bridge, Suffolk

Thank you for inviting comment on your options for Benhall Rail Bridge. Whilst I appreciate the need to consult at this stage, you have not been able to supply sufficient information on the implications of each option for a considered view to be reached by the public. However, I am not just a local resident, but I am also a retired bridge engineer with experience of strengthening / rebuilding bridges similar to Benhall Rail Bridge. In offering my comments, I am informed, not just by the details in your change document, but also by the Assessment and Inspection Reports for this bridge, which Suffolk County Council appended to their 'Pre-submission Engagement January 2025' response to yourselves.

Whilst the assessment rating may be improved after further intrusive investigation, there would seem little likelihood that it would be sufficient to carry the AILs proposed.

The span and skew of the bridge, together with the vertical alignment would suggest that temporary overbridging (Option 1) would be far from simple, and might take several days to install and remove. During installation and removal, the designated route for your HGVs would be interrupted, and there is no acceptable alternative route. It must be assumed that Lion Link and, possibly, other projects will also require to access the Wood Farm via the B1121 in the same timescale, and they will also be without access. It could also be the case that if AILs are programmed for consecutive weekends, the temporary bridge is kept in place, creating extended interruption to the access to the Wood Farm site. With a succession of projects, the inconvenience to residents would be extensive.

Option 3, the semi-permanent overbridge, sounds very optimistic, given the proximity of the A12 and the entrance to Whitearch. I can see no way to make any meaningful comment on this option without an initial design. There has to be concern as to whether two-way traffic could be maintained, and, if not, the implications for HGV movements as well as inconvenience to the public is a real concern.

Whilst I am aware that many fellow residents have expressed alarm at the prospect of major bridgeworks, I do not share that concern. It seems to me that re-decking the bridge (Option 2) is by far the best solution, giving the certainty of access for yourselves, Lion Link and others, whilst concentrating the inconvenience to residents into a few up-front months. The Assessment Report suggests there is no significant concern for the substructure which should considerably reduce the scope of the works. There is bound to be some disruption to the railway, but, in my experience, this should be limited to a series of weekend blockades. As for the suggestion that it would be disruptive to Sizewell's rail operation, I believe this would be minimal, and, to be frank, if multiple major works are happening in such a small area, some conflict is unavoidable.



HOVERPORT CONSULTATION OBJECTION

Dear Sir/Madam,

I am emailing to place my strong objection to National Grid Compulsory purchasing the Old Rewilded Hoverport site. This site is regularly used as a quiet place to go to relax and unwind. It is easy accessible for all, disabled people included, and a free lovely area where families can afford to go! As a special treat after a walk and Nature trail observation with friends and family it is especially nice to go and have a drink, snack or ice cream at the very friendly Viking ship cafe in the Summer months. I fear that if National Grid compulsory purchase this site it will be ruined for the general public. Not only will the rewilded areas be destroyed by National Grids' heavy vehicles, machinery and equipment etc. But the whole ambiance of the area will be ruined! Noise from the works going on will destroy the peace and any wildlife will be scared off!

I worry that local businesses, like the Viking Ship cafe will be very badly impacted, who is going to want to sit and listen to lots of work noises going on? And why will people/tourists want to go there? Many people, myself included will feel that the area would be best avoided! Which will ruin the trade for this cafe! And other local businesses.

Thanet District Council know of this areas importance and refused permission for this site to be used. National Grid have not done their homework. Surely they should have known about Saltmarsh not being totally static! Rare flora and fauna and micro-organisms

exist in this precious rewilded area, along with all sorts of wildlife that use it.
The Hoverport site has contaminated substances below the surface covering, which National Grid's heavy vehicles and machinery are bound to damage and this will result in our protected Pegwell Bay being polluted! But do National Grid know anything about all of this? Have they done any surveys in this area? If so where/what are the results? If they have done any studies these should be made public! and what measures will be used to protect this area? and what mitigation measures are they going to propose? It appears that National Grid just want to quietly compulsory purchase this land and do what they want to remove any obstacles to their proposed Sealink project scheme! This consultation on National Grid compulsory purchasing this site has not been properly publicised and so many people yet again are unaware of this proposal!

This is not a fair consultation and it is yet again an underhand way for National Grid to try to progress their proposals without public knowledge and proper consultation.

Please re-consider the location of this Sealink project as I am sure that there must be much more suitable options or sites available.

[redacted]

REPRESENTATION IN RESPECT OF THE SEA LINK PROJECT

SUBMITTED BY BROWN & CO PROPERTY CONSULTANTS
AS AGENTS FOR AND ON BEHALF OF

[redacted]

The holdings comprise arable land, a duck rearing enterprise, Christmas trees, a range of commercial buildings, and residential property and an events barn used for weddings and retail sales (during the Christmas period).

Within the 'Change Application Consultation Document' dated October 2025, land owned by Mr [redacted] is identified at;

- Paragraph 4.5 - Change 4 as being required 'to provide additional flexibility when deciding how to transport large equipment to the new converter station'.

- Paragraph 4.6 – Change 5 as being required 'to give more space to plant the proposed new hedge and provide space to maintain the new hedge and the ditch. We also want to change the type of access rights to this strip of land to allow long term maintenance of the drain from the field'.

PARAGRAPH 4.5 – CHANGE 4

[redacted] jects to the proposed inclusion of his land at Benhall within the 'Change Application' on the grounds that;

- Planning Consent (Outline) for the development of 41 houses on the land shown within the 'Change Application' (see Appendix 1 – Application Site Plan) was approved by East Suffolk District Council on 28th October 2025;

- the inclusion of the land within the Development Consent Order would delay (a) the sale of the land (due to be marketed commencing in January / February 2026) for an indefinite period at a substantial cost to [redacted] nd (b) the construction and delivery of the additional 41 houses consented;

- in his opinion, there are alternative options open to National Grid for the provision of access for works to the rail bridge from neighbouring land or, alternative access routes for delivery of the proposed infrastructure to the transformer site.

It is noted that at a site meeting with representatives from National Grid and their land agents, Dalcour Maclaren on 3rd November, their re[redacted]tive confirmed that, in the circumstances, this proposed Change Application, in relation to [redacted] nd, would be withdrawn.

As this has not yet been formally confirm[redacted]ting, this Representation therefore seeks to submit a formal objection to Change 4, in s[redacted] relates to [redacted] roperty.

PARAGRAPH 4.6 – CHANGE 5

[redacted] jects to both the proposed inclusion and extension of his land a[redacted]thin the 'Change Application' on the grounds that;

- he has received no documentary evidence to support National Grid's statement within the 'Change Application' that; 'the new hedge is an essential mitigation measure to reduce effects on the landscape and visual amenity and integrate the project into the existing landscape by screening views of the converter station from the north/north east and help to reinstate historic hedgerow planting. It will also help wildlife move between woodland and hedgerows/trees'.

- as stated in previous submissions to National Grid and the Planning Inspectorate;

  a. tree and / or hedge planting at this location will achieve little by way of landscape mitigation due to the surrounding topography;

  b. such works would add to what is already a dangerous stretch of road that floods and then freezes during the winter months, by casting further shade on the road;

  c. planting trees and / or a hedge at this location will obscure drivers from being able to see the Christmas tree plantations, which help promote our clients' enterprise, and further will in due course restrict his ability to erect temporary signage advertising Christmas tree sales during November and December.

[redacted] akes the points that;

  a. the Christmas Tree plantation already provides a wildlife corridor between the woodland and hedgerows;

  b. that he has known the farm for 64 years and, throughout all of that time there has never been a hedgerow along the road frontage, so the reference to 'historic hedgerows and trees' is unsubstantiated;

  c. due to the presence of a water main alongside the roadside ditch and the need for any planted hedgerow to be maintained, the overall loss of land resulting from the proposal has increased from 1500 to 2000mm alongside the field edge to a width of circa 17500mm, substantially cutting into his Christmas tree plantation.

The engineers from National Grid who[redacted]usly met on site agreed that planting up this section of the field provided little miti[redacted]eed that it should be removed from the DCO application, and yet it has remained.

It is our clients' request that the proposed planting and establishment of the hedge be removed from the Charge Application in its' totality.

Photographs of the road, ditch line and adjoining land are attached as Appendix 2.

APPENDIX 1

LAND AT BENHALL – APPLICATION SITE PLAN



APPENDIX 2

IMAGES FROM THE ROAD LOOKING ‘NORTH’ TOWARDS WOOD FARM



IMAGES OF THE DITCH LINE







VIEWS FROM THE ROAD ACROSS THE CHRISTMAS TREES ON RED HOUSE FARM



Response to the request for Change 1 – Access to the Hoverport, Kent

Planning Inspectorate ref: EN020026 My ref: [redacted]

I am writing to object to the request for change 1 - Access to the hoverport at Ramsgate.

Executive summary

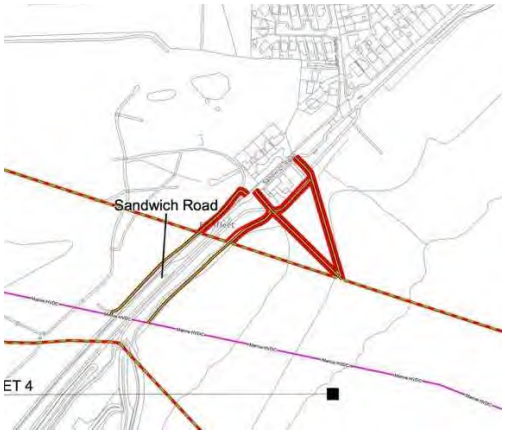
- **NG original access plans in October 2023 showed a total disregard for the protection of the saltmarsh.**
- **Between October 2023 and July 2024 NG decided to use the hoverport site as access for construction traffic.**
- **In September 2025, NG said that "*this area [the hoverport] was included within the Order Limits too late to be included in reptile survey*".**
- **NG had between 15 and 23 months (between October 2023 and September 2025) to carry out a detailed survey of the hoverport but decided not to do so.**
- **In September 2025, NG tried to justify this decision by implying that since the "*hoverport will only be used for operational monitoring and maintenance access*" a survey wasn't necessary.**
- **Documents released by NG in the same month contradicted this assertion by itemising the equipment that would use the hoverport for access to carry out construction including four 15-20t excavators.**
- **In October 2025 NG applied for 5 changes to DCO including changing the order limits at the hoverport.**
- **There is a health and safety risk as well as potential loss of amenity with NG potentially using most of the hoverport apron.**
- **NG removed the construction compound from the hoverport over concerns raised about the presence of rare invertebrates but then included most of that area within the new order limits.**
- **NG provide a table that is supposed to give the "worst-case noise and vibration" list but it omits all the noisiest machinery that is likely to use the hoverport.**
- **The hoverport was constructed using a base consisting of 300,000t of colliery spoil.**
- **Colliery spoil typically contains heavy metals including Arsenic, Lead and Copper.**
- **This base was covered by concrete slabs, but these are breaking up.**
- **NG have not carried out a detailed survey and have not highlighted the potential dangers of heavy metals leaching into the SSSI.**
- **The weight and frequent movements of the excavators and piling machine greatly increase the risk of heavy metals leaching into the SSSI.**
- **Heavy metal pollution demonstrates serious risks to coastal biota, including fish, shellfish, algae, and marine mammals through mechanisms such as bioaccumulation and biomagnification.**
- **The exit pits will result in 400m3 of sediment which NG plan to just deposit within the order limits.**
- **These sediments may also contain heavy metals and other pollutants.**
- **Has any detailed survey been done by NG in line with MMO regulations and guidance.**
- **NG reached agreement with Natural England for a 60dB Lamax threshold, but NG decided to use 60dB average Lamax instead which is completely unacceptable.**
- **No 60dB LA contours (average or max) were shown at the hoverport or exit pits which is unacceptable.**
- **Permission for the change of order limits should be refused for the reasons indicated.**

Background timeline

National Grid (NG) held Statutory consultations between October and December 2023 and the documents available to the public at that time did not indicate any use for the hoverport site. The PIER Volume 1 Part 3 states:

"*The landfall would be a committed trenchless crossing under the sensitive salt marsh habitat within the Pegwell Bay designated sites and this trenchless crossing will also include St Augustine's and Stonelees Golf Course.*" (**PIER volume 1 Part 3**)

However, the October 2023 plans (**General Arrangement Plans Version A**) showed the two access routes for the construction machinery as going straight through the saltmarsh:





For clarity, the two access routes shown are either side of the petrol station at Pegwell with the left-hand route being adjacent to the scar left from the Nemo project.

Using these routes would have caused irreparable harm to a protected habitat and showed the NG attitude to protecting habitats at that time.

In July 2024, NG produced amendments to their plans which included, for the first time, the use of the hoverport site for construction, maintenance and a construction compound. NG explained, quite rightly, that this was to avoid damage to the saltmarsh during construction but why this had not been obvious to them before is difficult to understand.

In November 2024 NG submitted amended plans that removed the compound from the hoverport

Unfortunately, the amended plans had an access point to the intertidal area from the hoverport apron that passed through existing saltmarsh. Again, this calls into question the priority NG give to safeguarding habitats when making important decisions.

NG applied for development consent in March 2025, and this was accepted for examination in April 2025 despite no detailed environmental survey having been done of the hoverport.

In October 2025, NG applied for 5 changes to the proposed development consent order including changes to the order limits.

Change 1 – Access to the hoverport near Cliffsend, Kent.

1) Lack of Clarity

a) The area available to the public

The change to the access asked for would result in a much larger area of the apron being set aside which is contrary to the Mitigation requirements in the NPS EN1.

"*5.4.35 - Applicants should include appropriate avoidance, mitigation, compensation and enhancement measures as an integral part of the proposed development. In particular, the applicant should demonstrate that during construction, they will seek to ensure that activities will be confined to the minimum areas required for the works*."

The applicant is very vague and as this is a popular and valued site for residents to enjoy the flora and fauna, there is a potential health and safety risk with the lack of certainty over the areas being used for the project and the areas that are safe for them to use.

b) Inconsistencies

NG highlighted the concerns that had been raised about using the hoverport[1]:

"*Concern was also expressed about the potential for locating a compound in the former hoverport site given the presence of rare invertebrates and orchids, leading to the compound location being altered*."

Subsequent plans in November 2024 showed the compound being removed from the hoverport completely, presumably because of the presence of rare invertebrates and orchids, but the order limits shown in the plans included the area previously allocated for the compound. The order limits in Change 1 include most of the apron including the area that had previously been allocated as a compound.

NG state in a document issued in September 2025[2] that:

"*Habitat adjacent to the existing track on the former hoverport site is also suitable for reptiles. This area was included within the Order Limits too late to be included in reptile survey, but since the former hoverport will only be used for operational monitoring and maintenance access no civil engineering highway works are planned; rather the existing track and hardstanding areas will be used*."

Two things stand out from this statement.

Firstly, looking at the timeline, at some time between October 2023 and July 2024 NG made the decision to use the hoverport site for "*construction, maintenance as well as a construction compound*". Why was this decision made without a full environmental survey, including a reptile survey, undertaken. It is not acceptable to say that they didn't have time. They had between 15 and 24 months to carry out the survey.

[1] APP-062 – 2.3.4
[2] AS-093 – 2.7.47

The hoverport apron is not very big (about 0.05km^2) so noisy vehicles could have a very detrimental effect on the habitat[3]:

"*Some construction or decommissioning-period impacts from within the Order Limits can affect receptors a small distance beyond the Order Limits, notably noise (which could affect receptors up to 200 m from the source or beyond), and dust (which according to Institute of Air Quality Management (IAQM) guidance (Institute of Air Quality Management, 2024) can significantly affect receptors up to 50 m from the source)"*.

Secondly, the statement by NG is saying unequivocally that the hoverport will "***only be used for operational monitoring and maintenance access"***. (My emphasis). Anyone reading this would be in no doubt that the hoverport was not going to be used for construction.

However, the statement is at best misleading as it completely contradicts references made concerning the use of the hoverport for access to the intertidal area for construction vehicles within the "**Description of the Proposed Project**"[4] (which is in its third iteration also dated September 2025) which clearly states:

"*The equipment would include up to four small excavators (15-20 t), two tractors, hovercraft and ancillary equipment such as drilling pipes, pumps and generators*. *As the exits are in the upper intertidal area, access would be via the corridor from the former hoverport rather than transportation by sea at the top of the tide*."

NG go into more detail about the equipment that would use the hoverport as an access point for the construction of the exit pits in the intertidal area. ***Application Document 6.3.1.4.B Appendix 1.4.B Construction Plant Schedule (APP-090)*** *presents the reasonable 'worst-case' noise and vibration levels from construction plant."*

Within the heading "Cable and conductor works (including trenchless installation, trenching, ducting and cable/conductor installation)" the "worst-case noise and vibration" list[5] (APP-090) includes:

"one excavator Hyundai HX300 (30 t excavator), one Medium excavator JCB 13 Tonne Excavator and Small excavator 5 t excavator and one Tractor Trailer 9R 440 356 kW engine power".

This list does not match the list given in AS-093 and this shows yet another example of contradictory evidence presented by NG.

Since NG indicate that "*the noisiest equipment during these activities is expected to be the excavators*"[6] it seems very remiss of NG not to include any reference to 15-20t excavators and their associated noise levels within APP-090.

Hovercraft are not known for being quiet but they do not feature on the list either. The noise levels for pumps and generators are given in AS-093 but do not appear in APP-090.

[3] APP-062 – 2.6.4
[4] AS-093 – 4.6.165
[5] APP-090
[6] AS-093 – 4.6.165

At the exit pits in Pegwell, NG state that[7]:

"*Ground conditions indicate 6 m of sediments overlying chalk at exit, so vibropiles would be used if pilling is deemed necessary. This assessment has assumed 9 m piles founded to 6 m depth below ground level. Based on previous works, it is anticipated that 4 days is required to install a coffer around a single HDD exit, so up to 16 days of piling for installing on all four exits*."

In the latest set of documents (AS-113), NG reiterate the likely use of cofferdams involving piling, but APP-090 does not include any mention of piling plant. BS 5228-1 Table C.3 #8 gives an indicative value for a vibratory piling rig of 88 L_{Aeq} dB at 10m and a weight of 44t. Why was no piling plant included in AS-090?

NG produced noise contours that showed in Figure 5[8] the 60dB average Lamax contours. However, the an agreement[9] had been reached on using a different measure:

"*The 60 dB LAmax threshold has been agreed with Natural England as the zone in which disturbance may arise as a general rule*".

60dB average Lamax is not a suitable metric to use when one is considering avoiding disturbance to birds and its use by NG is unacceptable.

It is also worth noting that no 60 dB contours (average or max) were shown at either the hoverport site or the exit pits despite the use of noisy excavators (up to 4) and a vibratory piling rig. According to BS 5228-1 Table C3 the excavators and vibratory piling rigs listed have Laeq max values well above 60dB (81dB and 88dB respectively at 10m) so appropriate 60db Lamax contours should be shown at the hoverport and at the exit pits.

NG have made contradictory statements. They say that the hoverport will only be used for operational monitoring and maintenance access as justification for not doing a full environmental survey of the hoverport but in other documentation they go into detail, albeit incomplete, giving a list of the vehicles that will used for construction. This is not acceptable.

Clearly, document APP-090 does not accurately reflect the "worst-case noise and vibration levels for construction" and should be amended accordingly.

Since the exit pits are in intertidal region, the construction plant will have to move to and from the hoverport apron twice a day (4 journeys) with the inherent disturbance to the rare invertebrates and presenting a health and safety risk to the general public.

Figure 5 should be amended to show 60dB Lamax contours for the whole of the Kent site including the hoverport and exit pits.

2) Serious risk of pollution

a) from using the hoverport apron

A press article from the **East Kent Times 25th April 1969**, reports on a presentation given by the National Coal Board (NCB) and Cementation who constructed the hoverport site. The article says that "*300,000*

[7] AS-093 – 4.6.167
[8] AS-007
[9] PDA-022 – 2.9.75

tons of NCB colliery spoil heap shale" was used as the base for the construction. This was then covered by concrete slabs.

Unfortunately, NG have not undertaken any environmental assessment of the hoverport itself to ascertain the composition of the colliery spoil beneath the concrete but typically it is likely to contain heavy metals including Arsenic, Lead and Copper. (**enzygo – Coal fields – from black legacies to green futures**).

The concrete slabs covering the colliery spoil have, over time, begun to break up with vegetation pushing up through cracks in the concrete over a significant section of the apron. The break-up of the concrete exposes the spoil to water ingress with the possibility of subsequent leaching of heavy metals into the intertidal area including Arsenic, Lead and Copper.

If permission were granted to allow use of the hoverport for construction, the heavy plant such as the four excavators (15 to 20t) and the vibratory piling rig (44t), the risk of further break-up of the apron will increase significantly. Each tracked vehicle will need to return to the hoverport as the tide rises so each vehicle will potentially have to make four journeys across the apron each day for 16 days.

Any polluted runoff will impact the saltmarsh and also be a potential risk to benthic organisms found within the SSSI. The huge environmental risks posed by heavy metals in coastal areas are explained in detail in a study released in January 2025 entitled "**Heavy Metal Pollution in Coastal Environments: Ecological Implications and Management Strategies: A Review**" by Mahmoud El-Sharkawy, Modhi O. Alotaibi, Jian Li, Daolin Du and Esawy Mahmoud. This is a very extensive study but key points that are relevant to this situation:

"*Heavy metal pollution demonstrates serious risks to coastal biota, including fish, shellfish, algae, and marine mammals through mechanisms such as bioaccumulation and biomagnification. These processes lead to biodiversity loss, habitat degradation, and reduced ecosystem functionality.*

Bioaccumulation is the process by which heavy metals accumulate in the tissues of living organisms, including plants, animals, and microorganisms, through uptake from the surrounding environment. Those heavy metals can undergo biomagnification along the aquatic food chain, whereby predators at higher trophic levels, including fish and birds, accumulate higher concentrations of heavy metals than their prey, posing risks to ecosystem health and human consumption.

Benthic organisms, such as bivalves, polychaetes, and amphipods, are especially vulnerable to heavy metal contamination because of their close association with sedimentary habitats. Exposure to elevated concentrations of heavy metals in sediments can result in chronic and severe toxicity to these organisms, affecting their growth, survival, and reproductive success.

Birds that feed on benthic organisms or fish from heavy metal-contaminated wetlands may experience reduced reproductive success, impaired development, and increased mortality due to metal toxicity."

It is my belief that allowing the use of the hoverport site risks contravening The Environmental Damage (Prevention and Remediation) (England) Regulations 2015 Schedule 1 which apply to the Pegwell SSSI. It will cause irreparable damage to the complex ecosystem. What is the point of assigning a habitat protected status if a developer can gain permission to cause such harm to that environment? I urge the Ex A to reject the use of the hoverport.

b) from excavation of the exit pits

AS-113 informs us that MMT carried out a survey in 2022 for NG and as part of that survey they took 32 grab samples which were then analysed. Although no accurate details of where these grab samples were taken seem to be available for inspection, one site, S036 is described as being 5km southeast of the port of Ramsgate which could put itclose to the SSSI. This site had the highest concentration of lead and Copper of any of the other sites and exceeded CEFAS (MMO, 2014) AL 1 (cAL1) threshold.

The survey also found that Arsenic was found at all 32 sites in levels exceeding cAL1 which means Arsenic must also have been at high levels at S036.

The Marine Management Organisation carried out a high-level review of current UK action level guidance and within that review they state:

"Suitability for disposal of sediments between cAL1 and cAL2 is determined through expert judgement based on evaluation of a number of lines of evidence including historical information, disposal site characteristics and physical characteristics of the material".

They go on to recommend that the sediment ecological risk assessment should include lines of evidence and suggest a triad approach:

"Triad-based assessment frameworks require evidence of hazard and exposure (generally based on sediment chemistry, toxicity, benthic community structure, and, perhaps, evidence of bioaccumulation) to designate sediment as toxic or requiring management or control".

Have NG carried out a tiered evaluation of dredged material found to be between cAL1 and cAL2 at S036? If not, why not?

AS-113 gives details of the excavation of the exit pits giving an area of 200m^2 excavated to a depth of 2m giving a volume of excavated material of 400m3. The document goes on to describe how this material is to be dealt with:

"*The excavated sediment will be deposited within the Order Limits within the area. The mounds of sediment generated will locally alter the morphology of the nearshore seabed and the associated water depth.*"

In the "**Heavy Metal Pollution in Coastal Environments: Ecological Implications and Management Strategies: A Review**" by Mahmoud El-Sharkawy et al they found that:

"*Sediments serve as sinks for heavy metals in coastal ecosystems, accumulating metals over time through deposition and sedimentation processes*".

Has any detailed survey work been done to ensure that this material does not contain heavy metals or other pollutants? If not, why not?

As described in detail above, heavy metals can cause catastrophic damage to this sensitive and protected habitat and NG appear to be unconcerned about this. I urge the Ex A to refuse permission for NG to use the hoverport (or any other route for that matter) to carry out the construction of exit pits without further detailed studies being undertaken.

HOVERPORT CONSULTATION

I am writing to complain about National Grid wanting to compulsorily purchase the Old Rewilded Hoverport site. This is a major and substantial change to the original Sealink project proposals! And I do not think that this is a fair proposal or consultation!

If National Grid did their homework and had researched Salt Marshes, they would have realised that they were not totally static, so either this is just an underhand way to allow them to have full entitlement to use the old hoverport site however they want to, possibly for future proposed projects also, or it just shows a really low level of competence throughout this process! I do not believe that this planning application change should be allowed alongside this project as it is! Thanet District Council has already refused permission to use the old rewilded Hoverport site, as they realise how valuable it is to the wildlife, local people, businesses, and tourists.

The Sealink proposal was bad enough! Now, if this is allowed, it will add insult to injury and make a mockery of the fairness of the whole process! The Gunning principles initially were questionable; this is also questionable in my opinion, and is a major change to this proposed scheme!

I only found out about this proposal that National Grid wants to compulsorily purchase the old rewilded Hoverport site through the Save Minster Marshes Facebook page when someone put a post on about it! I live in Pegwell Bay and I often go for walks along

this area and would have been totally oblivious to it if I wasn't paying a very active interest in the campaign to Save Minster Marshes and Pegwell Bay! [redacted]

There are so many locals, let alone other members of the public who are unaware of these major changes, and would be horrified, because there has been a very distinct lack of communication supplied in advance of this, and people are unaware of the time frame in which to object to it, and how to do this! I am therefore urging the Planning Inspectorate to reject this addition to the original proposal, as I feel that the whole project is changing in a very underhanded way!

National Grid, you must do better than this. The general public needs to be informed of any planned changes properly and given the information on how to comment on these in an unbiased, fair way! Adding substantial changes to a proposed planning application midway through the process is totally unfair and should not be allowed.

Regards,

[redacted]

11 January 2025

[redacted]

Save Minster Marshes Campaign:
Response to Sea Link November 2024 Consultation

We are disappointed that National Grid did not contact our campaign group in this latest round of consultation for the Sea Link project. National Grid has repeatedly stated that public consultation is key to developing its plans, but by overlooking the local community who will be directly impacted by Sea Link, these statements seem rather hollow.

Nonetheless, we share our views below on your revised plans below.

Lack of consultation/information made publicly available

As this is the final round of consultation before National Grid submits its DCO application to the Planning Inspectorate, we believe that National Grid has a responsibility to be much more transparent to the public and should have provided more information about the impact on both communities and the environment of the proposed Sea Link project in Kent at the pre-application stage. In particular:

- A full project costing has not been made available
- Visual mock-ups from surrounding roads, homes and amenities have not been provided
- Traffic impacts have been underestimated
- A Cumulative Impact Assessment has not been provided
- A carbon footprint report has not been provided (and this is key when destroying marshland, which is itself a carbon sink).

Unsuitability of the new mitigation area

The newly proposed mitigation area is completely unsuitable and is very unlikely to provide 10% net gain in biodiversity. This is for a number of reasons:

- **Distance**: it is not functionally linked to Pegwell Bay which is what makes Minster Marshes so vital to the wildlife which depend on the marshes and the bay. At 3 miles from the bay, it is outside the flight range of the endangered Golden Plover which heavily rely on Minster Marshes at high tide. Adapting existing farming practices will not compensate for this.
- **Light pollution**: the area already has high levels of light pollution from Thanet Waste, Stevens & Carlotti, Discovery Park and Kent Renewable Energy plant. This will be further exacerbated by 112 newly consented houses across the road at Discovery Park which will cause further light pollution and bring domestic cats – the bane of wild birds.
- **Disturbance from human activity:** the site is directly adjacent to the A256 Sandwich Bypass, a very busy dual carriageway, with its associated pollution and noise. On the opposite boundary of the site, the Stour's bank is completely filled with moored houseboats, creating additional disturbance.

- **Access to the site** appears to be via a new access road through an area of scrub and trees, destroying more existing habitat which will not be mitigated by the planned mitigation area.

Continued use of the former Hoverport

We are pleased that National Grid is no longer considering using the former Hoverport as a compound but dismayed that the revised plans include using it as an access route to Pegwell Bay. This too is functionally linked land to Pegwell Bay and provides a rare habitat for a wide range of endangered species of flora and fauna including the critically endangered Lizard orchid. In addition, the site provides a valuable space for the people of Thanet to engage with their natural environment. As a peninsula, and one of the most deprived areas in the South East, access to wild space is crucial to residents' well-being. It will also mean the closure of the newly created King Charles III coastal path for a protracted period of time.

Comment on overall plans

While the remaining elements of National Grid's proposals have not changed since the last consultation, we reiterate our view that the plans to site Sea Link at Pegwell Bay and Minster Marshes are catastrophic for the environment, for the local economy and our local population. The government has committed to halting species decline by 2030 and increase abundance by 10% by 2042, reducing the risk of species extinction.[1] National Grid's plans for Sea Link will directly lead to species decline by destroying unique and irreplaceable habitats for wildlife at Pegwell Bay & Minster Marshes. These include significant populations of 29 red listed bird species, 40 amber listed birds, and 74 other species, including orchids, European Eels and beavers. Our list of these is attached as an appendix to this submission. No mitigation measures can ever replace or restore these fragile habitats. Once they are gone, they are gone forever. In addition, the increased pylon heights and additional pylons will lead to catastrophic bird deaths as this area is part of Europe's migration 'superhighway' for a wide number of migrating birds. We have already seen 179 mute swans killed in a single incident on National Grid's existing pylon network in the area.

As National Grid is aware, Pegwell Bay is a nationally and internationally protected wetland in recognition of the unique habitat it provides for vast number of species. The legal protections of RAMSAR, NNR, SSSI and SAC are being ignored in these proposals. National Grid ignored these protections in the NEMO link project and failed to implement any of the promised mitigation measures. Pegwell Bay has never recovered from the damage caused by the NEMO construction.

Thanet as a region depends heavily on tourism, with 19% of local employment reliant on our tourist industry. Building a 28m high, 9 hectare converter station will have a hugely detrimental impact on our local economy and landscape, partly due to the construction traffic, road and footpath closures and lengthy construction period. Once constructed, the planned edifice will be vastly out of scale and character with the limited industrial low level buildings in the area.

Natural England's State of Natural Capital Report for England 2024[3], published in October 2024, emphasises the capital value of nature and makes clear that marine, coastal margins and wetlands are at particularly high risk and protection of these assets must be of the highest priority. National Grid's Sea Link plans fly in the face of these recommendations.

Position of the converter station

Siting the converter station on marshland will not only contribute to global warming by destroying marshland, which is an essential component of natural carbon capture, but also

requires substantially more construction materials (again contributing to global warming) than were the converter to be constructed on stable ground.

National Grid's own guidance on where to construct substations states *'land that is prone to floods cannot be considered, or land that is boggy in nature. Equally, land subject to subsidence … cannot be considered.'* [2] As Minster Marshes floods regularly, is boggy and is predicted to suffer from subsidence according to research by the British Geological Survey, we remain baffled that National Grid is pressing ahead with its plans, in the knowledge that this site is entirely geographically unsuitable. The additional costs related to constructing on such unstable grounds have not been accounted for.

We believe that National Grid has not properly evaluated other sites adequately. It is clear that Richborough sub station was identified as the connection point before the Routeing and Siting Study was subsequently carried out. Credible alternatives on brownfield sites such as Isle of Grain, Kingsnorth, and other areas that could connect easily to Sellindge were discounted too early. The relocation of the NAUTILUS project to the Isle of Grain demonstrates that it is a suitable location for building new infrastructure to support the expansion of the grid and will have a much reduced impact on the environment.

The Sellindge link to Europe is already established. So we cannot understand why the Sizewell to Sellindge link was discounted on cost of the undersea cabling alone, when the current plan will now require a huge cost increase from raising the level of the marsh by 2 meters over at least 9 hectares. Furthermore, NESO's plans post 2030 include building another massive undersea cable from Scotland to Richborough and they are apparently happy to finance this without problem.

Furthermore, it appears that National Grid's approach is siloed across the many different projects that form part of the 'Great Grid Upgrade' and that there are doubtless efficiencies and a reduction of the impact on the environment that could be delivered through co-location.

The drive to Net Zero does not need to be and indeed must not be at the expense of the environment and threatened species. There is a better and more sustainable approach, and it should begin with meaningful dialogue with all stakeholders – not a headlong rush to DCO.

1 https://www.gov.uk/government/publications/environmental-improvement-plan-annual-progress-report-2023-to-2024/environmental-improvement-plan-annual-progress-report-2023-to-2024-environment

[redacted]



“”Have your say concerning National Grid’s proposals for the Benhall Railway bridge as part of the Sea Link DCO”.

As a local resident at N [redacted] rdering on the land in question, I have been advised by you that we to what we think of these proposals.

1. Firstly, I am appalled at the total lack of cohesion and plan sharing by any of the current proposals being put forward from Sizewell Power Station C, Scottish Power, Lion Link, Sea Link. Yourselves.
The level of current destruction now occurring over such a wide area has to be seen to be believed. Yet the commencement of all these proposals, nothing was ever mentioned as to how large an area this would cover and ruin parts of the beautiful Suffolk Country area. (EG:To date some 22,000 trees have been removed and it continues).

2. It is apparent that very little planning has taken place considering that decisions have been taken this year to make changes to local roads including the A12. A major road but currently much single track. Every day without fail we are suffering endless blockage of our roads and congestion caused by queues of earth Moving lorries.
Any Civil Construction Organisation would have commenced preparation and commencement of work on our roads at least 5 years ago.

3. The level of work being undertaken alongside Sizewell is never covered covered in its entirety by all organisations as listed at 1 above. There is no cohesion.
Hence those being made aware of the extent of all work in this region see only individual construction headings. This is procedurally unfair and does not take into account the views of residents and the local population in this vicinity.

Proposals for Benhall Railway Bridge as part of Sea Link DCO.

(1). It is beyond belief that such three appalling option proposals have been put forward without thought, consideration or views of local residents and the local area.

ii). We here in Shotts Meadow and our 9 house owners are directly in line for heavy loads and possible structural damage, danger to pedestrians, riders and school children at Benhalls two schools.

iii). We here in Shotts Meadow OWN the entrance land general area to our properties plus the general site of our incoming mains water meters. We have no intention in allowing others to impeed on our peace and tranquility. Strange that no one has had the decency to come and talk to us and explain. Just barge in with your options without caring what we might think. You do not live here and therefore do not care.

iv). Planning proposals have suddenly reared their ugly head again in the field you wish to use from the owners/developers to erect 44 dwellings where you propose to house your construction plant and undertake three possible options as listed.

v). The Entrance to this field in no way provides space or safety for such working the entrance and level of traffic involved

vi). We here in Shotts Meadow and our 9 Residents are directly in line for heavy loads, any possible structural and road damage, danger to pedestrians, riders and school children at Benhalls two schools.

vii). The Entrance to this field in no way provides space or safety for such working through this entrance and level of traffic involved and has already been queried by the Highways Agency.

vii). We were advised at a local public meeting yesterday evening (27th October) that we could expect up to 80 lorries a day would use the B121.

viii). Green Farmland should remain as green belt and as such should remain for the creation of foodstuffs for the population and as intended.

ix). There was a good suggestion made last evening and supported that the roads that have been created to provide cable routes and Sub Stations to Friston should be made available for your traffic as construction of these additional roads are already under construction.
In this respect, why cannot this area and the end destination needed by yourselves be considered to reduce the detrimental effect to us here at Benhall.
It would remove the necessity of having to create a new road and road bridge at the side of Pegg's Builders Agents and Hardware Company on the B121.

x). There is already a serious effect on local property prices and the ability to sell.

I rest my case and urge consideration and discussion and care be shown to ourselves and local residents and the population of Suffolk.

[redacted] E., FCIBSE., FCCGI., FCIPHE., FIET., HonFSoPHE.

Save Minster Marshes Initial Comments on Change 1 – Change to access at the Hoverport, Kent

National Grid has proposed increasing the area of the Hoverport it wishes to use to prevent damage to the saltmarsh in Sandwich Bay. In their Change Application Consultation Document, they have said that they are proposing to make 'small changes' to the application. In our view, the change they are proposing in Kent is substantial and will have lasting and severe impacts on the people, flora and fauna of the area.

In the DCO application of March 2025, in their **Environmental Statement 6.2.3.2**, the applicant stated: *"There is a permanent access route off Sandwich Road and into the saltmarsh through the former hoverport site. However, this route is for inspection and maintenance via light vehicles and a few qualified personnel with very minor access needs at a regular interval. Access will use the existing track and hardstanding to reach the saltmarsh and as such there will be no habitat loss."* This clearly states that the only use of the Hoverport would be during the maintenance, post-construction phase of the project.

In their Change Application Consultation Document, it is clear the applicant intends to use the Hoverport as their primary point of access to construct, operate and maintain Sea Link. This is a significant change, not a small one.

Flood risk

We would like to draw your attention to the Government's Shoreline Management Plan and unit 4A20, Ramsgate Harbour (west) to north of the River Stour, which covers Pegwell Bay and the Hoverport in which the management summary states (our emphasis).[1]

> *"Continue maintaining defences where there is an economic justification. However, if through detailed studies an opportunity for not maintaining current defences are identified then this will be implemented.* ***Where there currently are no defences in place, a continuation of this is recommended, which will allow natural processes to take place and the geological and environmental and landscape assets to be realised****."*

The flood defences at Pegwell Bay are minimal (as evidenced by recent flooding of Njord Café). We would suggest that any damage to this fragile saltmarsh environment whatsoever is inconsistent with this policy of allowing natural sea defences (i.e. saltmarsh) to take over the job of protecting the inhabitants and business owners at Cliffsend.

[1] Ramsgate Harbour (west) to north of the River Stour 4A20 | Shoreline Management Plans accessed 20/10/2025

Environmental damage and impact on local community

Thanet District Council is the lead authority on the 'Hold the Line' policy and is tasked with this action,

> *"20.1 Conduct studies to confirm the condition of the Hover Port infill which is **expected to be partially contaminated** - define triggers to instigate works."*

This work has not begun and there is no mention in the change application, or the DCO in its entirety, of the likelihood of contamination of the area.

The applicant's justification to commandeer a much larger area of the Hoverport is because the saltmarsh has expanded. As they note, saltmarsh is protected and important for wildlife. However, as they go on to acknowledge in **paragraph 4.2.4**, saltmarsh is a dynamic coastal habitat. They have demonstrated through their own research that it is impossible to predict the precise location of the saltmarsh during construction and so it is abundantly clear that damage to the saltmarsh is impossible to avoid in this location. The applicant has demonstrated this in the lasting damage they caused to the saltmarsh, mudflats, freshwater lagoon and nature reserve at Pegwell Bay with their NEMO project as seen in the Google Earth image from 22/06/25 below where the scars to the saltmarsh are clearly visible.



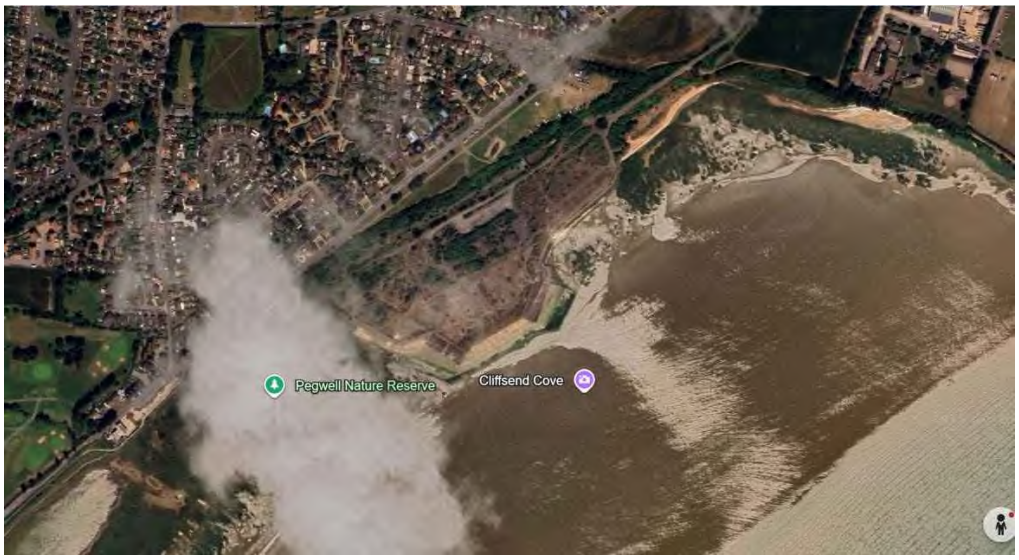
In **paragraph 4.2.7**, the applicant states: *"the change provides more flexibility over the route. It does not indicate use of a greater area"*. We would very much like to challenge this assertion as, if the applicant wishes to use a much larger area of the Hoverport than in the DCO application, that area is not available for public access.

In **paragraphs 4.2.8 and 4.2.9**, the applicant states that: *"there won't be any new or different significant environmental effects introduced from the proposed change".* We would challenge this assertion on two counts. Firstly, they are now seeking to add an even greater area of the saltmarsh (all which is protected under SSSI/SPA/RAMSAR designations) to their draft order limits. Secondly, the applicant has not carried out any environmental assessments of the Hoverport itself. In **their Environmental Statement 6.2.3.2** published in March 2025, they stated repeatedly that the Hoverport was included within the Order Limits too late to be included in any ecological surveys. They have had plenty of time to have carried these out since March but as far as we are aware have not done so, despite being made aware of the fact that the Hoverport supports Fiery Clearwing moth and Sussex Emerald moth by Kent Wildlife Trust, both of which are legally protected under Schedule 5 of the Wildlife & Countryside Act 1981 (as amended). They have also been made aware of the presence of rare Man and Lizard orchids onsite.

In **paragraph 4.2.9**, the applicant states: *"not all of the new area will be used for access purposes so impacts on recreational receptors using this area will be minimised".*

The Hoverport is widely valued and used by the local community. It is of particular value as it is one of very few locations which is wheelchair accessible for bird watching. A four-year programme of construction on the Hoverport will prevent access to this vital resource for the local population's wellbeing. Impact on recreation will be profound. Turning a mosaic wilderness habitat into a construction site will destroy it. Since the hoverport closed, it has taken 40 years to get to this point of naturalisation. Allowing access for construction now will destroy it. This is contrary to the Mitigation Hierarchy to 'avoid'. We also wish to draw the Examining Authority's attention to the fact that the fabric of the Hoverport is very fragile and incapable of supporting the weight of heavy machinery. In our view, this will necessitate the applicant taking over a much larger area of the Hoverport than they say they intend to use. Much of the apron is already breaking up and, as the Planning Inspectorate is possibly aware, the construction is on a bed of coal deposits. Any drilling through this will lead to these leaching into the fragile saltmarsh. There has been no analysis of this in the applicant's unspecified *'special construction techniques'.* The applicant has also not made any mention of the number of outfall pipes that run under the Hoverport and how their 'special construction' intends to interact with those.

With the exception of the hoverport itself, this entire area has SSSI/SPA/RAMSAR designations. There was a proposal to expand the hoverport at one point, but this was rejected on the grounds that the site was too important ecologically. It seems extraordinary that we are still fighting the same battles 50 years later with all the knowledge we have today. The image below from Google Earth on 22/06/25 clearly shows the mosaic habitat of the Hoverport and the saltmarsh's continuation right around the bay.



Unexploded ordnance

In their DCO library document 9.21: Sea Link Cable Burial Risk Assessment at table 1 Key Hazards prepared for them by Red Penguin in October 2024 it was identified that there is a high risk of unexploded ordnance in Pegwell Bay.

> "*UXO – Pegwell Bay High number of UXO obstructions on route. Additional work to clear route and accidental detonation during installation activities (danger to equipment / personnel and environment)"*

And on page 19

> *"The Pegwell Bay risk levels for the landfall also reflect the high volumes of UXOs found and reiterates the practice of jettisoning bomb loads and fuel from aircraft returning to the bomber base at Marston Airfield."*

(accepting that Manston Airfield is misspelled).

It has not been made explicit in the change documentation how the change helps them to avoid the saltmarsh, as the areas of the saltmarsh indicated in the figures have not been changed. And if a larger area of the Hoverport apron is needed, perhaps it may be to allow them a more diagonal route to the drilling sites at low tide. However, this is not made explicit. And bearing in mind the above risk of UXO, we would have expected a

clearer picture by now of the steps they will take to avoid the UXO and how they intend to use the hoverport.

In passing, Red Penguin, in the same document, have referred to flood risk for the construction at Pegwell Bay.

Thanet District Council have recently reiterated their opposition to the plans to use the Hoverport – but National Grid seem keen to push on regardless of not only local opinion but also local authority opinion.

Unknown Land Rights

TerraQuest have been working with the applicants on land rights for the Sea Link project for more than three years.

The **4.3 Book of Reference** details land parcels that are needed for the proposed work in Pegwell Bay and across to Minster Marshes. We have crossed referred these to the Land plans for underground cabling on page **16 of 2.3 Land Plans.**

From this we deduce that **Work package 6** will require acquired rights for drilling underneath Pegwell Bay to the junction bay and this has been parcelled into plots numbered 3/48, 3/52, 3/53, 3/58, 3/62, 3/64 3/65, 3/66, 3/68, 3/69, 3/70, 3/71 and 3/72. There are more – but we are interested in these.

On 15th October 2025 a notice was posted on the fence at Pegwell Bay indicating that land parcel classed as **Ken_UNK_5** has unknown ownership. We understand from the methodology described in **5.1.8 Appendix G Land referencing methodology**, the notice gives 4 weeks during which persons in Categories 1, 2 and 3 can respond. It appears that this relates to more than one plot of land. We believe that **Ken_UNK_5** contains elements of work package 6 and land parcels listed above – but we have had to work this out, because none of the documentation is specific nor properly cross referenced. The notice does not make reference to the work package numbers or the plot numbers, nor in which documents these are made explicit. Should there not be more notices closer to the land in question, and what steps have been taken to find ownership other than posting the notice? It seems very odd that such a swathe of land through the middle of the Golf Course is of unknown ownership. Is the Golf Course squatting? The unknown land is clearly very important for the drilling route and, as such, we would expect National Grid (via TerraQuest) to have identified this at an early stage and not at the last minute.

Whilst we would concede that plot 3/69 might be classed as insignificant in scale and location for the project as a whole, the remaining plots are clearly central to the project as they are directly within the order limits and above the drilling route.

We would therefore urge the Inspectors to closely examine the diligence of the land search in this respect and to query why this has been found to be a problem so late in the process when it is clearly land that is essential for the project.

Poor consultation process

Finally, we note that affected parties – including Kent Wildlife Trust and local businesses such as the Viking Ship Café who will be immediately and adversely affected by this Change proposal – had not been notified of this very short consultation process. This change is being presented as a minor amendment when in our view, it is profound. It is abundantly clear from our conversations with the local community that most consultees were unaware that the construction would be taking place via the Hoverport as the applicant did not make that clear in their application.

In addition, the timing of this proposed change, introduced very late in the planning process, with very little information and a short period of time to respond, and apparently now outside of the remaining timetable is wholly inadequate in what should be a transparent and meaningful consultation process. It also appears that this consultation has not been correctly publicised and therefore could be argued is not compliant with The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009. This is a significant amendment to the proposals and, as such, demands proper scrutiny and a genuine opportunity for the public to comment on the proposals.

29.10.25

Dear Sir

As I have said in my previous objection, I feel I must bring to your attention the grave concerns I have about the major environmental impact your project together with the new amendments will have on the very longstanding SSSI designated area of Pegwell Bay and Minster Marshes. The impact on nature and bird life, for both migratory and indigenous birds will be extremely severe and to extend the area of the hoverport will make it even more detrimental. There will be an even larger area of noise and disruption around the hoverport area. Birds for example, curlews need a large area around them. They are disturbed very easily and they in turn will disturb the other birds. This marshland environment has nesting sites and resting places around and on the hoverport that the birds have used on their migration for many years and it will be destroyed which in turn will cause a further decline to their numbers in a world where many birds and animal species are heading for extinction. Birds have roosted on or close to the hoverport for as long as I can remember. If this project together with its changes goes, ahead even more area will not be available to the birds, invertebrates and small mammals. It has taken this area many years to rewild and become productive after it was concreted.

Both Minster Marshes, Pegwell Bay, the hoverport and beach on the Western Undercliffs has recreational value for both nature lovers and for people who enjoy the open spaces, wonderful wildlife, fresh air, sand and sea life. Where the hoverport has rewilded there are now many varieties of flowers including different orchids, many invertebrates and mammals, which will disappear completely under this mass construction, which you are intending to extend. It is not only the bird life that will be affected but the colonies of seals living in the sea around Pegwell Bay and Sandwich, their lives will be threatened by all the drilling and underwater work of the project.

On the human side, the hoverport is an area where people enjoy walking and is easily accessible to the disabled with wheelchairs with the slopes. It gives them a closer view of the birds roosting in the reed/grassy area on the right of the hoverport and this will be destroyed if the area is extended further. The project will be destroying and disturbing a larger area with the constant disruption during the construction by heavy vehicles, which will have their sound amplified by the cliffs with the extend area.

As a local Thanet resident, I totally object to this major plan. I enjoy the natural amenities of our wonderful coastline and inland countryside and do not want four years disruption and damage to the wildlife.

There must be alternative offshore alternatives.

[redacted]

[redacted]

25 October 2025

To whom it may concern,

Subject: Formal Objection to the Proposed Use of the Hoverport for the National Grid "Sea Link" Project

I am writing to formally object to the proposed use of the Hoverport site on Sandwich Road for the National Grid "Sea Link" project.

My partner and I own and operate **The Viking Ship Café**, situated above the Hoverport. This business is not only our livelihood but also an important part of the local community. We have invested significant time, money, and effort into developing a welcoming space that serves both residents and visitors, and we are deeply concerned about the irreversible impact this project would have on our business, the surrounding environment, and the wider community.

Community Importance

The Hoverport area provides a vital social and recreational space for a wide range of people:

• Elderly residents who struggle with mobility and rely on this accessible open area for fresh air and daily social interaction.

• Disabled adults and children whose carers bring them here precisely because of the calm, open environment free from crowds and noise.

• Local and visiting groups such as schools, colleges, Scouts, Beavers, and international students who come to explore the Viking Ship and enjoy the historical and educational value of the area.

• Dog walkers, bird watchers, and families who visit for exercise, mental well-being, and to enjoy the natural beauty and sea views.

For many, this area represents much more than just a place to park or have a coffee — it is a safe, open, and restorative space that supports the well-being of our community.

Key Concerns

1. **Lack of Consultation** – None of the businesses located along Sandwich Road — including ours — have been contacted by Sealink or the National Grid. It is unacceptable that those most directly affected by the proposal have not been consulted.

2. **Environmental Risks** – No environmental surveys appear to have been conducted on this open and ecologically sensitive area. The Hoverport site may contain coal foundations, raising serious concerns about contamination of nearby salt marshes and coastal habitats.

3. **Unsuitability of Location** – This area is not appropriate for major infrastructure development. It is a natural and historic space, widely used by the public, and unsuitable for heavy construction and industrial use.

4. **Project Expansion and Uncertainty** – In 2024, the site was proposed only as a temporary compound. It is now being described as an active working site for several years, operating seven days a week. This raises legitimate fears that further land, including the green where our café and the Viking Ship replica stand, could later be subject to compulsory purchase.

5. **Traffic, Safety, and Accessibility** – Sandwich Road and surrounding routes already experience

severe congestion. Construction traffic, road closures, and restricted access will exacerbate these problems, making daily travel for residents and visitors far more difficult and unsafe.

6. **Impact on Small Businesses** – Local businesses like ours will inevitably suffer from reduced trade due to disruption, noise, and traffic congestion. Many rely on passing trade and accessibility — both of which will be significantly impacted.

7. **Environmental and Visual Damage** – The Hoverport's natural beauty, wildlife, and vegetation cannot simply be "restored" once disturbed. Promises to return the site to its current state are unrealistic. The loss of habitat, trees, and green space would be permanent.

8. **Tourism Impact** – This area attracts numerous visitors each year. Turning it into a long-term industrial site would severely damage local tourism and the area's reputation as a place of heritage and natural charm.

Conclusion

For all these reasons, I strongly object to the proposed use of the Hoverport site for the National Grid "Sea Link" project. The development would cause lasting harm to the environment, local economy, community well-being, and the character of this historically and environmentally significant area.

I respectfully urge the planning authority to reject this proposal and to consider alternative locations that do not threaten such an important community space.

Yours faithfully,



To Sea Link Consultation Team

National Grid Energy Transmissions (NGET)

7 November 2025

[redacted]

Dear Sea Link Consultation Team

RE: SEAS response to NGET's SEA LINK Consultation Oct 7 to Nov 7 on proposed changes to the Sea Link Development Consent Order

Suffolk Energy Action Solutions (SEAS) is a community-led organisation representing people who are directly impacted by large-scale energy infrastructure projects. We support the transition to net zero and recognise the need for strategic infrastructure.

SEAS are deeply concerned that the Applicant has initiated a late and inadequate consultation on five material changes while the Examination is already underway. These changes are neither "small" nor "non-material," as claimed by National Grid Electricity Transmission (NGET).

Given the wider procedural failings in the Sea Link DCO—missing data, poor consultation, and factual errors— and now in this DCO Change consultation, SEAS would like to express that the consultation process is plainly insufficient to meet the statutory duties of the Planning Act 2008 or the EIA Regulations 2017.

We set out below some comments on the five changes to the Sea Link DCO order limit. As we have been given a deadline of midnight 7 November 2025 and do not have the full detailed plans for these changes, SEAS reserves the right to comment on NGET's response to the ExA request for a full DCO Change Application by Deadline 1A, Wednesday 26 November. 2025.

Change 1 – Change to access at the Hoverport, Kent

SEAS supports Kent Wildlife Trust and local stakeholders' opposition to the proposed widening of access at the Hoverport because the change is based on incomplete and unreliable environmental data. The applicant claims it will reduce impacts on saltmarsh, but no new ecological surveys or verified mitigation plans have been provided to prove this.

The change extends the project footprint into sensitive intertidal habitat, creating risks of disturbance to protected saltmarsh and wildlife, and should therefore be treated as a material change requiring new consultation and assessment.

Change 2- Change to Works Plans at Friston (Kiln Lane) substation, Suffolk

SEAS supports Friston Parish Council and SASES strong opposition to Change 2, which would alter the approved area for the Friston substation. Although presented as a minor order limit adjustment, it unnecessarily duplicates existing consents already granted under the East Anglia ONE North and East Anglia TWO DCOs. Those approvals include the National Grid connection hub and carefully secured mitigation to protect the local landscape and community.

National Grid's "Scenario 2," where it would build its own substation, is now admitted to be highly unlikely. Examining or authorising this fallback only adds confusion, legal inconsistency, and risks weakening the strong mitigation already in place.

The Friston community is already under intense pressure from EA2 construction, Sizewell C, Lionlink, and other projects. Adding another layer of uncertainty is unjustified.

SEAS believes change 2 should be withdrawn.

Change 3 - Friston Neolithic Hengiform Monument

A previously unrecorded Neolithic hengiform monument has been identified within the proposed Sea Link cable corridor near Friston, Suffolk. The feature has been assessed by Suffolk County Council Archaeological Service as a site of exceptional rarity and high archaeological value. Historic England has confirmed its national significance and advised that preservation in situ is the only appropriate management approach.

In response, National Grid Electricity Transmission has proposed a minor modification to the project's order limits—approximately one hundred metres on either side of the monument—to allow the underground cable route to be re-aligned and avoid direct impact.

However, the surrounding area has not yet been subject to archaeological evaluation. Suffolk County Council has recommended that full geophysical survey and trial-trenching investigations be undertaken to determine the extent and context of the monument before any routing decisions are finalised.

The Examining Authority has supported this position, noting that further archaeological work is required and that the forthcoming Environmental Statement Addendum must justify the proposed route selection.

Given the confirmed national importance of the monument and the incomplete understanding of its wider archaeological landscape, SEAS recommend that acceptance of the proposed corridor amendment be deferred until the required investigations have been completed and their findings fully considered.

Change 4 – Benhall Railway Bridge, Suffolk

SEAS is concerned that National Grid's consultation on the proposed Benhall Railway Bridge changes has not complied with the statutory duties set out in sections 42(1)(a)–(d) and section 44 of the *Planning Act 2008*. The consultation appears to have been limited to a small number of adjacent residents, with no clear evidence that Benhall Parish Council, Suffolk County Council (Highways), East Suffolk Council, or other prescribed consultees were notified or given the required minimum 28-day period to respond. The consultation period (7 October – 7 November 2025) also coincided with the Preliminary Meeting and Open Floor Hearings, creating a material risk of procedural unfairness for Interested Parties.

Given that the proposals involve new land take, additional compulsory acquisition powers, and significant transport impacts, SEAS considers the Benhall Bridge changes to be material and subject to the full consultation and environmental assessment obligations prescribed by the Planning Act 2008 and the *Infrastructure Planning (Compulsory Acquisition) Regulations 2010*. Until National Grid demonstrates full compliance with these statutory requirements, the adequacy of the consultation remains in serious doubt.

SEAS therefore will be requesting that the Examining Authority require the Applicant to provide documentary evidence confirming compliance with its statutory consultation duties before accepting the Benhall Bridge change into the Examination, or alternatively to defer acceptance pending further consultation. These steps are necessary to uphold the principles of fairness, transparency, and lawful procedure in the DCO process.

Change 5 - Increase in area for maintenance

As presently there is not enough detail for Change 5, SEAS has no comments on this until the ExA publish Sea Link's full application is published on the PINS Sealink examination website.

For clarity and transparency, a copy of this consultation response shall be copied to the Sea Link Examining Authority.

Yours faithfully

[redacted]

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